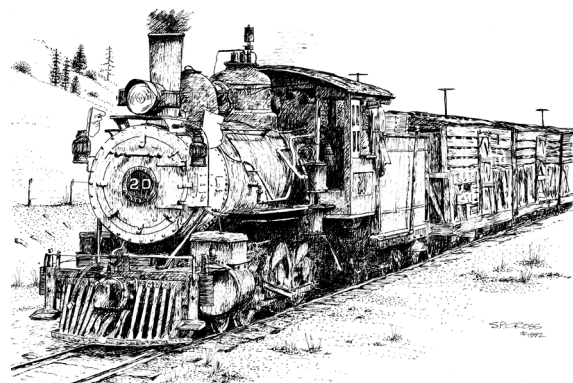


ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 1999

No. 482

ROCKY MOUNTAIN RAILROAD CLUB

Video Potpourri Night

Presented by Sherm Conners

November 9 Meeting • 7:30 PM

The November meeting features videos from your fellow club members. Members wishing to share their videos can send their videos to Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2489. Videos should be 6 to 10 minutes in length and on a VHS format tape. Tapes should be set at the starting point for your video and should be limited to a single subject.

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.

Out at the Museum – Equipment Committee Report

By Steve Mason

Engine 20 is coming along nicely. The Museum steam up was Saturday, September 25. The equipment people worked on the 20 as well as answering questions at the equipment. We erected cribbing to set the pilot beam, lifted it up and bolted it to the boiler braces. Only one of the eight holes needed adjusting, but all holes needed a deeper countersink. Duane Fields, Bob Tully, Ken Gow and Phil Scholl worked on the beam.

When we checked the four holes for the pilot/coupler pocket, we found three of them needed drifting. Trying to correct a 1-1/2" hole in 11" of oak to match a steel hole is hard work. We lifted up the pilot on wedges and bolted it on. We lifted the coupler pocket up and loosely bolted it. Mike Stennis, Matt and Burt Toman

helped also.

Russ and Sue Stuska worked on the Rico. They cleaned the car and washed the windows. They even received an unsolicited five dollar donation for equipment restoration. Later, as the crowd thinned out, they helped with the pilot.

The next day Phil Scholl and Mike Stennis manned the equipment all day. Many thanks to them. Later, during the next two weeks, Russ and Sue painted the pilot.

Saturday, October 9, we all went out to work again. Bob Tully, myself, Ralph Vance and later Phil Scholl worked on the 20. We adjusted the 3/4" thick washers for the coupler pocket with a cutting torch. The flanger and pilot got a liberal dose of

1999 Events Schedule

December 14 Meeting: Tribute to Howard Fogg

2000 Events Schedule

January 11 Meeting: George Beam Photos

February 8 Meeting: D&RGW Cumbres & Silverton Branch

March 14 Meeting: Vintage UP Steam & Diesel Passenger Trains

April 11 Meeting: Colorado Springs Trolley Status

May 9 Meeting: Slide Potpourri

the cutting torch from the RGS shop crew. Using 3/4" drive sockets with a cheater bar, we tightened the four studs holding the coupler pocket to the pilot beam. That always took three people to do.

Meanwhile, my nephew, Robbie McLain, painted all the primed frost sheathing boards under the Rico and the safety chains to the trucks. Robbie also ran down to the machine shop for tools for the work on the pilot. Also, Russ Stuska and Roger Sherman installed gutters on the north side of the Rico to keep the elements out of the car body at the windows. They did a good job. They put screws in every

Continued on Page 8, Column 1

From the President

By Jimmy Blouch

1999 Annual Banquet

On the eve of our 1999 Annual Banquet we were greeted with our usual banquet weather, cold and snowing. It is hard to keep an avid railfan home. One hundred two door prize tickets were counted indicating a good turn out for this event. Joe Nowell from Texas was the member traveling the farthest to attend the banquet.

The railfan industry from all over the country supported this event with 40 generous donations for the door prize drawing. We had tourist roads who donated tickets, many videos, models, books, a tote bag, mouse pad, and subscriptions for rail publications. All to the delight of our grateful members who won a prize.

Erwin and Bobbie Chaim put together a wonderful pictorial in slide format with background music. They are gifted photographers of buildings, rail scenes, and of our beautiful Colorado landscape.

Phil Klinger, Events Chairman, and Hugh Alexander, Dave Goss, and Carolyn Blouch are thanked for all their efforts put forth to make this a wonderful evening.

