



July 2019

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### Next Meeting

Our next Division meeting will be Thursday, August 1, 2019, at Holy Love Lutheran Church, 4210 South Chambers Road at 7PM.

### Upcoming Clinic for 2019

**August** - Building the D&RG Narrow Gauge- River Scenery, Cottonwood Trees, Durango Yard - Gary Myers  
**September** TBD - OPEN  
**October** - TBD - OPEN  
**November** - Abandoned Railroad Routes you can Drive, Walk, Jeep or Bike  
**December** - Movie

### Upcoming Tool Times for 2019

**August** - Iso-Tip soldering iron - Larry Stephens  
**September** - Freight Car 12-Step Program - Gary Myers  
**October** - and after TBD - OPEN

### Upcoming Show 'n Tell Themes for 2019

**August** - Scratch Built Structure  
**September** - Kit Built Structure  
**October** - Scratch Built Car  
**November** - Railfan Photos  
**December** - Old Time Item

The Denver Library digital content.  
<http://digital.denverlibrary.org/cdm/>

## From the Editor

I have news from the Spring Creek Train Show and news and photos from the Salt Lake Convention.

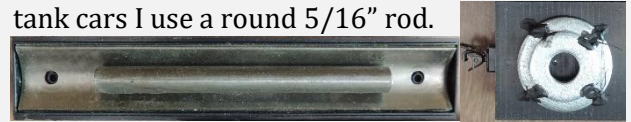
On the way back from Deshler, NE, I came across a Kansas City Southern Locomotive behind two BNSF Locomotives. Photo is in the Trackside. I always thought KCS was a regional line. It is a class one railroad running a North South route from Kansas City to Mexico City.



I attended the Saturday session of the Buena Vista RailFest weekend, but spent Sunday exploring the countryside with Denise. I learned more about the Midland and DSP&P routes. DSP&P had an easier job of getting into Buena Vista being narrow gauge. The Midland, being standard gauge, had to fight the terrain with more bridges and deep cuts. The Midland was not even allowed in town. When going north it had to blast out the famous three tunnels. Photos and video will be in my "Abandoned Railroad Routes you can Drive, Walk, Jeep or Bike."

## I'm Not Cheap, I'm Frugal.

I discovered years ago that a big problem of derailments was rail cars being too light. After I figured out the cost of using commercial weights, I just had to find a cheaper way. I found some large washers at Home Depot that were made in China. The thickness varied so much I had a range of weight. I bought 1/4" and 3/8" sizes and using one or both I get the right weight. For the tank cars I use a round 5/16" rod.



## RIP Track

Steve Schweighofer pointed out that the G, N and S in the center stamp of the sheet of stamps included in the last newsletter spelled "Golden Spike." The font was ornate and hard to read. The comment in the May Trackside, "Ed Dickens doing the blowout" should have read "Ed Dickens opening the cylinder drain cocks."

## URLs of the Month

I have a couple for lovers of steam engines. Both are from Germany (Google translations).

On 16 October, 2010, the 50 3616 of the Saxon railway friends from Schwarzenberg transported a train from Schwarzenberg to Annaberg-Buchholz, loaded with old military witnesses, via the Markersbach viaduct.

<https://www.youtube.com/watch?v=AchAsfv632E>

The gravel train 2014. The train can be seen at the departure in Bad Salzungen, Oberrohn and Marksuhl. (At the beginning you can hear the use of the whistle to communicate between lead engine and pusher.)

<https://www.youtube.com/watch?v=1uW-zguR3n0>

This is another non train although it rhymes with train. From the Ukraine's Got Talent. You can skip to 1:55. Caution, this is for the few out there who like yodeling.

<https://www.youtube.com/watch?v=uCZaIuBWTbQ>

## Modules

Bill Johnson picked up the modules the morning of June 28 to deliver to the Spring Creek Model Train Show in Deshler, Nebraska. Setup should have started at 4 pm but about 11am that morning near Burlington the trailer blew a tire. After finding a tire store that had the right size tire, Bill and the modules arrived about 7pm. The tire blew with such force that the module over that axle suffered collateral damage. With an extra leg and a clamp, it was made to work. The rest of the setup was uneventful with just a couple of "It fit the last train show, why won't it fit now!" It definitely was a different crowd with Tony Lamas outnumbering Nikes.



