



The

Milepost

Volume 44, Number 9 – September 2024

The official newsletter of the Pikes Peak Division

Rocky Mountain Region – National Model Railroad Association.



NEXT MEETING:

Friday, September 13th, 2024, at 7:00 PM

The New Sand Creek Police Station 950 Academy Park Loop

(Northeast of the intersection of Fountain/Academy)

Colorado Springs, Colorado

Calendar of Events

January 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Show and Tell Program: {to be determined}

February 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Offline Buildings Program: Lionel – HO Vintage Trains

March 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: MOW Program: Harvey Houses of the Southwest

April 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Odd Ball Program: The Delagua & Bethua Railway

May 10th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Diorama Program: {to be determined}

June 14th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Rolling Stock Program: Charles Marchbanks

July 12th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Steam Program: Inventory Control Using Cards

August 9th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Model/Layout Program: Circus Trains

September 13th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Photos Live Program: John Emmot

October 4th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Railroad Structure Program: Microcontroller Update

November 8th, 2024 (Friday)

NMRA-PPD monthly meeting

Contest: Locomotives/Diesel Program: {to be determined}

December 13th, 2024 (Friday)

NMRA-PPD monthly meeting.

Program: Xmas Party



The Milepost, Volume 44, Number 9, September 2024, is published monthly, as an electronic document (Adobe PDF file), by, and under the authority of, the Pikes Peak Division (Rocky Mountain Region), of the National Model Railroad Association. Our meetings are usually held on the second Friday of each month at the Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado, at 7:00 PM. Please come to one of our meetings. We would

love to meet you. All scales are welcome. Besides our monthly meeting, we have swap meets, train shows, and other model railroads (and railroad) activities. Unless otherwise noted, all content in this journal is copyrighted to its respective owner. Please do not use content from this newsletter in other publications, newspapers, magazines, books, websites, etc., without explicit case-by-case permission. The editor of *The Milepost* is Mr. David Bristow. He can be contacted at the e-mail address: dave@bristow-family.org Thank you.

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Next Meeting on Friday, September 13

Our meeting will be held at: The Sand Creek Police Station, 950 Academy Park Loop (northeast of the intersection of Fountain and Academy), in Colorado Springs, Colorado.

Be sure to check out the Rocky Mountain NMRA Callboard:

<https://www.rmr-nmra.org/callboard.htm>

2024 Schedule

- Sept. 13th John Emmot **TBD**
- Oct. 4th David Bristow Microcontroller Update
- Nov. 8th **TBD**
- Dec. 13th Christmas Party

Editor's Thoughts

In August we went on a Viking cruise that started in Oslo Norway. We took the train from Oslo to Bergen. While the mountains are much smaller than ours, they still provide spectacular views, which include waterfalls, lakes, rock faces, and even glaciers, not to mention lots of sheep.

The Bergen Line is a railway line connecting Oslo, the capital of Norway, to Bergen, a major city on the western coast. It is considered one of Europe's most scenic railway journeys, passing through stunning landscapes including fjords, mountains, and glaciers.

History of the Bergen Line:

- **Early Planning:** The idea of building a railway line between Oslo and Bergen was first proposed in the 1860s, but the project faced numerous challenges due to the difficult terrain and high construction costs.
- **Construction:** Construction began in 1902 and was completed in 1909. The line was built to a narrow gauge but later converted to standard gauge in 1909.
- **Engineering Challenges:** The construction of the Bergen Line was a significant engineering feat, as it involved building tunnels through mountains and bridges over deep valleys. The most challenging section of the line was the Hardangervidda plateau, the highest point on the line at 4,009 feet above sea level.
- **Opening:** The Bergen Line was officially opened on November 25, 1909, with King Haakon VII stating that it was the Norwegian engineering masterpiece of his generation.
- **Electrification:** The line was electrified between 1954 and 1964, making it one of Norway's first electrified railway lines.
- **Modernization:** In recent years, the Bergen Line has undergone several modernization projects, including constructing new tunnels and upgrading the signaling system.

The Bergen Line has a total of 182 tunnels, totaling approximately 45 miles. Of these, 10 tunnels are over 1.2 miles long. The longest tunnel on the line is the Ulriken Tunnel, which is 3.9 miles long.





The Bergen Line is a crucial railway line in Norway for several reasons:

Economic Importance:

- **Transportation Hub:** It connects Oslo, the capital and economic center of Norway, to Bergen, a major city on the western coast. This provides vital transportation links for both passengers and freight, facilitating trade and tourism between the two regions.
- **Regional Development:** The line has played a significant role in the development of regions along its route, providing access to markets and services. It has contributed to the growth of industries, tourism, and overall economic prosperity in these areas.

Tourism:

- **Scenic Route:** The Bergen Line is renowned for its stunning scenery, passing through fjords, mountains, and glaciers. This makes it a popular tourist attraction, drawing visitors from around the world who seek to experience the natural beauty of Norway.
- **Economic Benefits:** Tourism generated by the line provides significant economic benefits to local communities, supporting businesses such as hotels, restaurants, and transportation services.

Strategic Significance:

- **Alternative Route:** The Bergen Line serves as an alternative route to the coastal highway, which can be affected by weather conditions and road closures. This provides a more reliable and efficient transportation link, especially during challenging times.
- **National Security:** The line is also important for national security, as it can be used to transport troops and supplies in case of emergencies.



In summary, the Bergen Line is an asset to Norway, serving as a vital transportation corridor, and a popular tourist destination, offering breathtaking views and a unique travel experience. It is also an important transportation link between eastern and western Norway, carrying passengers and freight. Its importance lies in its contribution to economic development, tourism, and national security.

David

Keepin' it on the Tracks

By Mark Fuerstenberger

NMRA National Convention – Long Beach, CA

The Surfliner 2024 NMRA National Convention in Long Beach, California is coming up on August 4th - 11th. It will be held at The Westin Long Beach, located at 333 East Ocean Blvd., Long Beach, CA. For more information and registration, go to: <https://surfliner2024.org/>

Union Pacific “Big Boy” #4014 – Heartland of America Tour – Aug 28th thru Mid-Oct.