Dues Increase

It has been seven years since the last dues increase. In the meantime the cost of many of the benefits offered our members has increased. After reviewing administration costs, production of the newsletter and other expenses, the Board of Directors realized it was time to increase dues to cover costs.

Annual dues for regular membership is now \$25.00, associate membership (US or

Foreign) is \$12.00. Due to the increased cost of mailing the newsletter to foreign countries, overseas regular membership is now \$40.00.

A sustaining membership has also been instituted. Members can add \$15.00 to any category listed above. Sustaining membership funds go toward restoration and preservation of Rocky Mountain Railroad Club assets other than Car 25.

Our Annual Membership Renewal campaign is now underway. Please look for the flyer included in this newsletter. You will notice due date for renewals is January 1, 2000. This change was made as an effort to have membership cards mailed earlier in the year.

Annual Meeting

The annual meeting of the Rocky Mountain Railroad Club will be held at 7:30 PM on December 7, 1999, at 2950 S. University Boulevard, Denver.

Election of officers and three (3) board of directors will take place at that time.

Elections

The nominating committee has recommended the following members to be nominated at the annual meeting which will be held December 7, 1999:

President	Dave Goss
Vice President	Steve Mason
Secretary	James Ehernberger
Treasurer	Fran Minnich
Director	Ronald Kaminen
Director	Robert E Wilson
Director	Ken Hampton

Swap & Shop

For Sale: Summer edition of the *Timetable Collector*. 50-page history of the Olympian and the Olympian Hiawatha as told through MILW Road timetables and brochures, from the beginning to the end. Color cover of original 1911 brochure. Send check for \$6.21 (includes postage) to Dennis Opferman, 1720 Green Oaks Blvd NE, #205, Arlington, TX 76006.

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	Don Zielesch
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 December issue is November 17th.

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

There are just two full seats or four half seats left to be sponsored. Christmas is coming! Why not surprise someone with a long lasting and thoughtful gift of a trolley seat. Consider a window shade restoration in someone's name. Call 303-779-5186 for more information.

Mr. Thomas Caldwell donated to the restoration of two seats for the #25 in memory of his parents, Avery E. and Mildred F. Caldwell. Other donors to the project are Eleanor Lutes who donated to the general project and Joetta Daniel who donated in memory of Lorin Weed.

Thank you from the Foundation for the continual support of the restoration of Car #25.

Correction: In the October *Rail Report*, we misidentified Dick Kramers in the lower photograph on page 3. Apologies to Dick Kramers and Des Sainsbury.

Don't Forget to Order Club Books for Holiday Gifts

DAVID MOFFAT'S DENVER, NORTHWESTERN AND PACIFIC

This history includes a David Moffat biography which relates his many banking, mining, and railroad ventures in early Denver. His years of leading the Denver and Rio Grande are chronicled before this history tells the story of his attempt to build his standard gauge railroad directly west from Denver through the Continental Divide to reach Salt Lake City. Moffat died before his completed railroad became a reality and was reorganized in 1913. The hard cover book contains 256 pages and more than 200 fine old photos including many superb McClure prints.

DENVER AND SALT LAKE RAILROAD 1913 TO 1926

This publication continues the Moffat Road history after its 1913 reorganization during the railroad's most difficult years, and it is the sequence to David Moffat's

Denver, Northwestern and Pacific. Denver and Salt Lake Railroad 1913 to 1926 is similar in format to David Moffat's book with many fine old photos and the same high quality paper between the hard covers and full color jacket. Also included are four extra features: our photo tribute to Otto Perry, William Gibson's 1926 trip to Corona, ninety year history of Private Car MARCIA, and a history of Chapel Car EMMANUEL.

To order any of these books, send your Name, Address, Membership Number, the book title and check or money order to:

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

Members pay only \$33.95 for each book plus \$3.50 shipping for the first book and \$1.00 shipping for each additional book. Denver residents please add \$2.48 sales tax for each book, Colorado residents please add \$1.02 sales tax for each book.

Durango & Silverton Narrow Gauge Railfest '99

By Russ & Sue Stuska

We attended the First Railfest in Durango & report a great time.

The Railroad Museum was opened with refreshments. The exhibits were very well done and educational. A large section of the roundhouse is used for this museum.

Mr. Amos Cordova, the retired official of the D.& S.N.G.R.R., gave a tour of the roundhouse, machine shop, car shop, grounds and facilities. We had him all to ourselves, as no one else appeared for this tour! He had a lot to teach and we learned from this knowledgeable railroad professional.

