

ROCKY MOUNTAIN RAIL REPORT



MAY 1998

No. 464

ROCKY MOUNTAIN RAILROAD CLUB

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Slide Potpourri

Presented by Erwin Chaim
May 12, 1998 • 7:30 PM

The May meeting is the annual slide potpourri night. This is the opportunity for members to share their slides with the club. Bring your slides to Erwin's home at 560 Emerson (phone 303-777-7682 first) or deliver your slides to Erwin at Caboose Hobbies, 500 South Broadway, Monday, Tuesday or Wednesday from 9:30 AM to 3:00 PM or Saturday from 9:00 AM to 1:00 PM.

We will meet in the southwest wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking is at the rear of the building, east of the meeting hall. Please use the building's south entrance.

Ride the Silverton Mixed!

By Walter Weart

In cooperation with the Durango & Silverton Railroad, the Rocky Mountain Railroad Club will operate an excursion on Saturday, December 5, 1998, from Durango to Cascade Wye and return. The train will be an authentic recreation of the historic "Silverton Mixed." All equipment will be painted and lettered as would have been appropriate for this train as it operated near the end of freight service.

The consist tentatively will be a K-28 470 class 2-8-2 with a plow, two flat cars, three box cars, a combine, two open platform coaches and a long caboose. While the passenger cars will still be in Grande Gold, the other rolling stock will be in appropriate colors and lettering. The

Continued on Page 3, Column 2

Ft. Collins Trip

By Walter Weart

The date for the Ft. Collins trip shown in last month's Rail Report is in error. The correct date is Saturday, August 8th. Please mark your calendars accordingly.

There has been a change in the management at the OmniTrax facility at Loveland. It is possible that we will not be able to offer this tour as the shop is extremely busy. Jim Moschetti, the new manager, has promised to review our request but at this time your Trip Committee cannot give you a definite answer. If the shop tour is cancelled, your money will be refunded.

The balance of the day will still proceed as planned. Keep this date open and watch the Rail Report and Website for details.

1998 Events Schedule

June 6 Event:	Family Picnic
June 9 Meeting:	Mines, Mills and Railroads
June 13 & 14 Event:	Colorado RR Museum Work Day
June 21 Movie:	"White Desert"
July 14 Meeting:	Atomic Age Narrow Gauge
July 25 & 26 Trip:	C&TS Weekend
August 8 Trip:	Ft. Collins
August 11 Meeting:	Movies & Videos
August 22 Trip:	Manitou & Pikes Peak
September 8 Meeting:	The Future of Denver's Commuter Rail Services
October Event:	Colorado Railroad Museum Night Photo Session
October 10 Trip:	Georgetown Loop Freight
October 17 Event:	Annual Banquet
November 10 Meeting:	Video Potpourri
December 5 Trip:	Silverton Mixed
December 8 Meeting:	Historic Club Trips

From the President

By Jimmy A. Blouch



Members of the Rocky Mountain Railroad Club visited the shops of the Denver & Salt Lake Railway at Utah Junction, Denver, CO, on October 27, 1940.

– RMRRC Club Archives Photo

Newsletter

Apparently some members received their April newsletter later than usual. The newsletter was received from the printer and mailed on time. A telephone call to the post office verified that the newsletter had been mailed on April 8, 1998.

However, the post office representative was unable to explain the slow delivery. I provided this information to a Consumer Affairs Representative.

C&TS Photo Freight

The recent 1998 calendar of events flyer indicates transportation between Antonito and Chama will not be provided.

However, after rethinking the situation, the Rocky Mountain Railroad Club WILL provide transportation for those riders who want to stay overnight in Chama July 25.

Roster

Preparation of the roster is progressing

nicely. We believe you will be quite happy with the final product. New Publications Chairman Jim Ehernberger is producing a quality publication with some new ideas. It is planned to mail the roster during May or at the very latest with the June newsletter.

Programs

The April program presented by Dr. Horner was very educational and entertaining. It was very well organized and presented. Our thanks to Dr. Horner for his presentation. You will not want to miss Potpourri Night, May 12, 1998. There is sure to be a surprise or two in store for us.