The Union Pacific Big Boy #4014 left Cheyenne a day earlier than originally posted. This was a surprise for most, and thus there were not many fans out to see it leave Cheyenne on day 1 of its journey for the Heartland of America Tour. During the trip, the train will visit 9 states, Arkansas, Colorado, Illinois, Iowa, Kansas, Missouri, Nebraska, Oklahoma, & Texas. “Big Boy” will also be on public display in Rochelle, IL, Houston, TX, and Fort Worth, TX. It will be in Colorado on Oct. 22nd & Oct 23rd. Be sure to get out there and see it, if you haven't already had the opportunity.

Colorado Live Steamers – Byers, CO – September 21st

Coming up on September 21st, Colorado Live Steamers will be having an Open House to show off their trains and track laying progress. This is a 7 ½” gauge railroad that you can ride on with over 2 ½ miles of track.

Rails in the Rockies – Estes Park – September 21st & 22nd

Be sure to check out Rails in the Rockies located in Estes Park in September. There will be many vendors selling railroad items, clinics, demonstrations, as well as several module layout groups. The show is organized by the Estes Valley Model Railroaders and features trains from “Z” gauge clear to “G” gauge.

TECO Show – Colorado Springs – November 2nd & 3rd

The fall Train Expo Colorado (TECO) show is coming up in a few months. The Pikes Peak Division will have their module group participating. At the Sept. meeting we will start discussions about who can attend and participate. In addition to the module group, we can always use volunteers for various positions at the show. If you are willing to help out, please reach out to Elizabeth Maline.

Drawing Prizes Preview

By Tony Pawlicki

“Teaser” preview of *some* prizes available at the drawing during intermission at the September 2024 Pikes Peak Division NMRA meeting. The idea is to entice more members to our meetings. **HEY – feel free - encouraged, even - to bring/donate surprise items! The more the merrier! (Wade's and Mr. Lugg's and Alan Hutchins's donations won't last forever, folks – in fact, Mr. Lugg's donations were exhausted with the February 2023 drawing.)**

(SOME OF) THE SEPTEMBER MEETING OFFERINGS (feel free to contribute more at the meeting; some more of Wade's freebies will also be available, free to good homes):

UP 102029. HO scale 40-foot single-sliding door steel boxcar. Accurail. Apart from the road name and lettering, a twin to the Oregon Short Line boxcar was featured in the August drawing.

- Kadee metal wheelsets.
- Accumate knuckle couplers.
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers).



ATSF 140185. Life-Like HO scale model of a 40-foot boxcar with a 6-foot single sliding door. "Ship Santa Fe all the way" logo. BLT 4-50.

- In original packaging.
- Kadee #5 truck-mounted couplers.
- Plastic wheelsets
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers).
- Either a collector item (perhaps not, given the Kadee couplers) or an upgrade project.



NYC 167646. HO scale InterMountain Pullman Standard PS-1 40-foot steel 8-foot single sliding door boxcar. BLT 4-48.

- New-in-box (factory price \$24.95).
- Metal wheelsets.
- Kadee #5 couplers.
- NO modern markings (no ACI plate, no Consolidated Stencils, no U1 wheel stickers).



The Wavy Rail & The Light Rail

By Joe Costa & Kristin Phillips

Part 1 of our trip to Long Beach and the NMRA National Convention and Back
Colorado Springs to Long Beach

Northern Nevada Railroad Museum—Ely, Nevada

This was our first railroad stop on our way to the NMRA convention in Long Beach, California. After merging onto I-70 from 470 driving at six mph, because of construction, to Idaho Springs is a suppressed memory we don't want to talk about. The drive westward through Glenwood Canyon made up for it. We finally made it to Richfield, UT that night. Onward to Ely the next day.



Unfortunately, we rode the diesel; the steam engine only runs when it runs, and it wasn't running that day.



After the ride, we had a guided tour of the engine house.



Old wooden patterns were used to make gears.

Our favorite part of the museum was the pair of wigwags that the railroad acquired and restored. These are like the ones at the Colorado Railroad Museum in Golden. We didn't get a good picture of both.



Virginia and Truckee Railroad—Virginia City, Nevada



At the end of the line, as we reversed direction to return to the station, we saw a parked diesel with our favorite message.



Return Visits Required

One of the things we couldn't plan for was day-of-the-week variations. The steam ride between Carson City and Virginia City is a weekend-only trip so we will have to plan a return visit. Next time we will do an Interstate 80 trip. As to US 50 across Nevada; been there, and done that on the "Loneliest Road in America" We'll just call it the "Highway from Hell". There is a known defect in Honda CRVs where the gauges show all systems are haywire (they're just fine) and the only ones that work are the speedometer and the gas gauge. You're driving by the seat of your pants. It randomly comes and randomly disappears. Of course, it had to happen on Route 50. It is known as the loneliest road in America for good reason. Road signs would appear—no services 79 miles, no services 112 miles—we were glad to get off that road at Fallon, NV, and see the California border. Thank goodness for the Champs gas station in Austin, NV. Gas was \$6.00 a gallon, we were almost empty (one-quarter of ONE gallon left), and there was no way we could go any farther. The tankful was \$72.

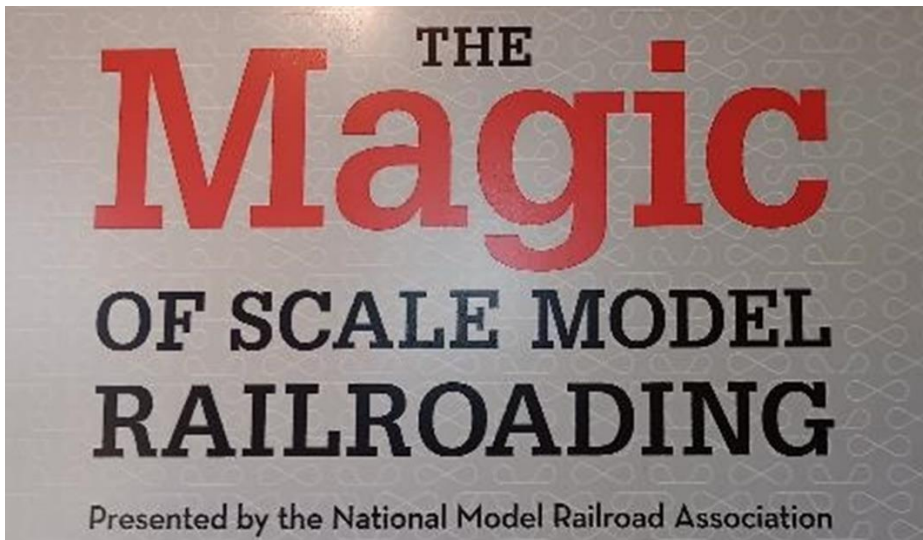
California Railroad Museum—Sacramento, CA

It was again the "wrong day" at the Museum in that the train that goes up and down the river only runs on weekends. However, there still was a lot to see.





