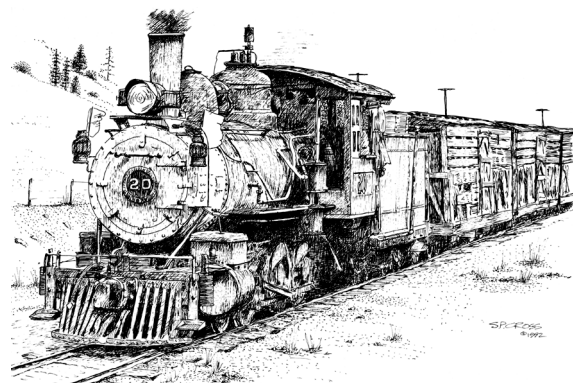


ROCKY MOUNTAIN RAIL REPORT



MARCH 1999

No. 474

ROCKY MOUNTAIN RAILROAD CLUB

Four Seasons of the Rio Grande Zephyr and the Last Run

Presented by Erwin Chaim
March 9, 1999 • 7:30 PM

The March meeting is a tribute to the Rio Grande Zephyr. The program shows several trips but features the Rocky Mountain Railroad Club's trip on April 23 and 24, 1983 – the last days of service.

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.

1999 Events Schedule

April 13 Meeting:	Vintage Steam & Diesel Slides
April 17 Event:	Engine #20 Commemoration
April 24 Event:	Union Pacific Cheyenne Shops & Station Tour
May 11 Meeting:	Slide Potpourri
May 14 - 16 Event:	Powder River Basin Tour
June 5 Event:	Canon City & Royal Gorge Excursion
June 8 Meeting:	Mines, Mills & Railroads
July 13 Meeting:	Mason Built Engines
August 10 Meeting:	Videos
August 21 - 22 Event:	C&TS Excursion
September 4 - 20 Event:	European Adventure
September 14 Meeting:	Recap of 1998 RMRRRC Trips
September 18 Event:	LC&S Excursion
October 9 Event:	Georgetown Loop Photo Freight
October 16 Event:	Annual Banquet

Union Pacific Cheyenne Shops, Roundhouse and Depot Tour

By Jim Ehernberger

On April 24, 1999, the Club will operate a motor coach tour out of Denver, departing at 8:00 AM, following the Union Pacific line through Greeley and into Cheyenne. One bus has already been sold out and a second is being considered. You may send in your check for \$35.00. It now appears we may have enough to meet our guarantee, and, if so, you will be furnished a ticket; if not, your check will be returned. We cannot handle more than two busses due to shop staffing in Cheyenne.

The first bus will visit the shop facilities upon arrival at Cheyenne, have a lunch break at the mall (lunch is on your own), then a short stop to view the UP Big Boy locomotive on display, and finally tour the former UP Depot under renovation.

Continued on Page 7, Column 1

Powder River Basin Tour

By Dave Goss

The Rocky Mountain Railroad Club is pleased to announce a motor coach trip to the heart of the nation's largest coal mining district, the Powder River Basin. The Club's three-day trip will depart from Denver on Friday, May 14th, and travel Interstate 25 to join Wyoming Highway 59 where we will parallel most of the busy joint BNSF/UP Orin Line to Gillette.

Many stops are planned en route and we expect to see a nearly endless parade of coal trains powered by both railroads' newest locomotives. We have also arranged for a tour of the Belle Ayr mine where we'll see huge electric shovels loading 200 ton dump trucks for transloading to unit coal trains. We will spend two nights in Gillette, returning to Denver Sunday, May 16th.

Check the enclosed flyer for additional details and look for the photo on page 7.

From the President

By Jimmy A. Blouch

For our club meeting of February 9, 1999, we were treated to a program presented by Jim Ozment titled "Tennessee Pass & Royal Gorge". This excellent program was very well attended and it was great to see once again views of train operations that no longer exist. Jim also related an episode of how he and I "rescued" a small waiting room bench from the Tennessee Pass depot after it had been closed. At the time I was working as track patrol out of Minturn to Tennessee Pass. Thanks Jim for an outstanding program.