On Saturday we had a crowd close to the numbers at the Denver TCA show but more than the Estes Park show. As we were only one of five module layouts there, and the second largest, with just a few sellers of train merchandise the modules stood out. Most of the vendors were selling custom parts and loads made from 3D printers. There were several vendors, including Soundtraxx and Athearn. Soundtraxx held a clinic Sunday afternoon on features of the steam sound functions of the Tsunami Two. If it makes a sound or has a function, there is a CV for it. Athearn loaned two of the latest locomotives to William Boorman to test run--the George Bush and its companion engine.



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## Upcoming Events

August 17 -- Sat 9AM to 3:30PM  
Boreas Pass Railroad Day  
Como, CO  
[Denver, South Park & Pacific Historical Society](#)

August 18 -- Sun 1PM to 3PM  
Front Range Division Picnic  
Lockheed-Martin Picnic Pavilion  
(See attachments sent with Herald for more information and directions).

September 28 -- Sat 9AM to 11:30AM  
Model RR & Toy Train Swap Meet  
(303) 989-0087 or (303) 985-1491  
Green Mountain Presbyterian Church  
12900 W. Alameda Pkwy, Lakewood, CO

October 12--13 -- Sat 10AM to 5PM; Sun 10AM to 3PM  
Train Expo Colorado  
Chapel Hills Mall Event Center  
1710 Briargate Blvd, Colorado Springs, CO  
\$6/person, \$10/family of two or more, under 12 free. \$1 Discount for Seniors or Military  
[Train Expo Colorado](#)

October 12--13 -- Sat 9AM to 5PM; Sun 10AM to 4PM  
Rocky Mountain Train Expo  
Denver Mart 451 E. 58th, Denver, CO  
[Rocky Mountain Hobby Expo](#)



## Salt Lake City NMRA National Convention

Gary Myers

The convention was very classy and a great experience. Michelle and I had a really nice time in Utah. The Northern Utah guys outdid themselves and represented the region to the highest extreme. Beautiful convention!



My winning bid from the silent auction, \$75 for an Adlake Santa Fe marker light.

Bob Rothgery

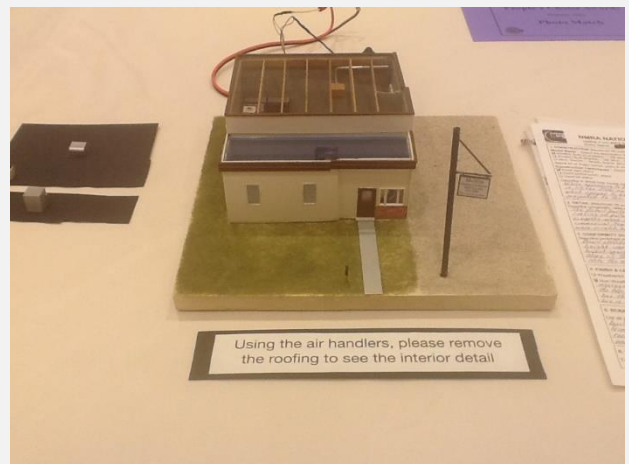
I came across Ernee Edwards



Hanging with the president.



Rich rubbing shoulders with an NMRA author.



Rich's contest entry.



A funny contest entry.

## From Bob Rothgery

Bob sent in enough photos to get his own three pages. Comments by Bob.



Check out the size of those wheels.



Local Transportation





U.P. Museum relics galore



More relics



The magic reenactment



More proof

Proof that I was there.





### From Stu Jones

I, Stewart Jones, attended the 2019 NMRA convention in Salt Lake City from Monday, July 8, through Friday, July 12. The convention was packed with interesting tours and clinics. On Tuesday I signed up for a tour to Soldier Summit and Helper and to a coal mine near Schofield, Utah. The working mine is located far up a valley and after the coal is cleaned and crushed it is transported by conveyor about a mile down the valley to a coal loading building along a UP rail line.



The mine head for the Skyline mine. The tour group is returning to our coach.