The museum itself is fantastic.



NMRA Exhibit at California Railroad Museum

While Kristin knew about this NMRA project, I was not aware of this huge exhibit until we visited the museum. It is an enormous room with a layout in the middle of it. We happened to meet the caretaker who was changing things around on the layout and had a great conversation about “his” area.



Santa Barbara Station, CA was our next Railfanning stop:



O-Scale Station Model at Santa Barbara Historical Museum



We could easily have spent another day in Santa Barbara.

Highlighting a Famous Cat from the Nevada Northern Railroad



Sixteen years ago, a roundhouse worker heard the mewing of a cat under the huge rotary snowplow in the shop. This was the birthplace of Dirt the Railroad Cat who charmed the visitors at the Nevada Northern Railroad Museum in Ely.

Dirt lived in an old, deteriorated caboose in the foundry and slept in the steam locomotives. The train crews put out cans of tuna for Dirt, and he learned to trust them, letting them pet him.

Another title he held was "Boss Shop Cat" or "That Darn Cat". Dirt, so named because he was always dirty from the grease and oil of the roundhouse, was the mascot and ambassador of the railroad and delighted all the visitors. He had an uncanny ability to show up just as a tour of the roundhouse started and "lead" the tour. Although he passed on in 2023, visitors claim that they have "seen" him

around the railroad and leave treats on his gravestone for him to eat. His favorite food was Temptations, a seafood-flavored cat treat.

His obituary was in Trains magazine and his memorial service was on the Internet.

Dirt may have nine lives because there is now a cat named Dirt at the Colorado Model Railroad Museum in Greeley. His spirit lives on.

D. J. (Dirt Junior) has become the new mascot.



A blast from the past - Eureka & Palisade Locomotive #4

By: Mark Fuerstenberger

The Eureka & Palisade locomotive #4 is a wood-burning steam engine. It is 1 of 3 surviving 4-4-0 wood-burning locomotives built by Baldwin Locomotive Works in Philadelphia that is still in existence today. Of the 3 locomotives, it is the only operational locomotive.

- Eureka & Palisade #4 - Dan Markoff Residence – Built in 1875 (Builder #3763)
- Jupiter - Smithsonian in Washington D.C. – Built in 1876 (Builder #3972)
- Sonoma - California State Railroad Museum in Sacramento, CA – Built in 1876 (Builder #3843)

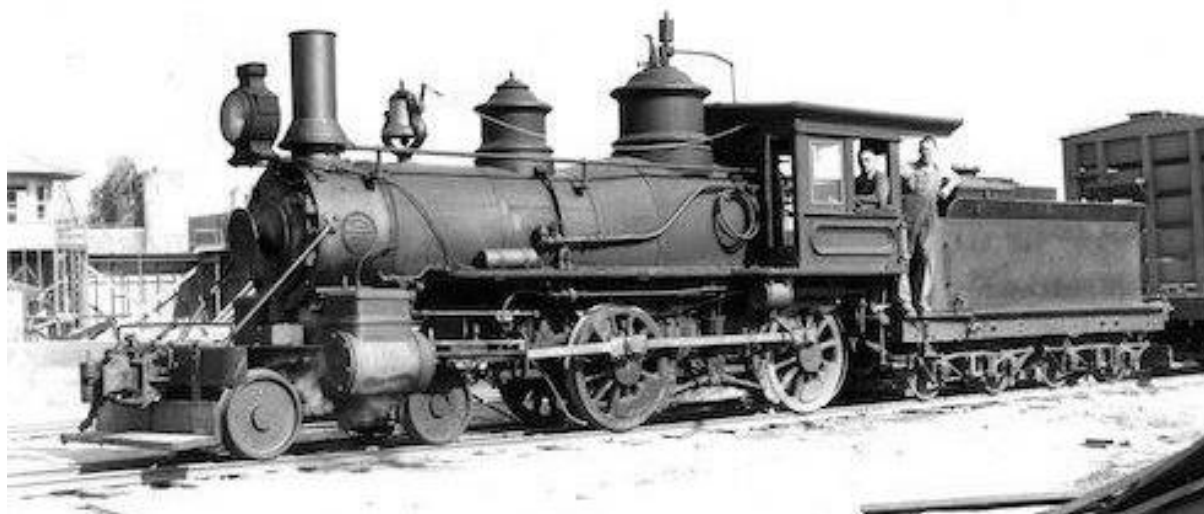
The Eureka & Palisade operated the 93-mile line between the silver mining town of Eureka, NV where it hauled passengers and goods to Palisade, NV where it met up with the Central Pacific Railroad. It operated that route until around 1896 when it went on to work for the Sierra Nevada Lumber Co. until the company went out of business in 1938.



It was then sold for scrap to a San Francisco Bay area salvage company and was almost cut up for scrap. However, a rail historian named Gerald Best saw the locomotive and helped it to be rescued and sold to Warner Bros. Studio.

It was featured in numerous Western Films. Listed below are a few to mention.

- Torrid Zone (1940)
- Seven Sinners (1940)
- Cheyenne Autumn (1964)
- The Great Train Robbery
- The Shootist – (1976) John Wayne's final movie including Jimmy Stewart



In the late 70's the locomotive was sold to Old Vegas theme park near Henderson, NV where it was placed on display for the Western Town portion of the theme park. Tragically it suffered a fire in July 1985 when the building next to it burned down and fell on top of the locomotive.



Due to an investigation and pending insurance claims, it then sat that way for a year until Dan Markoff saw it and bid on buying the burnt-up locomotive. He ended up being the only bidder and upon winning he got it moved to his home. There he built a garage in his backyard, laid some track, and started the painstaking process of restoring it. He thought that if no one was going to care for this piece of Nevada history then he sure Otto. He was able to locate a copy of the original Baldwin Blueprints that helped throughout the restoration. With the help of friends and a few experts he fully restored it to its original look. To show off his accomplishments he took it to the 1991 Rail Fair, in Sacramento, CA.