Walter Weart submitted his resignation as Vice President of the Rocky Mountain Railroad Club last month. The officers and board of directors would like to thank Wally for his support of and contributions to the club. He made arrangements for the many fine monthly programs. He also helped ensure the success of club trips, in particular the Georgetown Loop, Henderson Mine, and on the Durango & Silverton. The board has not yet selected a successor; it is hoped this will be accomplished in the very near future.

As noted in the last issue, a European trip

is being scheduled for September of this year. Mention was made that the trip was not sponsored by the Rocky Mountain Railroad Club. The club will in fact sponsor the trip. There was a lack of communication between the group planning the trip and the board. This has been resolved. Keith Kirby has been authorized to act on behalf of the club for all arrangements concerning the trip.

This is a good time to point out that members should not undertake arrangements for trips or other events without first presenting their plans to the board and receiving appropriate approval before proceeding.

European Trip

The European trip has been added to the 1999 Events Schedule and will be sponsored by the Rocky Mountain Railroad Club. Please direct any communication, inquiries, and deposits to:

Keith Kirby
5442 East Center Avenue
Denver, CO 80246-1437

In Remembrance

Ralph Hawes

Long time Rocky Mountain Railroad Club member Ralph Hawes died September 19, 1998, at 65, of Carbon Monoxide poisoning. He held card number 126. Ralph was an avid railroader having an HO-HOn3 layout, and most recently a 7.5" live steam layout. Ralph was retired from Rocky Flats where he was an Environment Engineer. Ralph was president of the Colorado Live Steamers Club, served as an officer with the NMRA for 18 plus years and toured the country the last few years visiting live steam layouts. Ralph's long time interest in railroads also took him into publishing, where he was a principal in the publication of the magazine called "Slim Gauge News". Ralph and his wife could be seen on railroad trips and on their Harley's visiting anything that was remotely related to railroads. The railroad hobby has lost another great one!

Ralph C. Fowler

Longtime Rocky Mountain Railroad Club member Ralph C. Fowler died January 20, 1999. Mr. Fowler was a Denver & Rio Grande Western Railroad employee and had been retired approximately 25 years. He was a member of the Colorado Welsh Society and a founder of Downtown Denver Toastmasters. He frequently attended our monthly club meetings and his presence will be missed.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club for \$14.00 per year which is deducted from member's dues. First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Club Information

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

Club Phone: 303-979-2806

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

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 above. 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.

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 April issue is March 22nd.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

**Rocky Mountain Railroad
Historical Foundation
Fund Raising Update**

Union Pacific Grant Request Approved

It is a pleasure to announce that the UNION PACIFIC has approved our requested grant for \$10,000. We thank the UP for their full support of this worthwhile project.

The Lakewood Legacy is reviewing our request at this writing, and some discussion is being done with the Department of Transportation for funds that might be available through ISTE.

Darrell Arndt and volunteers have been presenting a slide show about the Trolley to local organizations. It is always received with great enthusiasm, as are the items that Tom Peyton sells. This is building a community awareness of the project.

Meanwhile, individual support is very important. The corporate foundations always want to know how much support for the project is shown by members and friends of the Club. Every dollar given by you not only helps the restoration but also, fund raising efforts. Therefore, we thank the following people for their latest support:

Thomas & Isabel Abbott, Dorothy & Guy Albright, Merle Anderson, Mr. & Mrs. Laverne Austin, Rich Berens, Robert Blatherwick, Marjorie Braisted, Robert Brandon, Robert Campbell III, Beverly Cowan, Jonathan Esty, P. A. Gilbert, Mike Hoening, Noel L. Hover, Barbara & Al Jonez, Kenneth Leonardi, Richard & Alice Loveman, James MacKenzie, E. MacDougall Palmer, Robert Proctor, Richard Rader, Edwin (Mike) Rosser, George Shaw, Thomas W. Smithers, Chapter # 1085 National Association Retired Federal Employees

The campaign total is now close to \$7000.00, but it will cost around \$30,000.00 just to do the electrical conversion. Your support is still needed and appreciated.



Midge Braisted tests one of the restored seats for the #25.
— Dave Gross photo.