We rode the regular train from Durango to Cascade & return. (The road was closed from Cascade to Silverton by mud & rock slides South of Silverton.)

We rode Goose #5 all day between Durango, Rockwood and Cascade. Riding

in the front of the Goose gives one a great view of the track, the operation of the Goose, everything you never see riding in a train. This was the best ride on rails we have ever had and great run bys!

The People of the Galloping Goose Historical Society of Dolores, Colorado, have done a wonderful job restoring & operating this piece of railroad history. Members of our club should seek out the Goose next year and ride it.

We rode the Eureka steam train from Silverton to Durango. Consist was the beautiful engine, one coach and a caboose for the crew. This little wood burning engine is a joy to look at and see run. This was also an all day ride with various photo run bys!

Members should watch for this event next year, & make reservations to attend

Durango & Silverton Mud Slide

By Ronald L. Welch

One event which changed all train operations during Narrow Gauge Railfest '99 was a "mud slide" in the Canyon South of Silverton on Friday afternoon, August 27th. Only one train out of three made it back to Durango. Passengers on the 2nd and 3rd sections were hauled by bus with delayed arrivals. Engines #480 and #482 were stranded in Silverton for about three days with their passenger equipment. The mud slide was near M.P. 484 (Needleton) and estimated 15' high, 25' wide, and 100' long. Engine #478 was designated to run on the "Moon Light Excursion." When word reached the D&SNG dispatcher of the problems, crew and engine were changed for a Work Train and departed quickly with equipment to remove the rocks/mud. The night excursion had to wait until section I arrived with engine #481. It was serviced and the trip departed 30 minutes late at 8:00 PM. All train services resumed on Monday, August 30th.

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.

Rock & Rail Operations

Colorado’s newest shortline, Rock & Rail, began operations in September 1999. The first rock train from quarry to customer ran 9/20/99. It operated from Parkdale, CO, (quarry location along Union Pacific’s Royal Gorge Line) to Kelker, CO, south of Colorado Springs, on the Joint Line where the train unloads.

The Rock & Rail train used three locomotives: GP-9, #201 in red & yellow scheme; GP-30 #301 in dark gray with red ends (unit number and lettering done in yellow); GP-40 #401 in the new red & yellow paint. All units operated cab forward, (elephant style). On 9/28/99, the train made a round trip Pueblo to Kelker run. The BNSF crew was on duty at 9:30 AM and operated the train from Pueblo north on the Joint Line. BNSF listed the train as U PUEPUE1 27 (unit rock train, Pueblo to Pueblo, CO, of September 27th). Power was Rock & Rail (initials RRRR) #201 (ex-SP 5875, SP 3711 and finally SP 3884), #301 (ex-Nobles Rock) & #401 (ex-Penn Central 3128, Conrail 3128, DRGW 3175 and DRGW 3140). Rock & Rail 201-301-401 had 38 loads headed for Colorado Springs on 9/30/99. – Pat



On 10/8/99, the Rock & Rail units were switching covered hoppers at the cement plant. – Photo by The Colorado Zephyr



The relocated Denver & Rio Grande Western RR, Littleton, Colorado, Depot was getting platforms, ramps and stairs installed when BNSF northbound grain empty BNSF 4461 North passed. The empty Barstow, CA, to Lincoln, NE, train had Dash 9-44CW’s 4461 and 4755. RTD’s Southwest Corridor will open July 14, 2000.
– 9/30/99 Photo © Chip Sherman



Rock & Rail Operation – Pueblo to Parkdale, CO, 10/8/99.
– Photo by The Colorado Zephyr



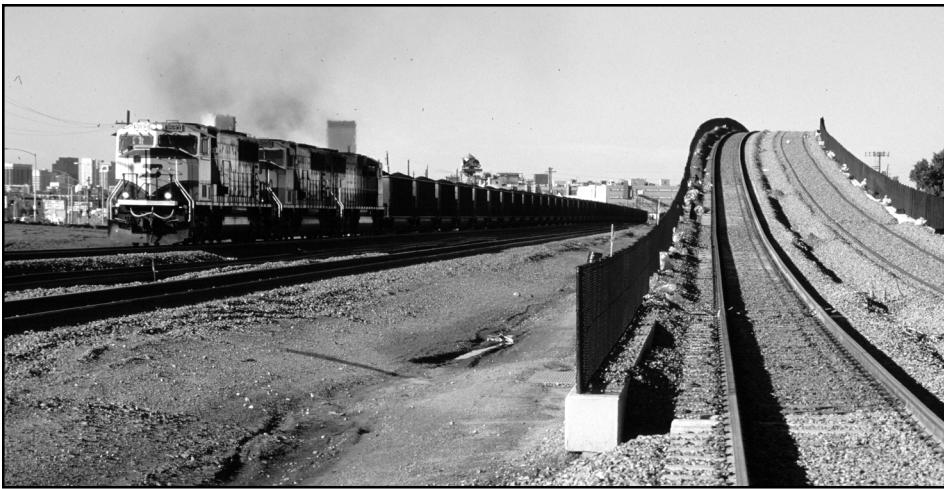
Rock & Rail units 401-301-201 along the Arkansas River just west of Canon City, CO, on 10/8/99. The train had just transversed the Royal Gorge.
– Photo by The Colorado Zephyr