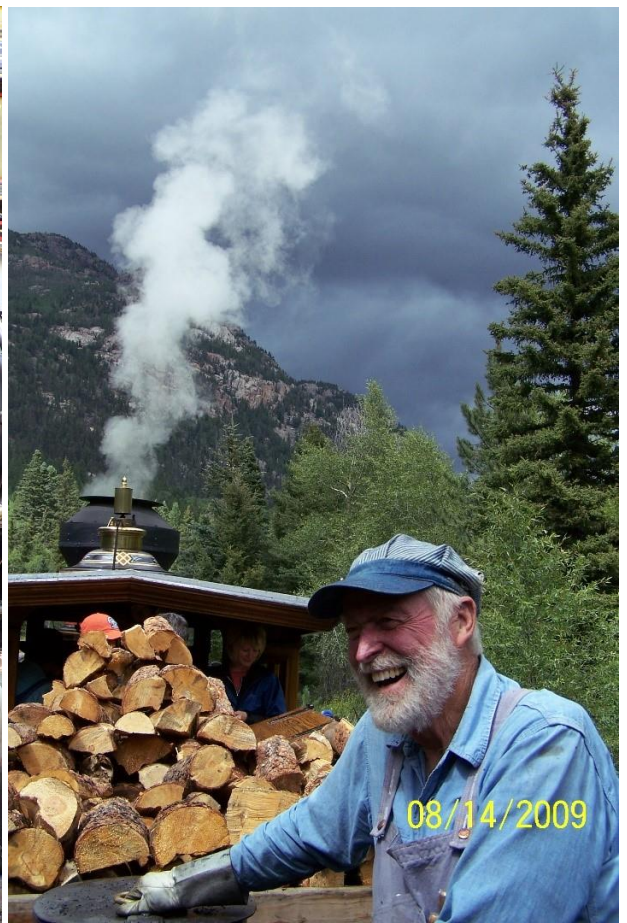
Dan Markoff poses next to Eureka & Palisade #4

To transport the locomotive, it takes several hours of preparation and then a low-boy semi-truck to move it since it weighs approx. 22 tons. Dan lives on the north end of Las Vegas and occasionally loads up the locomotive to take it out and operate it for special excursions.

Listed below are some of the locations where the locomotive has operated and/or pulled excursions.

- Nevada State Railroad Museum, Boulder City, NV
- Cumbres & Toltec Scenic Railroad
- Durango & Silverton
- Eureka, NV
- Carson City, NV

In 2009, I had heard about it coming to operate on the Durango & Silverton Railroad, so I jumped at the opportunity to ride on a special photo train pulled by the Eureka & Palisade. During the trip, I was able to take some fantastic pictures as well as meet Dan Markoff. What a neat opportunity.



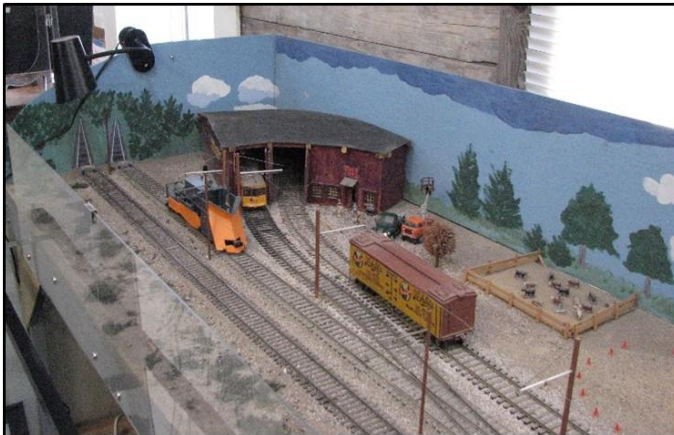
Annual Picnic



This year's Division Picnic was a joint picnic between the Pikes Peak NMRA Division and the Colorado Midland Chapter of the NRHS. The picnic was at the Trolley Museum on Steele Street on Saturday, August 10th. The Pikes Peak Division of the NMRA made a \$200 donation to the Trolley Museum for the use of their conference room and entrance fees to the museum. The picnic was well attended, and everyone had a wonderful time, food, and camaraderie! Photos courtesy of John Emmot and Mark Fuerstenberger.









Show and Tell: Gondolas and New Free-form

By Tony Pawlicki

This note lays out rules for the bi-monthly Show And Tell session/contest at the OCTOBER 2024 Pikes Peak Division NMRA meeting. Rules apply to the bi-monthly **“salvage and resurrection”** events. This event is announced a bit over a month in advance in order to give folks enough time to prepare their entries. The event (sort of a second contest) was inspired by our late beloved Division Superintendent’s notion in his March 2023 Milepost Conductor’s Corner column.

NEW FEATURE: Starting with the June 2024 meeting, we now have two parts to the event:

- The **theme-specific** contest/presentation (for October it is Maintenance-of-Way (MOW)).
- **NEW FEATURE: Free-form show-and-tell**, on any topic you choose. This feature is being added by popular request -folks have been suggesting this to our Superintendent.

You have five weeks to get ready, so I’m hoping for a big turnout!

GENERAL IDEA for the theme-specific part (Maintenance-of-Way next month):

- Grab an old, failed project you couldn’t bring yourself to discard (or a disaster picked up at a train show or store).
- *Plan a fix* (turning it into something good, though not necessarily creating what you originally planned), then *actually fix* it.
- Bring it, display it, then after the regular model contest, stand up and tell us about your adventures.

- **The show-and-tell aspect is the main thing.** If there are enough entries (three), there will be a contest aspect as well, but the main goal is to have fun salvaging something and entertaining the rest of us with the way you had fun.

EXAMPLE: An example and the rules were provided in the April 2023 Milepost.

THIS SESSION'S THEME: Maintenance-of-Way: lots of variety possible, such as:

- old ones and new ones, as regards:
 - construction (wood, metal, composite)
 - new or battered from years of rough service (MOW cars don't get no respect)
- cranes and crane tenders
- plows
- steam shovels
- pile-drivers and tenders
- gondolas (high-side, low-side, side-dump)
- ballast hoppers
- boxcars (for tools and supplies)
- flatcars
- Jordan spreaders
- others I've not thought of.

Calendar of Future Train Show Events

Mark your calendars!