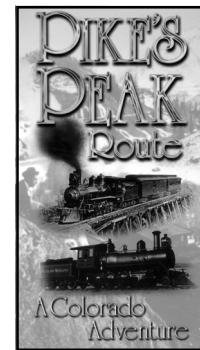
Buy a Seat For the #25

Donations are needed to help the foundation buy the 24 seats for the #25. Two complete seats and one half seat have been paid for. Please help the foundation pay for the seats. Cost of each donated seat is \$500.00. A seat back or a bottom can be donated separately for \$250.00. Ask your friends or business contacts to help get #25 running again.

**Dedication of the Rio Grande
Zephyr Diesels at the Museum**

On March 21, 1999, The Colorado Railroad Museum will celebrate the completion of the work on the Rio Grande Zephyr units. This will be in conjunction with the celebration of the 50th Anniversary of the California Zephyr.

Steam up dates at the Museum are June 26 & 27, July 24 & 25, September 25 & 26, October 23 & 24, and the Santa Special on December 4 & 5. Galloping Goose #7 will run from 1:00 to 4:00 PM, on February 20, March 27, April 24, May 22, June 26, July 24, August 28, September 25 and October 23. Remember, admission to the museum and rides on the trains or the Goose are free with presentation of your RMRRRC membership card.



**Pike's Peak Route
A Colorado Adventure
Video Available**

The club is offering a new video produced by Mountain Automation of Colorado Springs in cooperation with the Colorado Midland Chapter of the NRHS and the Rocky Mountain Railroad Club. The video uses some of the Otto Perry films of the Midland Terminal.

Pike's Peaks Route, A Colorado Adventure features the legendary Colorado Midland from Colorado Springs to Grand Junction. 13 minutes of motion pictures from 1929 to 1949 combined with still photos make this an outstanding video tape for your collection. Enjoy the resorts along the line, bask in the wealth of Leadville, Aspen and Cripple Creek. Join in the fun of a wildflower excursion. Fight the great blizzard of 1899. Ride the last passenger train to Cripple Creek.

This 55-minute tape is worth having in your collection! The special price to club members by mail is \$15.00 plus 2.50 shipping or pick up one at the next club meeting for \$15.00.

Engine #20 Commemoration

April 17, 1999, has been selected as the date to commemorate the 100th anniversary of engine #20. In cooperation with the Colorado Railroad Museum, the Rocky Mountain Railroad Club will have a "birthday party". This will take place at display site of #20 and will include refreshments and a ceremony. Plans are to have a historic photo display and provide handouts.

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.

Grain Train Gets SD70MAC Power

Newly delivered (1/99) Mexican assembled SD70MAC's BNSF 9940, 9937 & 9938 were put on a Sterling, CO, 106-car grain train, G-STECLO1-12, headed for Clovis, NM. The new power in Heritage II came north earlier that week on a coal empty. Normally, the SD70MAC's are only used on coal trains. The Dash 9-44CW's usually are assigned to grain trains. – *Robert*

BNSF Coal Train Derails

At 9:55 AM on 1/26/99, BNSF's coal load C-CDMELD-003 derailed 13 cars on Main #2 on the Valley Subdivision at MP .56 at Northport, NE. Power: BN 9534-BNSF 9853-9841 with 118 loads - 0 empties - 15,498 tons - 6,486 feet. Cause was a burnt off roller bearing on the 48th car. Some empties went up the Front Range and at least one load was detoured over the UP Shawnee Jct. to Hastings, NE.

BNSF detoured several empty coal trains north via the Front Range Subdivision, aka the old Colorado & Southern line. Two BNSF northbound coal empties were seen around Rennick yard, Denver, CO, about 4:00 PM, 1/26. Regular operations resumed 1/27. – *VLBG*

BNSF California Maintenance Blitz

BNSF's UP trackage rights are being used by BNSF's hot “wine trains,” the Modesto, CA, to Streator, IL, train, H-MODSXR. BNSF steel coil trains also reappeared in January 1999, running across the BNSF and UP trackage rights via Colorado. The trains ran for a while over the route in 1997, but BNSF shifted them south across the Chicago to Los Angeles, CA, line. BNSF Maintenance blitz on the Bakersfield, CA, line is the



BNSF's Lincoln, NE, to Fresno, CA, grain train, G-LINFRS1-06, had three Dash 9-44CW's; 4789, 4722 & 4916. They passed under the new Joint Line signal bridge at milepost 12, South Littleton Interlock, Littleton, CO, on 1/8/99. Note new Main 1, the track at left, was not built north of the signal bridge. – Photo © Chip Sherman

reason behind these temporary reroutes.