Rock & Rail Railroad is owned and

operated by Agile Stone Systems, Inc. They began operating the Parkdale Quarry at Parkdale, CO, in 1999. The operation required the construction of a 6,000-foot railroad loop that allows trains to be turned at the quarry on the North side of Union Pacific’s Royal Gorge line. Their operation is the furthest west trains currently operate on the “railbanked” ex-Denver & Rio Grande Western RR’s Royal Gorge and Tennessee Pass line.

Rock & Rail utilizes BNSF track rights to serve the closed uranium mill south of Canon City, CO, and the large Portland Ideal Cement Holnam, Inc., cement plant at Portland, CO, east of Florence.

On 10/8/99, the train of mostly empty hoppers (lineage ex-Missouri Pacific and Denver & Rio Grande Western RR) ran from Pueblo (on duty at 7:00 AM) to Parkdale. They stopped at Portland to switch the cement plant for over an hour. Continuing west, they ran around the Royal Gorge passenger train at its Canon City Depot (the ex-Santa Fe depot) at 11:35 AM, and ran ahead of the noon Royal Gorge passenger train. Arriving at the Parkdale Quarry, they used the east switch to enter their loop track around 12:30 PM. They pulled up to the grade crossing and stopped to shovel dirt off the crossing. The two man crew was Dave and Mark.



The Denver Regional Transportation District's (RTD) Southwest Corridor Project laid tracks over the Iowa Flyover in September 1999. Tracks were progressing south of West Evans Avenue when this view was taken 9/30/99. BN SD70MAC 9593 moves south on the relocated Main 1 (old southbound track). – Photo © Chip Sherman.

The crew left the hoppers, and returned east through the Royal Gorge with the covered hoppers from the cement plant. By 2:10 PM they were at Canon City.

Listen to UP channel 161.490 for any radio chatter with dispatcher 80. Unfortunately, it is seldom needed with the CTC signal system.
– *The Colorado Zephyr*

Royal Gorge Train

I visited and rode the Royal Gorge train on Saturday, 9/25/99. Three trips a day are operating, 9 AM, noon and 3 PM. The noon run on 9/25/99 was sold out. They had to add a coach from the Canon City yard (east of Santa Fe Depot where train loads) to handle the demand.

The noon train did have some locomotive trouble where Russ the engineer advised and was given permission to stop at the hanging bridge on the way back east. Seems he was losing speed during the move to the Royal Gorge suspension bridge. Usually, the train stops there on the westbound backup move. Locomotives are kept on the east end of the train. They went west to the East Switch/signal at Parkdale, but did not use the siding. The train ran daily until 10/17/99 then continued only on weekends.

Radio chatter on Union Pacific side (dispatcher 80) had Rock & Rail GP-20 running from Pueblo to Portland, CO, and return, 9-25-99. Rock & Rail came east from Parkdale last week (9-20 & 23rd) twice, both times early in the morning (about 7 AM, the Royal Gorge trainman indicated). They ran east with rock to Pueblo. There, a BNSF crew took the train north to Kelker, south of Colorado Springs, CO, for unloading. Rock & Rail power stayed on the train all the way!



Royal Gorge Route F-7A's 402 & 403 in the Royal Gorge along the Arkansas River returning east with the noon train from Canon City, CO. Photo from the Royal Gorge Suspension Bridge, 9/25/99.
– *The Colorado Zephyr*

New Main One at Littleton, CO

The evening of 10/5/99 saw the first revenue train over the new Main One track

alignment at Littleton, CO. Union Pacific owned Southern Pacific AC4400CW 218, 253 and UP SD90MAC/43 #8169 led the first southbound train over the new Main One at Mile Post 12 (Littleton) and under the Littleton signal bridge. The train was a coal load consisting mainly of Chicago & North Western hoppers. Interestingly, there was no distributed power in the middle or at the end, just the three units up front. The train OS'ed Littleton at 6:45 PM.