The board is pleased with the support shown by the membership participating in the trips planned and by purchasing the memorabilia offered during our 60th Anniversary Celebration.

November 10, 1998, will be video potpourri night. It is not too early to be thinking about being part of the program. It is lots of fun to take pictures and videos, but the real joy comes with sharing them with others. What better way to participate in this fun night. The club has

planned exciting activities this summer that will provide many opportunities for excellent and unusual videos. Again, you don't need fancy titles or graphics. Just good clear steady pictures of railroad related subjects. Call Sherm Conners at 303-659-5513 for information.

Attention Members – Submit Your Videos for Potpourri Night

Publishers Statement Rocky Mountain Rail Report

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Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed below. Members joining after April may send a payment of \$1.75 for each month remaining in the year.

An associate membership for spouses and children is also available for \$10.00 per year.

Annual dues notices are mailed in November.

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

The deadline for items to be included in the June issue is May 15th.

Foundation Fund Raising Update Thank You!

As of April 19, 1998, a total of \$8,379.00 has been received from 152 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributors:

Marjorie Braisted, Jim Ehernberger and Wally Porter

A donation in the memory of
Charles Max
has been received from
Wally Porter
toward the D&IM car 25 restoration.

The Video Committee Needs Your Help

The club is planning to produce a video of a Narrow Gauge Circle Trip. We will use the historic footage from the Otto Perry and Irv August film collections.

Significant footage has been found, however, still pictures will enhance and supplement the film. If you have high quality black and white photos taken during the common carrier days, before the abandonments and sales broke the Circle, and would like to allow them to be used in the video, please contact either Dave Gross at 303-424-6376 or Tom Klinger at 303-779-5186.

The Circle Trip started in Salida on the Denver & Rio Grande Western and went west over Marshall Pass through Gunnison and the Black Canyon of the Gunnison River to Montrose. From there, the route went south to Ridgway and connected with the Rio Grande Southern. The RGS hooked up with the D&RGW at Durango. From Durango, the route headed east towards Alamosa. The traveler then went back to Salida over the Valley line.

Thank you for your help and support. Watch the Rail Report for more details.

Please Note

Due to Memorial Day, the deadline for material to be included in the June issue is May 15th.



The Silverton Mixed Train in 1946, before tourists when the train carried only a combination baggage-coach, proceeds up the Animas Valley toward Hermosa north of Durango. – C. M. Clegg Photo, James L. Ehernberger collection

Ride the Silverton Mixed!

Continued from Page 1, Column 1

tender will also be re-lettered. If weather and fire conditions permit, the bear trap stack will be removed.

The train will leave Durango at 8:30 AM and travel to Cascade Wye where it will be turned for the run back to Durango. Numerous photo stops and runbys are planned. In some cases, the runby will be repeated allowing the maximum number of different views. As the line is normally closed during this period, we will have the railroad to ourselves allowing this to be a truly unique excursion.

The Durango & Silverton staff is going all out to ensure that the train will offer the photographer an accurate appearance. This will be the first authentic appearing Mixed to operate since the D&RGW gave up freight service over 30 years ago.

Tickets will be available June 1st and will be limited to 100 seats including the caboose. Caboose tickets will be available at a premium over coach seats and will be limited to eight passengers. Final pricing is being established but will be consistent

with other trips of this character.

Transportation to Durango will not be provided. Lodging arrangements are the responsibility of the participant. Meals, other than lunch on the train, will not be provided. If sufficient members desire, the Trip Committee will investigate chartering a bus.

The Trip Committee wants to express its sincere appreciation to the management of the D&S for their willingness to work with us to create a truly memorable excursion to end our 60th anniversary year.

Further details will be available through the Club's Website, the Rail Report and our telephone message. Please note the new address for our Website: <http://www.rockymtnrrclub.org>.

Apology to Phil Johnson

I want to apologize to Phil Johnson, Superintendent of the Georgetown Loop. I mistakenly identified him as Phil Crane in a recent article.