Departing Denver 1/26/99 headed west was the Joliet, IL, to Pittsburg, CA, steel coil unit train with 50 loads. Power consisted of four units up front and two SD40-2 pushers on the rear. The lead units were BN SD40-2 #8133, Helm Leasing (HLCX) 6081, BN SD40-2 #7904 and Livingston Rebuild Center (LRCX) 9567. The pushers were BN 8012 & 8099.

The steel coil train was delayed at Denver while UP handled two other trains. Amtrak's westbound California Zephyr went west first, then UP 6895 east coal load, symbol C-AICL, had to get into UP's North Yard at Denver before the crew outlawed at 12:10 PM

Once underway, the BN 7133 west charged up the UP's Moffat Subdivision with no delays to East Portal. The BNSF's hot “wine train” symbolled H-MODSXR9-23 was being dog caught at Crescent, CO. The BNSF Heritage I painted #996, Heritage II #4726 and ATSF 896 were the power on this hot manifest. High winds along the Colorado Rockies had the train passing the milepost 39.5 detector doing 18 mph. By Rollinsville, the clouds moved in and snow flurries

were flying in the 30-40 mph winds. The crew was asking for a relief crew as they climbed towards the Colorado Rockies Continental Divide. UP's dispatcher 82 had them pull into East Portal's Siding where they stopped around 3:15 PM, MST. Their Grand Junction crew relief was called out of Grand Junction and met them near Dotsero, CO.

The 120-mile main line between Bakersfield and Fresno was closed on 1/18/99 to all freight traffic. During that time, maintenance crews installed 76,000 wood ties with new or cleaned ballast and resurfaced 90 miles of track. In addition, six track miles of new steel were installed. The two-week long Bakersfield Blitz maintenance project ended successfully 1/30, with the first train rolling out of Bakersfield en route to Fresno, CA. – *Mike S, Jim Czarnecki, BNSF Today*

BNSF SD60M #1991

The BNSF's Desert Storm (aka “Freedom”) painted SD60M unit was running across Colorado in late January, 1999. The distinctive unit sports a unique red, white & blue paint scheme which was done during the Gulf War. It rolled out in this scheme on 3/3/91.



The former Denver & Rio Grande Railroad Littleton Depot is owned by the City of Littleton, CO. It was moved 12/6/98 from its location along Rio Grande Street further south of Littleton Blvd, to Regional Transportation Districts' Littleton stop. The depot takes up its new location along the RTD's Southwest Corridor, which is scheduled to begin service July 2000. – 2/14/99 Photo © 1999 Chip Sherman.

The unit came west in late January as a trailing unit. It arrived in Denver 1/27/99. The next day, it departed Denver before sunrise leading a southbound Denver to La Junta, CO, train, M-DENLAJ1-28. It made it to Pueblo, CO, where an oil lube pump problem had it pulled from the train. It returned to Denver, and was seen at the Denver Diesel Shop for 1/29 until 1/31. The unit departed BNSF's 38th Street Yard on the Denver to Billings, MT, train the afternoon of 1/31/99. – C.W.

Trackwork on Joint Line

BNSF and Union Pacific track crews continue to improve the Joint Line in the Littleton, CO, area. Main 1 (formerly the Joint Line's southbound main) was quickly completed, realigned to the new right of way and put into service in December 1998, the day before it was supposed to have been used. Track panels were laid in both directions, south from the South end of the Littleton "trench" and north from the North signal bridge north of Mineral Ave. The meeting took place at mile post (MP) 12 which necessitated the cutting and splicing of rails for several lengths in both directions to facilitate the actual joining. This resulted in a number of rail joints that were very close together.