The next train followed 20 minutes later with BNSF SD70MAC's 9404, 9405 and 9608 (elephant style) led a coal load. Its pushers were put on at Littleton. Both trains had a 10 m.p.h. speed limit on the new track which had heretofore seen three UP ballast trains (one each of the last three weeks).

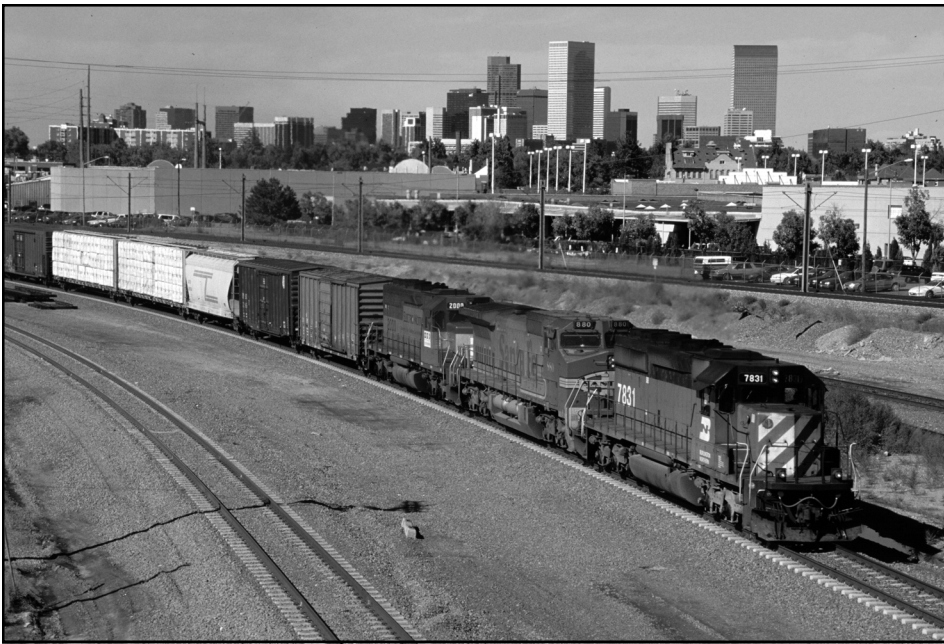
On 10/4/99, an UP grading machine worked until dark on the ballast and this afternoon UP signalmen aligned the two signals (which had been facing off to the side) for Main One. This put another segment of the South Denver to Littleton, CO, Joint Line realignment into service. Add main one milepost 9.0 to 12.2 to operational status. The Joint Line is being moved to accommodate Denver's Regional Transportation District (RTD) new Southwest Corridor rail transit project.

Southwest Corridor Rail Line Progress

The last week of September 1999 saw the overhead wires for RTD's Light Rail being strung from Mineral to the south end of the Littleton Depression. No poles have yet been placed in the depression, although both tracks have been ballasted. Track construction has been completed from South Littleton (Mineral Avenue) north to Belleview Ave. Due to the Tufts Avenue Flyover delay, track had not been laid over the nearly completed flyover as of 10/20/99.

Track construction on the 8.7-mile extension was underway just south of West Evans Ave. as of early October. The rails had been laid over the Iowa Avenue

Continued on Page 6, Column 1



South Denver's change was completed in September 1999 when the new Main 1 curve alignment was placed in service (track at left). Trackwork on Main 1 had southbound Pasco, WA, to Fort Worth, TX, train running south on Main 2. BN SD40-2 7831, ATSF C40-8W 880 and rare Electro-Motive Leasing (EML) SD40-3MPR #2000 were the power. EML 2000 is a BNSF lessor. Unit was Colorado & Southern's 880, then BN 6340, and EMD 6340 until its present rebuilding. – 9/30/99 photo © Chip Sherman.

OS Colorado

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Flyover in September 1999. Trackage north of Iowa Avenue was completed earlier in 1999 up to the South Broadway Street terminal, currently end of light rail operations. The Southwest Corridor will open July 14, 2000, to rail transit passengers and commuters.