I regret the error.

–Walter Weart

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

BNSF Dash 9-44CW's

BNSF decided to accept delivery of the General Electric built Dash 9-44CW's back in 1997. Several BNSF units in the 700-series were delivered and operated for several months in primer gray with only BNSF and the unit numbers. Some of these units are now being painted into the red and silver scheme. Former “gray ghost” BNSF#777 was in full red and silver warbonnet paint on 4-18-98.

BNSF's 1997 Stockholders Report features BNSF Dash 9-44CW #745 with the other Heritage II units, 740 & 739, on a York Canyon coal train. These units wear a modified green and orange scheme with more orange, and a Santa Fe style BNSF cigar band nose herald. – *Allan G*

BNSF SD70MAC's

Two BNSF Heritage II (orange with wide yellow stripes, BNSF cigar band nose herald) SD70MAC's, BNSF 9847 & 9848, were leading a BNSF coal load through Colorado on 4-15-98. The Antelope Mine in Wyoming to the Southwestern Public Service Harrington Power Plant at Amarillo, TX, coal load had three SD70MAC's. The third SD70MAC was BN 9660. The BNSF 9838-9864 series units are seldom found leading, and two in the usual three unit lashups is rare indeed. – *C.W., Joe*

BNSF SD75M's

BNSF EMD built SD75M, red and silver warbonnet paint scheme, #8244 (ex-ATSF 244) now has the BNSF letters under the larger cab window unit number. BNSF renumbering continues!

Santa Fe's last locomotive order delivered by EMD before the BNSF merger were



New signal bridges at South Denver interlocking, just north of Mississippi Ave., give a hint of the coming track layout. Three tracks will eventually be built under this signal bridge. BNSF Casper, WY, to Fort Worth, TX, train with BN SD40-2 #7124, Tex-Mex GP40-3's 1168 & 1171 move on what will be the northward main, but currently is used as the southward main. – Photo by Chip Sherman

the ATSF SD75M's #200-250. The units wear ATSF's cigar band nose herald scheme. BNSF is renumbering these units to the BNSF 8200 to 8250 series. – *C.W.*

BNSF Keeps Famous ATSF Cigar Band Nose Herald

Robert Krebs, chairman of the railroad company, confirmed that BNSF is keeping the famous Santa Fe cigar band nose herald on the front of its locomotives. The railroad had tipped its hand earlier when it used a photograph of an orange locomotive with the nose herald on the cover of its annual report.

The old Santa Fe Railway used the nose herald for more than a half-century, beginning with its Super Chief trains before World War II. Along with the shield of the Union Pacific Railroad, the nose herald is considered the best-recognized and bestselling image among model railroaders. Even though the old Santa Fe Railway is no longer in existence as an independent entity, the familiar silver-and-red locomotives with the nose herald are still best sellers in the model train market.

In contrast, the green-and-white scheme used by the former BN had been in use

only since 1970, and it never caught on as well among hobbyists. BNSF's various attempts to come up with a new paint scheme and logo had resulted in a confusing hodgepodge of styles on different pieces of its equipment. A shareholder from Fairfield, CA, counted 22 different paint schemes on BNSF locomotives between his home and the shareholders meeting.

Casual watchers of railroads shouldn't expect an instant make-over for BNSF. Krebs said the railroad emphasizes new equipment, track and ties ahead of paint. It budgets only enough to paint about 200 locomotives each year. Counting the engines already painted, the BNSF won't have its entire 3,800-locomotive fleet repainted for another six or seven years. – *Compiled from CSND-RailNews, web address: cnw4400@ix.netcom.com*
Used with permission.

BNSF Business & Inspection Cars

BNSF ex-ATSF business car ATCHISON and track inspection car WILLIAM BARSTOW STRONG arrived in Denver, CO, on 3-29-98. The cars appeared to be deadheading as the rear window was covered on the track inspection car.