In spite of repeated track work by both men and track machines over the last two months, the joints were both very noisy and visibly rough when trains passed over them.

On 2/3/99 equipment dragged and lifted sections of rail and placed them along side Main 1. On 2/4, men and machines from both roads pulled up spikes and quite a bit of the track panel rail from the signal bridge north beyond MP 12. They plugged the old spike holes in the ties and proceeded to lay newer rail in longer lengths with fewer joints. That was followed by numerous passes by ballast machines. Main 1 was out of service all day and Main 2 was not used most of the day. The result has been the movement of trains on Main 1 at about 10 MPH with further work being done on and around Main 1 on 2/5.

– Herb

BNSF SW-1200 #3515

Fresh from the paint shop is BNSF switcher SW-1200 #3515. It was first noted at BNSF's Denver Diesel Shop on 2/7/99. Unit wears Heritage I scheme. Believe unit is ex-BN 247.

– The Colorado Zephyr

BNSF SD70MAC's 8800-Series

A BNSF coal empty, E-SLPCAM-031, had BNSF's latest SD70MAC's up front coming north out of Trinidad, CO, on 2/6/99. BNSF SD70MAC's 8801, 8802 and 9999 were leading the other SD70MAC's on the UFIX coal empty. This is the first of BNSF's 8800-series numbered coal haulers. Previous BN/BNSF SD70MAC's are numbered 9400 - 9999. – C.W.

UP AC6000CW #7553

Union Pacific 7553, a "true" AC6000CW, departed Colton, Utah, 2/8/99 heading for Searles, CA, via the LA&SL, Barstow and Mojave. This is now a rare event, because as of the beginning of February, all of the AC6000's were taken out of transcontinental service and reassigned east of Salt Lake City, UT. Many are in Powder River coal service. – Eric

BN 9633 Iowa Derailment

BN 9633 East derailed 29 loaded coal cars, 15 cars deep, near Melrose, Iowa (MP 321) the evening of 2/11/99, blocking both mains. The train would have been one of the first few to follow the 2/11 Amtrak #6, which was running about 9 hours down due to snow in Nevada. The next train behind was EMD 9009 (aka Oakway) - its train was tied down and the power put into service for the derailment. This crew had until 5:50 AM to work.

Amtrak's California Zephyr, train #5, with Amtrak P42 80, for some reason had not yet made it past the point of the derailment and was backed to the top of the hill at Albia. There, they put the mail in the east passing track at Maxon, left their train, ran down to Halpin, backed up main 1 around the train and put the power on the east end. As of about 2:00 AM, they were to head back to Ottumwa and take the IMRL connection, run to Kansas City, then back to Pacific Jct. on the BNSF St. Joe line.

A work train, with BN 2271, was on the way from Creston at 6:00 AM. They were to rearrange their train, 3 panel on the east, 7 ballast, power behind, at Chariton and shove to the wreck. – DT via the Internet

50th Anniversary of the Last Trip on the Midland Terminal

By Steve Mason

Saturday, February 6, 1999, the Rocky Mountain Railroad Club, together with the Midland Chapter of the NRHS, celebrated the 50th Anniversary of the last trip on the Midland Terminal. It was as fine a day in the winter as possible with sun and warm temperatures. Far different than the biting cold 50 years ago when the Rocky Mountain Railroad Club chartered the last passenger train on the Midland Terminal. Fortunately for us we had two club members from that day, Morris Cafky (author of "Colorado Midland", RMRRC 1965), and P. R. "Bob" Griswold.

Setting out at 7:30 AM with 28 club members, we drove to the old Colorado Midland roundhouse on U.S. 24 in Colorado City to pick up 27 members of the Midland Chapter of the NRHS.

Edward M. "Mel" McFarland (author of two books pertaining to the Colorado Midland and Midland Terminal) was our guide and narrator. He was ably assisted by Mike Doty, our conductor last summer on the Manitou and Pikes Peak 60th anniversary trip. Mel gave us a handout with a brief description of the route, part of the Rocky Mountain Railroad Club 1949 handout, map, employee timetable, old newspaper clippings and photos.