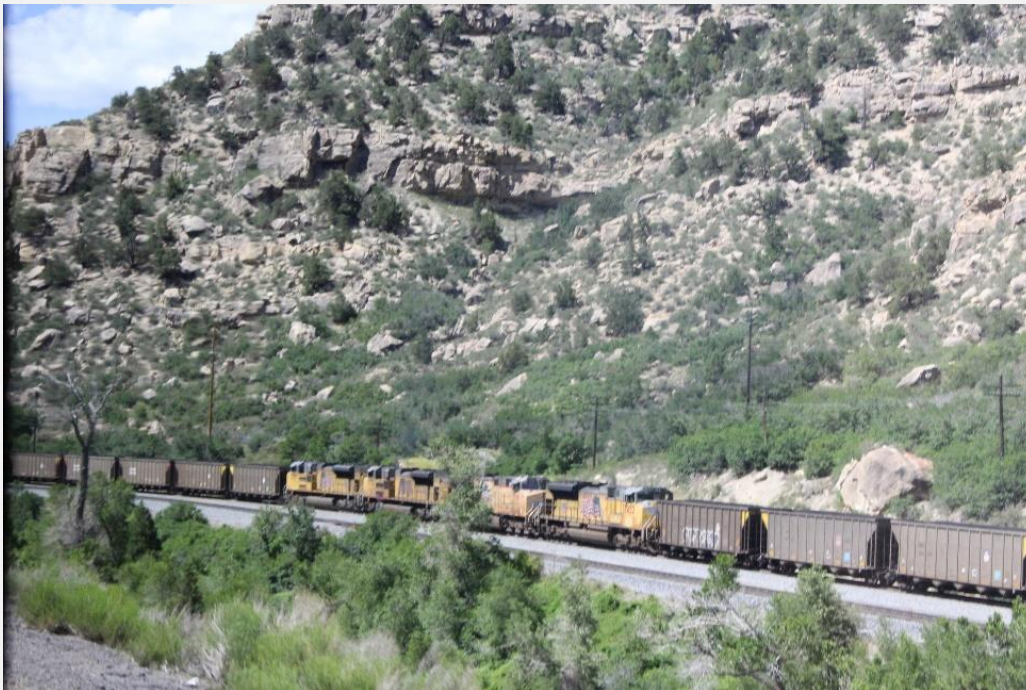
The train loading tipple for the mine about a mile downstream from the mine.  
No cars were there that day to be loaded.



At Helper we stopped for lunch in time to see a westbound coal train arrive. This train stopped at the Helper station while the crew had a leisurely break (about two hours). At Helper the crew added a set of mid-train locomotives while we were visiting a railroad and coal mine museum in town. From Helper our tour passed the train in the canyon as it labored uphill to Soldier Summit. Shortly thereafter we passed an eastbound BNSF train traveling downgrade in the canyon.



The coal train in the Helper yard. The center set of locomotives will be cut into mid-train after lunch for the remainder of the trip to Provo.



The mid-train helpers are visible approximately halfway to Soldier Summit. The lead locomotives were in a tunnel out of view.



Across the street from the museum several of us discovered a D&RGW Jordan spreader. It was obviously repainted in UP armor yellow with its original lettering obliterated. This was probably numbered either 045 or 046. This might make an interesting scale scratchbuilding project.

I was limited to the tours I could take because of conflicts with clinics that I was scheduled to present. I was unable to schedule any of the Promontory tours. The clinic committee kept modifying my schedule so I was uncertain what I could sign up for in advance. I did present two clinics: the history of very early American railroading; the other on the philosophy of layout scenery. Scenery was popular, with several other clinics on the same topics. I had standing-room only attendance of about 100 people for mine. I have presented both of these at Sunrise in the past.

On Friday I took the Frontrunner commuter train to Ogden to visit another train museum there. The displays included Northern 322, a DD40X diesel, a Rio Grande tunnel motor and a UP gas-turbine locomotive plus a few pieces of maintenance equipment. Friday afternoon I went to the train show in the Sandy exposition hall that required about a 50-minute light rail ride from the hotel.

Since the hotel coffee shop was usually crowded, I often spotted other modelers waiting for a table and invited them to join me. I dined with modelers from Melbourne, Australia, Saskatoon, Canada, and several U.S. regions. It is interesting to hear perspectives from other parts of the world.



**Here is the Jupiter and UP 119 from the convention.**

Photos by Gary Myers





## Track Side



## Photos

Photos by Larry Stephens



Kansas City Southern 4604 (AC44CW) spotted behind two BNSFs (ET44C4) July 1, 2019, at Indianola NE.



Big Boy at Sidney, Nebraska, July 8, 2019





Big Boy undergoing greasing



Big Boy driving wheel being greased