Boise Locomotive GP40-3's #1171 & 1168 are fresh from Idaho at BNSF's Denver Diesel Shop on 4-5-98. Fresh from the Livingston Rebuild Center (LRCX reporting marks) were ex-ATSF SF30C now LRCX 9508 and ex-Cotton Belt B36B-7 now LRCX #7771. The LRCX 9508 sports a sign reading "Big Brothers, Big Sisters of Park County." – Photo by Chip Sherman

The WILLIAM BARSTOW STRONG is a Budd built stainless steel car configured as a track inspection car. Theatre type seating at the rear of the car allows officials and visitors to inspect the right of way from the end of trains. The other end is a lounge with tables.

The BNSF business car fleet is kept in Kansas City and Topeka, KS. It currently is being upgraded so all cars have the ATSF-style stainless steel exteriors. First car to receive this treatment was BN's old GLACIER VIEW completed in May 1997. – *The Colorado Zephyr*

Camas Prairie Railroad

BNSF and UP announced the sale of the jointly owned Camas Prairie Railroad to Camas Prairie RailNet, Inc. (CSP), a wholly owned subsidiary of North American RailNet, Inc., headquartered in Bedford, TX. The sale price was not disclosed. CSP began operations 4-18-98 at 12:01 AM. The sale includes all assets of the Camas Prairie Railroad, located in southeastern Washington and western Idaho. Assets include about 272 route miles of railroad, buildings and shops at Lewiston, Idaho, covered hoppers, log cars, maintenance of way equipment and

vehicles. CSP will assume transportation obligations of the former Camas Prairie Railroad. Interchange with both UP and BNSF will be at UP's Ayer, WA, yard.

OmniTrax shipped CSP #143 (ex-D&RGW #143) on 4-23-98. – *BNSF Today*

BNSF Radio Frequencies

BNSF uses several radio frequencies to conduct their operations in the Denver area. Listen to these channels:

161.100 MHz: BNSF Main Line from Sterling through Brush to Commerce City, CO. Also used south of Denver on the Joint Line for northbound trains coming into Denver. BNSF trains moving south on the Joint Line switch to UP's channel 160.920 around Kalamath St. in Denver.

161.160 MHz: Front Range Subdivision from Utah Junction north via Broomfield, Boulder, Ft. Collins to Cheyenne, WY.

160.695 MHz: Denver region channel - trains talk in terminal area with Brush Line Dispatcher and the Denver yardmasters (31st Street Yard, 38th Street Yard & Rennick) to move from Commerce

City through Denver, i.e. Prospect Junction and the rail corridor west of Denver Union Station. Amtrak's California Zephyr uses this channel making its move in and out of Denver Union Station.

You should scan all channels to catch the action. Conversations are usually short but can give you an idea which train is moving next. For example, if the 31st Street Yardmaster says BN 9546 run southward lead, southward main, then a coal load is likely departing south via the rail corridor and onto the Joint Line.

Listen for maintenance windows (weekdays starting about 6 AM). With the Joint Line realignment between South Denver and Littleton, CO, expect this to be a common occurrence in 1998. Once a maintenance window starts, expect very little train traffic for several hours. Trains headed south on the Joint Line then begin moving south in the afternoon. You can plan your outing accordingly. – *C.W.*

BNSF Modesto to Streator Train

Large track maintenance projects in Southern California prompted BNSF to try a few trips of hotshot Modesto, CA, to Streator, IL, train to operate in early April via Union Pacific's Central Corridor (through Colorado via Grand Junction, Dotsero, Moffat Tunnel to Denver, CO). BNSF's train, symbolized the H-MODSXR9 train ran only a couple of trips via the Central Corridor. At one time, the BNSF planned to operate this train on the Central Corridor until July, but that changed in early April when the train came off the UP trackage rights route.