Narration started with the Colorado Midland roundhouse and adjacent machine shop to the Colorado City yards. Continuing up U.S. 24 to Manitou Ave. Mel pointed out remnants of road bed and sites for coal chutes and water towers. In Manitou Springs we were shown the site of the depot, the existing piers of the Englemann Canyon iron viaduct and abutments along with an interesting story of it being stolen!

We left Manitou on what was the old U.S. 24 of 1930 with the grade on our left. We saw the tunnels 3 through 8 on the 4% grade leaving Manitou. At Cascade we returned to the old highway where Mel pointed out that the Subway Sandwiches sign was the site of the water tank there. The three lakes there are not natural but were created by the Midland for watering

the engines. At the site of Crystola, the old gravel Leadville stage road is still visible.

Woodland Park is currently so developed that scant traces of the Midland are visible. Going west with dramatic views of Pike's Peak, the tightest curves on the Midland at 16 degrees are seen as we ascend Blue

Bird Hill. There is a lake just east of Divide with two Colorado Midland box cars. One is 701, a former reefer. The "Panama Canal" is clearly visible to the west as we turn south onto the Midland Terminal. There were many surveys run here before the final location was settled on. Mel pointed out two box cars whose numbers can be found. Just as interesting to the left uphill is a grade for a two foot gauge branch to Cripple Creek that did not see rails.

We made our first stop at Waters Tunnel which was the highway tunnel until recently. The cut the road goes through now would have made the Midland drool. The views west of the Sangre de Cristos were magnificent. There was little snow on the east slopes oddly for this time of year. Mike and Mel gave us the run down on Gillett coaling ramp but more famously the site of the only U.S. bull fight.

We went south with the Short Line grade below us to Cameron. Mel informed us that Cameron was the main marshaling yards for the Cripple Creek District. Continuing south we saw Goldfield, Altman and several Midland passenger cars. The big change is on Battle Mountain. The strip mining-acid leaching for gold has dramatically altered the skyline. Portland #2, #3 and site of the



50 years ago, these two club members rode the last passenger train on the Midland Terminal. From left: Morris Cafky and Bob Griswold in front of Midland Terminal coach #22. – Photo © Steve Mason

town of Independence are gone.

We went through Victor to see the Gold Coin, Strong mine and the fine brick Victor station.

Another big surprise was around the corner to Cripple Creek. Many murmurs of amazement at the sight of rerouting of the highway, loss of the Cresson, removal of the Carlton Mill on the ride to Cripple Creek were heard. Battle Mountain is beginning to look similar to the AMAX mine at Leadville and the same for the waste rock in the valley below.

At Cripple Creek we went to the Holiday Inn for box lunches. Wally Weart gave us hand outs prepared by Darrell Arndt from his collection. They were Midland Terminal employee timetable #37 of March 30, 1941; copy of original handout on the February 6, 1949, Rocky Mountain Railroad Club trip; and copy of the newsletter of March 31, 1949.

Mel presented a slide show of old photographs from the prosperous times of the Midland Terminal. Particularly interesting were a series of photos taken on the same day at the Eagle Sampler.

Then we took a special tour of the Midland Terminal depot, Colorado

Continued on Page 7, Column 1

Union Pacific Cheyenne Shops, Roundhouse and Depot Tour

Continued from Page 1, Column 1

The second bus (if operated) will tour the UP Depot first, Big Boy, have lunch and then make the final visit at the shop facilities. Both motor coaches will return to the RTD Light Rail parking lot at 1-25 and Broadway in Denver at about 5:15 PM.

Due to our commitment and contract with the bus operators we are unable to offer any tickets short of Denver. PRIVATE VEHICLES ARE NOT ALLOWED ON UP PROPERTY IN CHEYENNE.

Trip participants will be required to sign a railroad release of liability. Also participants are advised they must wear proper attire including solid shoes and clothing expecting to possibly bump against grease or dirt within the shop and roundhouse.



