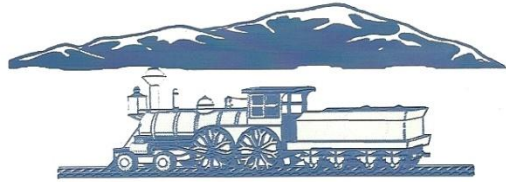


# PIKES PEAK "N" GINEERS



## RAILROAD CLUB RAILHEAD

### NEWS LETTER OF THE PIKES PEAK "N" GINEERS MODEL RAILROAD CLUB

Celebrating 25 years of model railroading

April 2015

RAILROADING SINCE OCTOBER 13, 1989



Setting up in Garden City.

### April Calendar

**April 3 & 10:** Friday work & run sessions 7 to 9pm

**April 4, 11 & 18:** Saturday work or run sessions 1 to 4pm

**April 6:** Board Meeting at Big Train, dinner at 6pm meeting to follow

**April 7, 14, 21 & 28:** Tuesday work sessions 7 to 9pm

**April 17:** Business meeting, club room at 7pm

**April 23:** Setup for TECO 23 see story below

**April 25 & 26:** TECO 23 see story below

### Future Shows

**May 2:** Setup for Colorado Springs Senior Center 10am Saturday

**May 4, 5, 6 & 7:** Run trains at Senior Center 10am to 3pm daily

**May 28:** Setup for the Village at Skyline Thursday at 5pm

**May 29 & 30:** Run trains 10am to 3pm both days

## **Superintendent's Corner**

Hi Everyone,

This month we have our first of the TECOs for this year. The show is on April 25 & 26 with setup on April 23, setup time to be announced later. That is it for April so have a great time this month.

See you at the club.

Lester Coburn  
Superintendent  
Pikes Peak "N" Gneers

## **TECO 23 Setup**

We can get into the Expo Center on Thursday April 23 to setup from 9am to 5pm. If you can assist with the setup please be there by 9:30am. There will be a UCCS function going on Friday and we cannot get into the building at that time.

## **TECO 23**

The theme for TECO 23 is the Colorado Midland Railroad. Tom VanWormer and Mel McFarland will be giving lectures related to the Midland on Saturday and Sunday.

We are encouraged to run trains relating to the Midland, I have some cars that I'll loan out while I'm working the registration. Santa Fe and Rio Grande are also acceptable substitutes.

Saturday's hours – we can get in at 6am to finish setup and clean track. Early buyers will come in at 8am, open to the public at 9am, show closes at 4pm.

Sunday hours – We can get into the building at 9am, doors open to public at 10am, show closes at 3pm followed by teardown.

## **Garden City Show**

Friday morning Chris and Scott showed up at the Peck's at 7:30am. We loaded the van and headed over to Roy's to help hook up the trailer. We met Steve & John there and hooked up the trailer and checked the lights and headed out. We stopped for breakfast in Rocky Ford, CO at Christine's. We all had a hardy breakfast and headed out again. By the time we got to the Kansas border none of us were hungry so we headed on to Garden City. After checking in at the motel we headed over to the fairgroundsto setup. We were in luck as we didn't have to do any backing. While we were setting up Henry Turner came around to see if we wanted to go in on some pizza. We decided to do this and then finish setting up. This worked out great as we finished up around 8:30pm and headed back to the motel.

On Saturday morning as we were getting ready to start running trains the gremlins came out in force. Mostly bad track problems which were repaired and trains running by noon. Had an electrical problem on yellow line that mysteriously disappeared for the weekend. We used the new walk in bridge and was appreciated by all those who are having a hard time getting down. For some reason it was easier to crawl in & out due to the height of the floor on the bridge. Amazing what 2" can do!

We decided that Scott can go anytime to Garden City as we saw two trains going and 5 trains coming back as well as several pieces of MOW equipment working on the track.

We headed out on Monday and stopped for breakfast in Holly, CO at a little mom & pop place and had an enjoyable meal, too much food but good.



Setting up in Garden City, KS



Walk in bridge

New skirting going up



New skirting with walk in bridge

SHOW TIME!!

Next time we setup using the walk in bridge we'll need to attach the modules on either side of bridge module first so we don't put it into a bind as we did in Garden City.

### **D&RG 168 going to C&TRR**

A locomotive that once transported President William Taft to Gunnison and spent most of its 50-year working life hauling train cars over Cumbres, Marshall and La Veta passes for the Denver and Rio Grande Western Railroad is headed back to southern Colorado after spending decades in a Colorado Springs park.

The Cumbres and Toltec Scenic Railroad and the city of Colorado Springs reached an agreement that will lease the 1883 steam locomotive to the railroad.

"It's a very rare opportunity for us to acquire additional equipment that actually worked on this line and to be able to restore it and bring it back to service," said John Bush, president of the Cumbres and Toltec.

The locomotive was retired from service and donated to Colorado Springs in 1938, where it's now on display in Antlers Park.

The steam engine is expected to spend this summer undergoing restoration by the railroad's mechanics, the Pueblo Chieftain reported (<http://tinyurl.com/njltfte>).

The main concern will be checking for rust in the locomotive's boiler and other parts that have been exposed to rain and snow while sitting idle for more than seven decades, said Lee Bates, marketing and communications manager for the railroad.

The railroad has a history of repairing steam engines, restoring six of them since Colorado and New Mexico bought the 64 miles of railroad that run between Antonito and Chama, New Mexico, in 1970.

Once restored, the steam engine will end up pulling the historic passenger cars that also date back to the 1880s.

The railroad, which was once used to haul ore from the silver mines in the San Juans, was designated a National Historic Landmark in 2012.

The railroad will open its 45th season carrying tourists on May 23

#### **Editor's Notes**

The club calendar is filling up fast which is usual for us, great to be in demand. As usual with all the setup and tear down of the MTL we will be scheduling some Saturday workshops or clinics to perform the needed maintenance and repairs. We have switches to replace but need to order them first. Some of the so called new Atlas track that we used is bad and needs to be replaced again using better track. Problem with some of the track sections is that the sliding rail is so loose that when bending it for curves the rail either slides out of the spikes or breaks them off and we don't notice it until we run a train across it.

Mike needs ideas from the membership for clinics on what the membership would like to learn or review.

Ever thought of joining the NMRA? Something for us as a club to think about in the future. I'll try and have Jack Sousa attend the next business meeting to discuss the benefits of NMRA membership & insurance. Something to think about.