The Modesto to Streator train handles most of the Gallo wine from the California Valley to the East coast. It is the only BNSF boxcar train with a "9" symbol. A spotting feature of the train were all the insulated boxcars in the train. – *Joe*

Cumbres & Toltec Scenic Railroad

The C&TS will not use OY to clear the line over Cumbres this year. There is not enough snow for the rotary - bulldozers will handle the job. – *Steve Rasmussen*

The Club Rides the Light Rail and Visits D&IM #25

By Walter Weart

On Sunday, April 19, 88 Club members assembled at the RTD Light Rail Terminal at I-25 and Broadway for a two hour excursion over the six mile system. Despite a six to eight inch snow fall only 24 hours earlier, perfect weather greeted the riders. Cars 110 and 117 were gleaming in the early sunlight as they moved into position for loading.

Just after 8:00 AM, the charter left for its northbound run to downtown for our first photo opportunity. On the way, riders were treated to a close up view of the construction to realign the Joint Line tracks to make room for the Southwest Corridor Light Rail expansion. We also rolled past the edge of the UP (D&RGW) Burnham Shops where we could see only few out of service units. Previously, there had been a large number of stored Diesels, but most were gone.

At 8:20 AM, we arrived at 14th & California for our first photo stop. Our charter pulled out of the station and we awaited the arrival of a regular service train. As this train rolled north on Stout and turned east on 14th St., our members had an opportunity for pictures and videos. The operator had been asked to ring the bell and blow the whistle for the photo line which he did with gusto. Within a few minutes, our charter train rolled south on Stout and turned east on 14th. As it did, our riders were treated to another picture opportunity as our operator made a great show with the lights, bell and whistle.

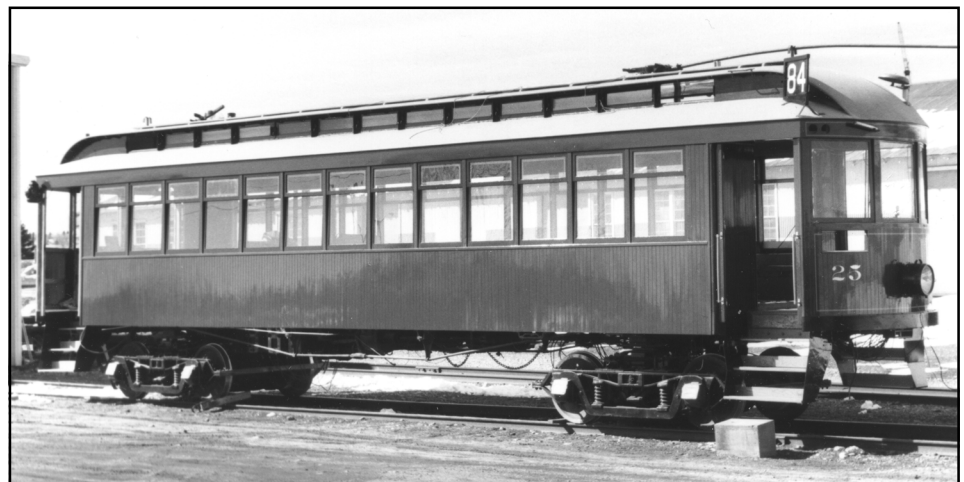
From there, our charter made a non-stop run to the end of the line at 30th and Downing. Our passengers were able to photograph our charter train and the arrival and departure of two regular service trains. A really neat location!

After re-boarding, we made a quick trip to the Maintenance Facility (Carbarn for those who remember streetcars). Lloyd Mack, RTD's Light Rail Superintendent, and Dixie Turnquist, Light Rail Administrative Technician, provided an outstanding tour of the facility. In



The Rocky Mountain Railroad Club RTD Light Rail charter train approaching the intersection of 15th and California in downtown Denver, CO, on April 19, 1998.

– Tom Klinger photo



Denver & Intermountain #25 was outside for viewing on April 19, 1998. Club members took the opportunity to view the results of restoration efforts.

– Tom Klinger photo

addition, Lloyd provided a detailed update on the progress of the eight mile Southwest Corridor extension. With the use of a nine foot long map, Lloyd showed the details of the project and answered numerous questions from our riders. Dixie showed a separate group through the Shops. We assembled for a group picture before reboarding our train for a quick ride back to I-25 & Broadway.