Aerial view of the Union Pacific facilities at Cheyenne as it once looked in 1961. All of these structures have been demolished other than the depot (right), seven stalls of the roundhouse, and the south half of the large machine shop building. – Photo from James L. Ehernberger Collection.

Midland Terminal

Continued from Page 6, Column 3

Trading and Transfer, where we were given special cake and coffee for the occasion. We had a group photo in front of the Midland Terminal coach #22. Bob Griswold and Morris Cafky posed on cushions of a fine interior restoration.

Mike Doty had heard of some trolleys just in from Portugal within the last two weeks west of Cripple Creek. They were there as rumored and we did a photo stop there.

We would like to thank Colorado Midland Chapter President, Paul Brown and Treasurer, Keith Stump for their efforts in making this trip successful. Mel McFarland and Mike Doty did a fine job on the narration and selling of special 50th anniversary mugs.

Thank you also to Darrell and Shirley Taylor in helping where needed and doing liaison work earlier between the two clubs. Darrell Arndt deserves our thanks for his thoughtful hand outs though he was unable to attend, and Wally Weart for his work on the trip committee in making this trip happen.

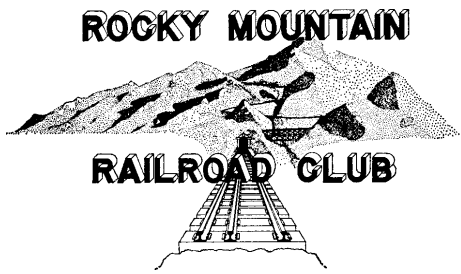


Mining in the nation's largest coal mining district, the Powder River Basin. – Dave Goss photo.

Swap and Shop – Swap and Shop – Swap and Shop

Railfan and Railroad Magazine issues from 1988 through 1997 are for sale for \$89.00. A complete set of 119 issues except for August 1988. Please send your check to P. R. "Bob" Griswold, 3470 S. Poplar St. #310, Denver, CO 80224.

A collection of nearly 200 railroad books are for sale. Many books are rare or hard to find titles and a number are Colorado related. For the list, send a self-addressed envelope with a 33¢ stamp to Dave Goss, 16106 E. Nassau Dr., Aurora, CO 80013.



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Out At The Museum - Equipment Committee Report

By Steve Mason

February 13, 1999, had Duane Fields, Ralph Vance, Russ and Sue Stuska and myself show up at the museum to work on the club's equipment. We were able to do a considerable amount of work on engine #20. Andy Dahm tore down the triple valve and brake cylinder. The internal parts were cleaned and the outside parts primed. The air reservoir was sent out to be hot tanked. The balance of the air brake piping, including the retainer valve, has been removed. We cleaned out some of the piping with air. Ron Keiser put weatherproof gaskets on the glass lights and sealed them. The winter has been mild after our December cold snap making working outside a pleasure.

Duane picked up sheet steel on Friday for the tender. He provided his own tools to help unload it and do welding work. Duane cut the water fill hatch and fill deck out of the tender. The fill deck had at least nine patches.

Russ and Sue Stuska have been working on the windows of the Rico. They have primed and painted new quarter round for the windows. During January and at least a half dozen times in February they have worked on removing putty and fitting the quarter round. They have also screwed in the top sashes to seal them tight. Sue has put wood preservative on the belt rail as well as any other raw wood so it can be painted.

Much to our surprise Cindi Fields came out at noon with her granddaughter Annalise. They graciously provided a fine picnic lunch for everyone. We had home cooked ham, cold cuts, pasta salads, several kinds of chips, potato salad, all kinds of condiments, dessert and soda pop. This was wholly unexpected and a wonderful surprise. Everyone of us were delighted at the generosity. Lunch outside in the warm sun was great.



Club equipment work crew at the Colorado Railroad Museum. From left, Duane Fields, Russ & Sue Stuska, Steve Mason, Ralph Vance. – Photo © Steve Mason

After lunch Ralph smoothed up the fill hatch with the grinder. Duane finished removing the last of the steel fill decking by grinding. They have the tender well prepared for the new steel. Steve primed all the under sheathing for the Rico and ran to the hardware store for supplies. A lot was accomplished and we had a good time doing it.