- **September 21** Colorado Rail Proto Meet (\$20) 715 10th St, Greeley, CO www.corpm.org
- **September 21 & 22**, Rails in the Rockies (\$10) – Estes Park Event Center, Estes Park, CO
Saturday 10-5, Sunday 9-4
- **November 2 & 3**, TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO
Saturday 9-5, Sunday 10-3
- **November 23 & 24**, Rails Along the Rio Grande (\$10) – Balloon Fiesta Park, Albuquerque, NM
Saturday 19-5, Sunday 9-4
- **November 30 & December 1**, Rocky Mountain Train Show Holiday Edition, The Ranch Event Center, Loveland, CO
- **December 14 & 15**, BMRC Rocks and Rails – Boulder County Fairgrounds, Longmont, CO
- **February 22 & 23**, 2025 TECO Model Train Show (\$11) – Colorado Springs Event Center, Colorado Springs, CO
Saturday 9-5, Sunday 10-3
- **April 5 & 6, 2025**, Rocky Mountain Train Show Spring Edition, The National Western Complex, Denver, CO



TECO Tidbits

Fall is in the air, and we all know what that means- it's the beginning of train show season! Estes Park leads the way with Rails in the Rockies on September 21 & 23. Followed by the Santa Fe Modelers mini-meet in Denver on September 28. The MoPac and D&RG Convention is in Pueblo on October 10-13. You can find Information and registration information on these events at www.rmr-nmra.org/comingevents.htm

Don't feel like traveling? Train Expo Colorado (TECO) hosts its model train show on November 2-3, 2024, kicking off the holiday shopping season with a swap meet-style event with traditional and non-

traditional model train layouts, railroad collectibles, tools, etc. Take part in Seek & Find - a scavenger hunt for children of all ages, box car races, and a switch puzzle. Scouts will have the opportunity to earn the Railroading merit badge. How-to clinics for beginners to advanced modelers include tree-making, ballasting techniques, and decal applications. Presentations will feature "The Golden Spike," "Old Colorado City," and "Women in Model Railroading."

Location

Colorado Springs Event Center, Hall B 3960 Palmer Park Blvd., Colorado Springs, CO 80909

Dates & Times

Saturday, November 2, 9 am - 5 pm

Sunday, November 3, 10 am - 3 pm

Tickets

\$11 per person. Seniors, military, and first responders receive a \$1 discount. Accompanied children 12 and under are free. TECO also supports VetTix and Ronald McDonald House.

Other information

Like us on Facebook: <https://www.facebook.com/tecoshow.org> @tecoshow.org



Colorado Springs Event Center

\$ 11 per person
Discounts Apply
Children Under 12,
FREE!

Hall B
3960 Palmer Park Blvd
Colorado Springs, CO 80909



Info and online ticket sales at www.tecoshow.org



August 2024 Minutes

Secretary, John Emmot

Superintendent Mark Fuerstenberger called the regular monthly meeting to order at 7:03 in the community room of the Sand Creek Police Station. Twenty members and two guests were present.

Secretary Report

The minutes of the July meeting were approved as published in the Milepost.

Treasurers Report

Tony had hard copies of the treasurer's report. The statement reflected the interest payment and transfer to petty cash of the Lugg donation. The statement was accepted as presented.

Tony also announced that he had checked with meeting room schedulers. The only recurring time available for the room other than our standing second Friday was the first Tuesday of the month. The consensus was to stay with the status quo. He also noted that the room is not available on a usual night in October. It was agreed to move that ONE meeting to October 4th, the first Friday.

Announcements

Elizabeth announced that Medicare will now pay the dues for seniors to participate in recreational therapy activities including NMRA. Check with your insurance carrier.

She also said that she was at the Forney Museum on 4 August for their Big Boy Days with a TECO table. It was a good show, primarily featuring Lionel items.

It was brought up that Roy will have to be out of his train store in the Mall on August 31. The doors will probably close to the public by 21 August. He is currently offering a 50% discount on merchandise.

Mark discussed the results of the meeting schedule survey he sent out. There were 14 replies to the 70 queries. Of those, most favored staying with the Friday evening day and it was evenly split on different times for winter and summer meetings. For now, we will continue with the same schedule.

Elizabeth reminded everyone of the PPD Summer Picnic from 11-2 tomorrow at the Trolley Museum. The museum is at 2333 Steel Drive, Colorado Springs.

Mark also reminded folks about:

- The YMR yard sale/swapmeet on August 17 at the church off Uinta
- Como Railroad Days on August 17
- The 4014 trip to the Midwest in Sept and Oct. They may return through Colorado in October.
- Estes Park show on September 21-22
- Live steamers at Byers on September 21
- TECO November 2-3

Mark recounted some of their experiences while touring the western US last month. They were in Truckee, CA to see the 4014 with a passenger excursion run. The trip was delayed for two hours by a tree fallen on the track. They were able to proceed after the train crew and extra track workers got it cleared. All of the stops were cancelled in order to make the scheduled arrival time at the end. The trip had fares ranging from \$800 to \$2000 with the proceeds going to the UP museum in Omaha.

They were also able to visit the WPRR Museum in Portola, CA, where he and Amber got to operate the last WP SW1500. A good time was had by all, including the Black bear wandering the grounds.

After a short refreshment break, Mark, in the character of a Ringmaster, presented a program on the history of circus and circus trains in the US. He began with the earliest public exhibitions in the late 1700s and the individuals who developed the concept. He talked about the families who created and expanded the shows. He covered the various combinations of owners and partners through the years. He also presented the origins and evolution of the circus on rails.

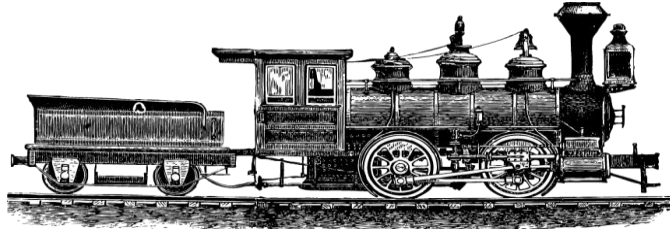
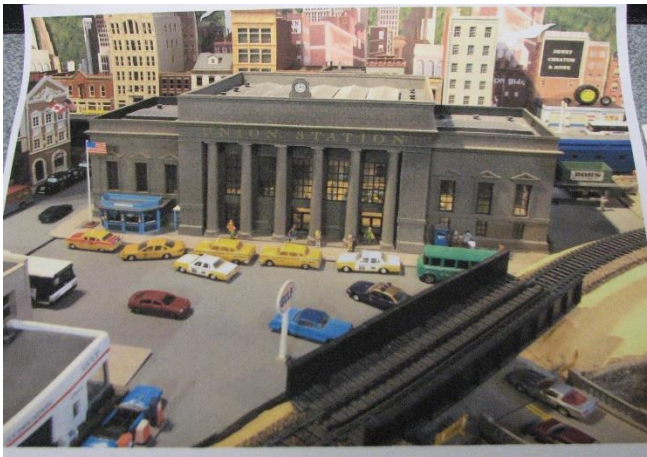
Contest

Model railroad pictures. First-Mark Fuerstenberger, Second- Dave Solly, Third- Tony Pawlicki

Tony conducted the regular door prize drawing.