Most of the riders then drove to the Federal Center, a U.S. government office complex in west suburban Lakewood. Here the Denver & Intermountain #25 awaited our inspection. The car was

outside of the building where the restoration work had taken place for the past ten years. The new green paint, striping and lettering on the car reflected back the sunlight. The volunteers, under Darrell Arndt's leadership, had the car looking like it had just rolled out of the Woeber factory. While much work is still to be done, the results of the more than 10,000 hours of labor for the past ten years was much in evidence.

Operating electric marker lights were displayed on the rear and the headlight was illuminated on the front. An air line was connected so the whistle could be

blown. The group had worked up to the last minute to ensure that the east side of the car was painted and the side windows were in place. The north end was painted, striped and numbered. Windows were installed and the proper "Lakewood Villa Park" sign was in the signbox.

A large number of guests joined the trip riders to see the 25 and enjoy the picnic lunch provided by the Rocky Mountain Railroad Historical Foundation, the group overseeing the restoration. Our visitors included television Channels 7 and 2 as well as a reporter from the Lakewood Sentinel. They were attracted by the opportunity to see the last operational survivor of Denver's once vast streetcar and interurban fleet.

We want to extend a special thank you to Denver West Towing of Golden for providing the "motive power" to move the 25 in and out of the building. THANKS!

Much remains to be done to finish the 25 by the targeted goal of the year 2000. You can help with either a tax deductible contribution or, if you live in the Denver area, volunteering your labor. The next time the 25 will be on display will be this Fall and with your help, much can be accomplished. Contributions can be mailed to the Club's post office box and they will be forwarded to the Foundation.

C&TS Trip Special Bus Added

Bus service to and from Antonito will be provided as an option for riders of the C&TS train.

On Saturday night, July 25, after our train arrives in Antonito we will have a bus for your return to the Chama railroad station. On Sunday morning, July 26, we will have a bus pick you up at the Chama railroad station and return you to the Antonito station prior to our train departure. The Sunday morning bus departure will be at approximately 6:15 AM allowing for our Antonito train departure of 8:00 AM. The bus ride takes approximately one hour and ten minutes each way.

The cost of the bus is \$20.00 per person.

60 Years Ago

By Dave Goss

By definition, "potpourri" means a medley, miscellany or an anthology. Like the slide program this month, we'll look back on a collection of short pieces from previous Rail Reports.

(March 31, 1949 Issue) - Members of the Rocky Mountain Railroad Club and their guests - 169 strong - bid a fitting farewell to the Midland Terminal Railway February 6th when they rode the last passenger train to run over the historic bonanza railroad. The equipment was fitting with the pike's historic past. At the head end, brave in new paint, was number 59, a sturdy 2-8-0 type built in 1898. Behind were two wooden Rio Grande combines, a combine which once rolled on the Cripple Creek Short Line and last but not least, a fine old wooden observation car. This observation car was formerly coach 111 of the Colorado Midland - built by Pullman in 1887. We couldn't have had a better day. A bright sun shone down out of an almost cloudless sky, making for perfect visibility and photographic conditions. We are indebted for the fine weather, at least in part, to fervent prayers uttered by Ed Haley, club president. It was a most successful trip. No one aboard the train will ever forget the breathtaking view from the main line near Elkton. The Sangre De Cristo range, the Continental Divide itself, even Harvard, Princeton and Yale peaks far to the west were visible. Nor can we forget the people along the line who waved at us while taking a final look at "their train." Or the many motorists who paced us on the adjoining highway. It was a fitting farewell to one of the most romantic of railroads.

If you will be staying overnight in Chama on Saturday and would like this bus service, please contact the Ticket Chairman at the club address for a ticket order form. The forms are due by June 1.

A minimum of twenty passengers must be booked for the RMRRC to provide this service. A full refund will be provided if the minimum number of passengers booked is not met.