The meeting was adjourned at 8:59.

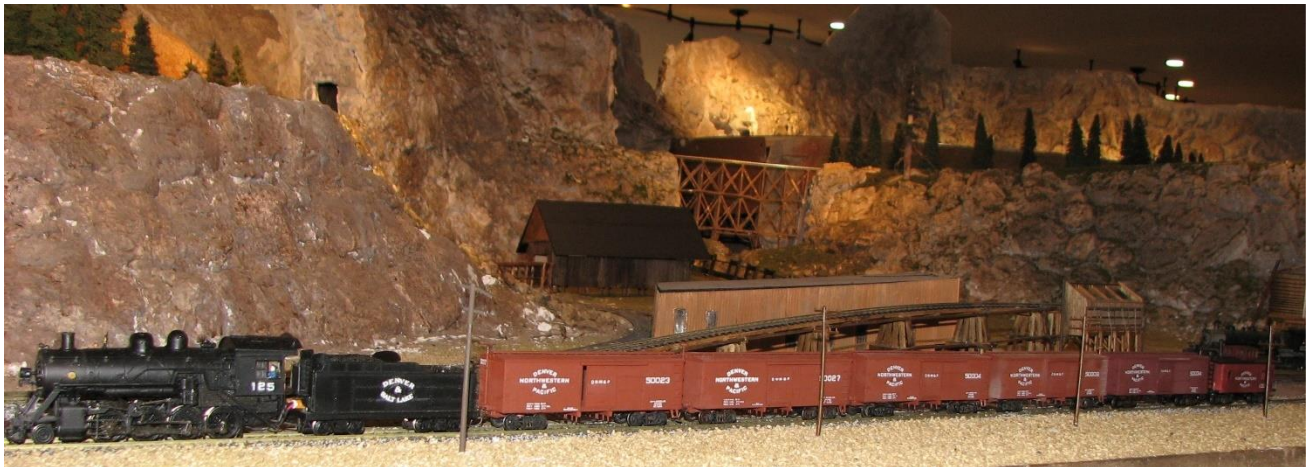


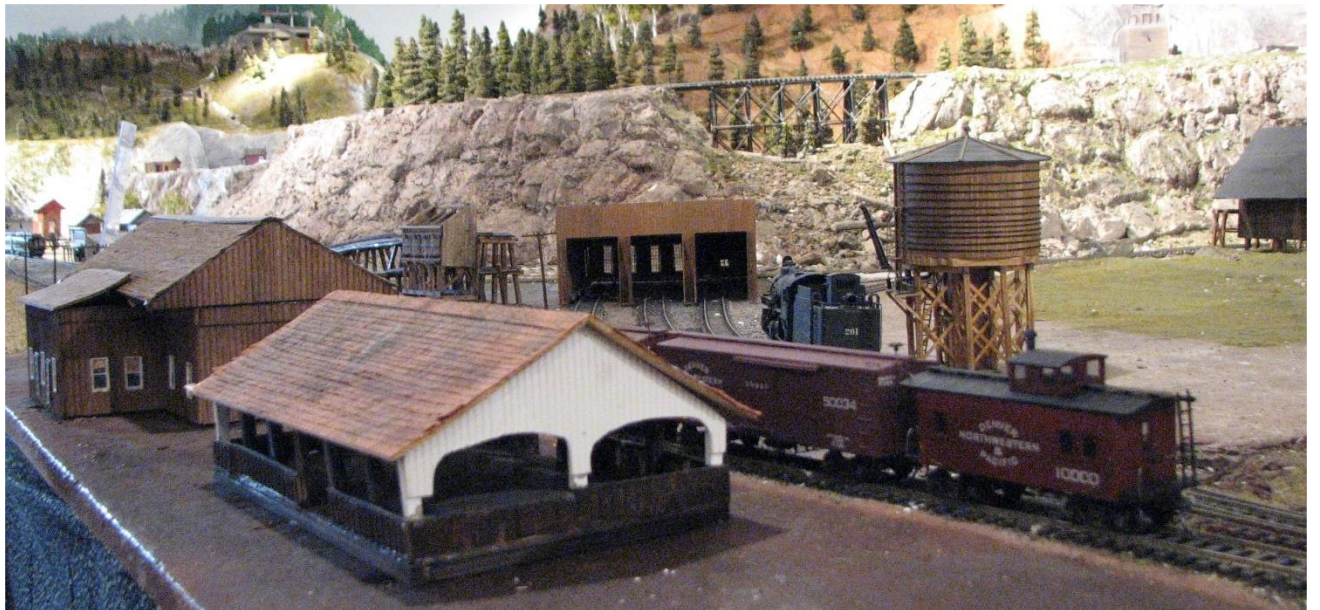


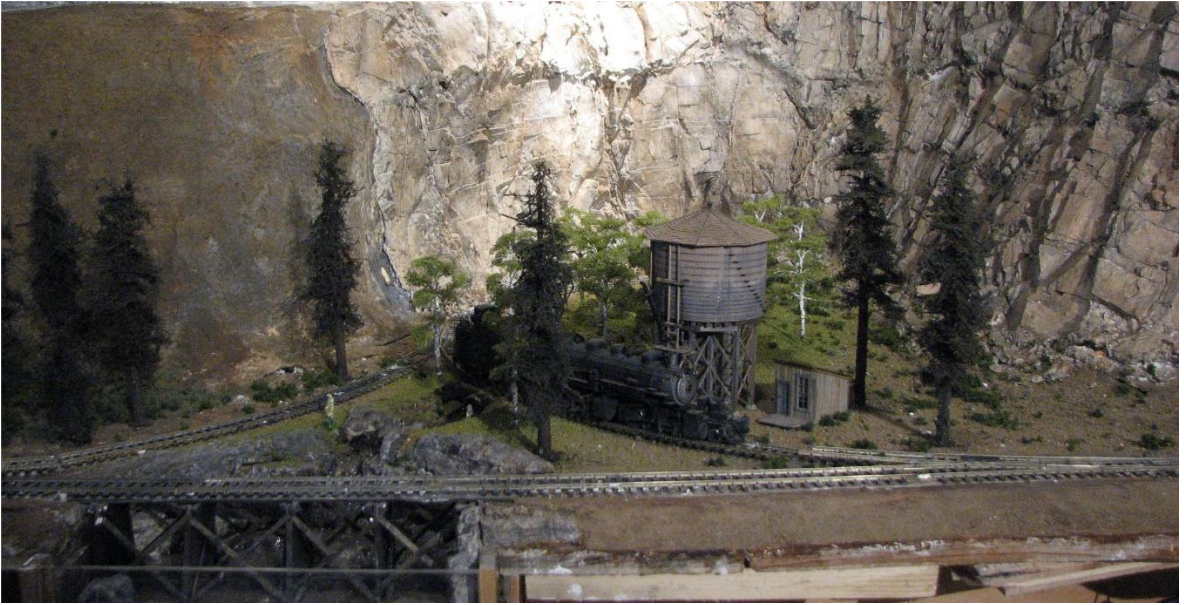
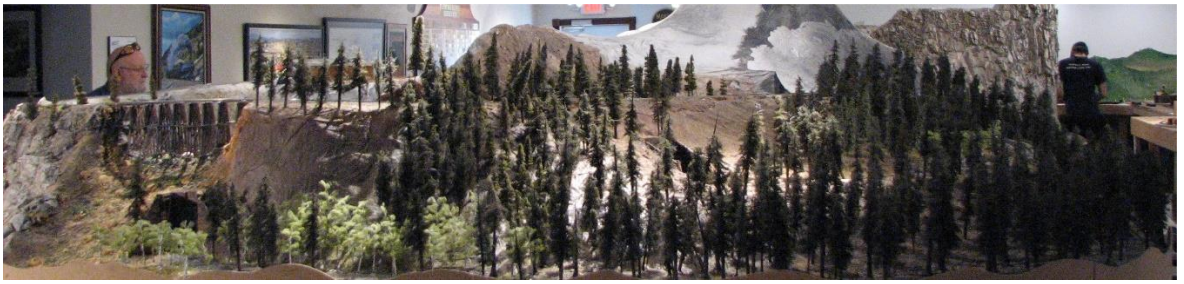
Notes from The Siding

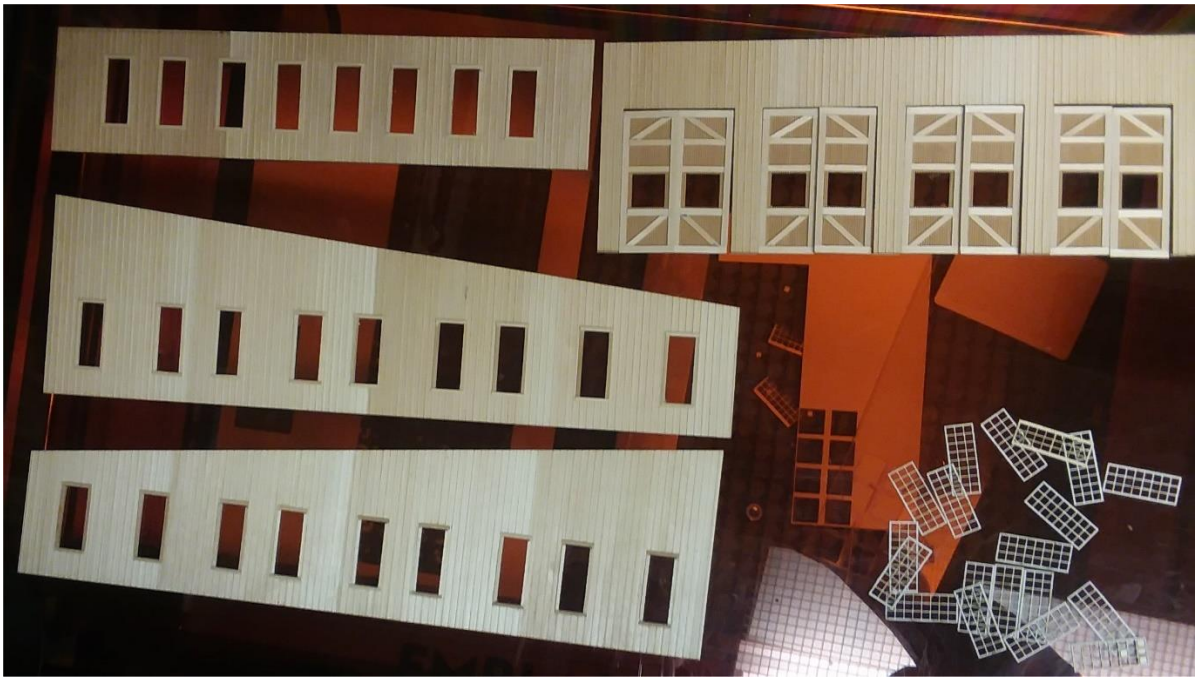
By John Emmot

Since my last set of notes, I have visited the Moffat Road Railroad Museum with Mike Peck. Dave is making good progress with the HO scale Moffat layout. I took some of my cars to put on the layout for some pictures. Some of which accompany this item. While there is still much work to do, some of the scenes are nearly complete. One of the signature scenes is the February 1928 ceremony for the official opening of the Moffat Tunnel. The dance pavilion at Tolland is also represented across the tracks from the engine house. I am also working on a model for the engine house at Tabernash on the layout. The pieces are pretty much assembled, including the doors. Now they need some paint and windows installed.









I have spent a couple of days at Calhan getting more of the broken windows replaced. Down now to two bay windows and a small side window in one of the bays. It has been an interesting experience trying to get the size of the replacements to fit in the rubber gaskets. It has required some tweaking to get it right. Others have repainted one side of the steel caboose. We are hoping to complete painting the ends and the other side soon. The second passenger car end gate that we got was damaged. By disassembling it, I was able to straighten the bars and John Zigler was able to weld the cuts so I can put it back together. Right now I have a bunch of pieces waiting to be riveted back together so it can be installed on the other end of the passenger car.