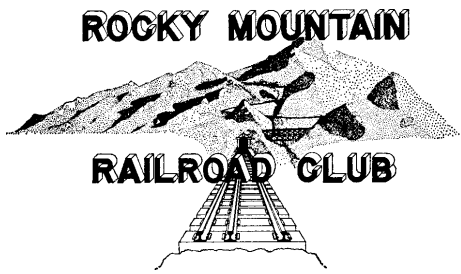
(Issue 12, July 1960) - Only 711 steam locomotives were owned by the Class I railroads of the United States at the beginning of 1960, as compared with steam locomotive ownership totals of 28,964 ten years ago. A modest admission charge of 25 cents has been established at the Colorado Railroad Museum and club members whose dues are paid will be pleased to know that they can use their club membership cards for free admission to the Museum.

(Issue 45, May 1963) - The Chicago ticket office of the CB&Q set an all time record in 1962 with the sale of more than \$3 million of tickets, a gain of some half-million dollars above the volume in 1961. Burlington passenger revenues for 1962 crossed the \$22 million mark, the largest amount since the end of World War II.

(Issue 25, September 1961) - We are about to close the book sales of the "Pictorial Supplement to Denver, South Park & Pacific." There are only about 60 copies remaining, out of the 4,000 printed, and orders are coming in every day.

(Issue 41, January 1963) - Members are hereby reminded that dues are now payable for the year 1963 - \$3.00 if you reside in Colorado, or \$2.00 if you are an out-of-state resident. (Don't let the Treasurer see this, he may suggest the same sort of dues structure for 1999, \$30 for Colorado residents and \$20 for out of state members!)

(Issue 42, February 1963) - To answer some questions about membership cards, we would like to mention that these require careful, extra work to produce the embossed lettering which gives the Rocky Mountain Railroad Club membership cards a touch of distinction. The additional work is performed by volunteer labor...and requires very careful work in the process of producing the raised date and membership number. Names must then be typed on the cards and each one signed by the President and Treasurer. (Some things just don't change.)



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

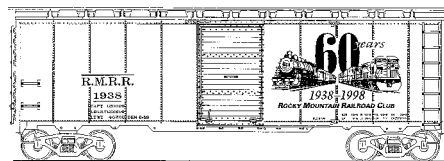
FIRST CLASS MAIL
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Durango & Silverton Announces Opening of Their New Museum

A portion of the Durango roundhouse will be devoted to a new museum showcasing narrow gauge history. Rio Grande Southern 2-8-0 #42 has been cosmetically restored and will be on display along with other pieces of railroad history.

Opening day is May 8 and the D&S is seeking artifacts and material for loan or donation. If you have any items which you would be willing to offer, please contact Kristi Nelson at 970-259-0274.



Commemorative Boxcars

The 60th anniversary commemorative boxcars are selling out quickly, particularly the cars numbered 1938. All orders are being entered on a first come first serve basis. If you have not ordered your car, please do so quickly. They will also be available at the May meeting. If

your order is received after supplies of the car you requested have been exhausted, you will be offered an alternative car number, if available. If you do not wish an alternative or all supplies are exhausted, your money will be refunded.

We will continue to accept reservations for assembled cars at least until the end of May. At that time, we will send in all orders for assembly. Please allow about eight weeks after that date for your model to arrive. Order your cars now as it is unlikely that any more cars will be available in the future.

Equipment Committee Report

During the monthly equipment workday at the Museum on March 14, we cleaned all the paint and trash out of the Rico and the caboose. The cars are quite presentable for the public. We want to have volunteers with the three pieces of equipment during the steam up at the Museum on June 6 & 7. Basically, the volunteers will give

visitors a brief history of the equipment and how it came into possession of the club. Information about membership in the club will be given and perhaps result in new members.

We are getting ready for the work days on June 14 & 15. New windows have been made for the caboose. All the old windows will be replaced as well as the window

sills. The end post that was patched last year will be removed and a new one put in. We will paint the cab of the 20 and the silver work. The Rico will have interior trim re-nailed. The clerestory windows in the Rico will be recut on the inside.

Call Keith Goodrich at 303-360-6936 to volunteer. We don't model, we work on real railroad stuff with dirt and grime.