The PPD and NRHS held a joint picnic at the Trolley Museum on the day after the last meeting. I believe it it covered elsewhere in this issue.

Hope to see everyone 'round the roundhouse on Friday.



Pikes Peak “N”Gineers Model Railroad Club

By Mike Peck



At the summit of Pikes Peak.



D&SL RR at the Moffat Museum.

Superintendent's Corner

I get to introduce our two newest members, Joe Costa and John Sherwood, into the PPNG family. I also have to say goodbye to our oldest member, Bob LaHair, who died of a tumor on the brain. September will be a time of remembering Bob and collecting information and photos for his memorial in October.

September and October will be a couple of slow months as we don't have any shows scheduled. Those members working on T-TRAK modules can spruce them up with a little Thanksgiving and Christmas decorations for both TECO 45 and the Colorado Country Christmas shows.

TECO 45 will be the first time we get to use our tables so we will learn how they unload and load back up into the trailer.

PPNG Anniversary Party

The PPNG will celebrate our 35th anniversary on October 12, 2024, at Mimi's Café. John Grier will be the dispatcher for this event. Bob always took care of the anniversary cake so we'll need someone else to step up and take over this task, let Mike know if you would be interested in doing this. Will have more information on times by the September business meeting.

Cog Railway Trip

I thought we left the house with plenty of time to get to the Cog Railway. Well, we did. The unexpected road construction we ran into at a few locations on my route slowed us down. We did get there in plenty of time, and we all got on the train and sat before we left. We had three no-shows, not their fault, but the Railway gave me credit for them.



Part of our group.



The Wickhams and the rest of our group.

We did get to see some mountain goats and marmots. We all took coats and didn't need them at all. It was beautiful on top of the Peak. We got one group shot but didn't have time to get another shot. The summit house was busy with visitors, some of us got in to have a cup of coffee and a donut before we had to get back on the train. Now it's time to think about next year's train trip, do I hear Durango & Silverton????

Moffat Museum Again

Mary & I along with John Emmett made a trip up to the Moffat Museum in Granby to drop off some train items. I had some "O" scale passenger cars and a locomotive, along with some "HO" passenger and freight cars that my dad built. I thought the museum would be a good place for people to see my dad's work. I didn't take any photos of the cars, so maybe later.



The Dumont Depot June 8, 2024.



The Dumont Depot sporting a new roof.

As you can see from the photos above, progress has been made on the Dumont Depot. Now they're working on getting the correct paint scheme.

John Emmett brought a repaired consolidation to run on the Rollins Pass layout. John also brought the Denver & Salt Lake passengers' cars to take photos of at the Moffat tunnel ceremony displayed on the layout.

Due to all the construction going on, on I-70, we came back the back way and had a nice sightseeing tour. I think I'll take that route or one close to it next year.

Boreas Pass Days by Chris Dueker

While a few club members were riding the Pikes Peak Cog and others manning the club room, Chris & Connie Dueker went to the Boreas Pass Days in Como. Chris took lots of photos and videos so be looking for them on the club's Facebook page.



The expanding yards at Como.



The rail car collection so far.



The Como Hotel today.



Klondike Kate on the turntable.



Connie working on a deal.



Tour guide

I'll have to back and find some of my old photos of Como to show some of the before and after shots. Beside laying more track and working on Kate and a few more cars the DSP&P historical Society will be working on the hotel renovations.

In Memoria

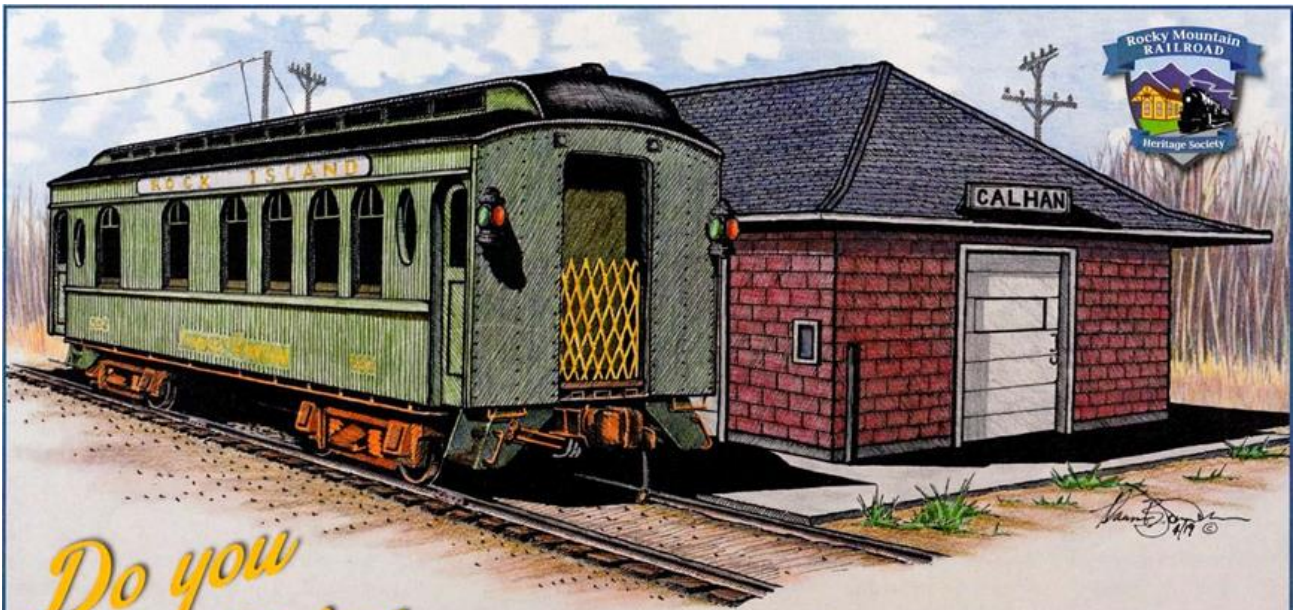
I took this photo of Bob at the Dino show. He snuck off into the other room to cool down and take a short nap. I got in there just as he woke up.



The club lost a great member and friend on August 23rd. Bob was chairman for several projects for the club and went to most shows to help with set up and tear down. He was glad when we switched over to T-TRAK. Bob worked with Steve to make his 12" Texas Creek module and then his two 36" diesel facility modules, which he would bring to the shows. Bob always pointed out if the bubble gum light on the police car was working or not.

I will greatly miss my friend and fellow model Railroader.





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