On 10/1/99, a Transportation Department Bill passed the House providing \$35 million in Federal funds for the Southwest Corridor. The federal government pays 80 percent and RTD 20 percent of the estimated \$177.7 million project cost.
– *MisterHSE*

Boeing Trains

Starting 9/27/99, the Boeing Special no longer operates via Denver. It now is scheduled out of Wichita, KS, at 8:00 AM on Tuesday, Thursday & Friday, runs to Newton, Peabody, Lost Springs, and Abilene, KS; then Hastings and Lincoln, NE. The first train ran 9/28/99 with ATSF 858 and 9 cars. Runs via UP out Hastings,

NE as UP train M-WILJ. New symbol for BNSF is J-WICLIN9-xx (xx indicates train origination date).

– *JMM*

Circus Train

Union Pacific's S-RODV-04 (Roper Yard, Salt Lake City, UT, to Denver, CO) was by Castilla, Utah, early 10/4/99. Power was UP 9342, SP 7601 & SP 7677. Train rolled into UP's 36th Street Yard early 10/5/99 for the circus performance at the nearby Denver Coliseum. Train had 55 loads.

– *The Colorado Zephyr*

Colorado & Wyoming 211

On 10/8/99 about mid-morning a northbound BNSF freight had Colorado and Wyoming switcher SW-8 #211 dead amongst its consist (not behind headend power). Unit moved north on the Joint Line by Littleton, CO.

– *MisterHSE*

Last Run of D&RGW Rotary Snowplow

By Jimmy A. Blouch

In early March 1962, the Denver & Rio Grande Western Railroad ran a rotary snowplow for the last time on the Alamosa - Durango narrow gauge line. The plow train and support train made a two day trip from Alamosa to Chama, stayed in Chama a day and then returned to Alamosa.

My father was section foreman at Sublette, a section on the Rio Grande Railroad located between Antonito and Osier, during this period. However, due to snow conditions he and his one man gang were staying in Antonito and assisting that section gang with their work. In correspondence to me this is how he related the events concerning that last run:

“Sun eve [March 4] one of the furloughed gandies who live in Ant. came in and said that Gene [Harden] had asked him to tell me that the rotary would go west Mon AM and that I should follow it. It got to Ant. just after sunrise - about 6:45 AM. The rotary was ahead, then 3 engines - 483, 487 & 488 - then a bulldozer on a flat car, a flanger, a tool-car (box), 2 cars of coal, a sleeper for the gandies, a sleeper for the crews, a diner, what Gene calls his private car (caboose 0586) and a road caboose. The rotary (No. OY) is the smaller of the two they have. ...the rotary and 3 engines took coal & water. ...The outfit left about 7:30 AM. ...I went over to the cafe for breakfast. ...We helped Martinez [Antonito section] load a rail and then took off. ...We caught the rotary at Big Horn, and stopped near the sec. house and took a couple of pix of him up on the hill. Got a couple more shots of him plowing. He hit a pretty big drift a couple miles east of Sublette, and had to keep backing out and boring in again. They ate dinner there, so we did too. Got to Sublette about 1:30. There's 2 cars of coal on the siding here in front of the house, and the gandies - there were 6 or 7 of 'em - shoveled coal onto the rotary and the engines. Got a couple more pix of 'em. Gene said I didn't need to follow 'em any farther, but

Continued on Page 7, Column 1

Last Run of D&RGW Rotary Snowplow

Continued from Page 6, Column 3

I'd better go up the next AM. The damn phone here is on the front porch but there's two wires running in thru the window to the portable, which is on the table in the front room. Thus I can keep track of things. Heard Nance report that the plow got to Osier at 7:55 PM, which was 5 min less than 16 hrs. He said they hit a 22 ft drift east of Osier and used 1-1/2 hrs to get thru it. They tied up at Osier and were called for 4:00 AM Tues. There's also some coal cars at Osier, so they coaled up and left about 6:30 AM. They got to Cumbres at 3:30 PM.

We went west about 9:00 AM. I stopped at Toltec Gorge...and we heard an engine up toward Osier whistle one short & one long every 30 sec. or so. By the looks of the smoke, he was coming east, so we got the hell outa there. Came home and set off, but no train came. - The plow left Cumbres at 4:30 PM and got to Chama at 9:30 PM. Seems there's only a couple of inches of snow at Chama. Chris [Christian Bernstien, section foreman at Cumbres] was marooned at Cumbres, of course, until the plow got there. They dropped him some grub from a plane last week. ...They were going to come out of Chama with the rotary this AM and follow it with a 3-engine freight but it was snowing and blowing from Chama to Antonito, and McEnany told Nance to sit on it 'till tomorrow, when the weather report says it will be clear. I heard Gene say the rotary will be called at 5:00 AM at Chama."

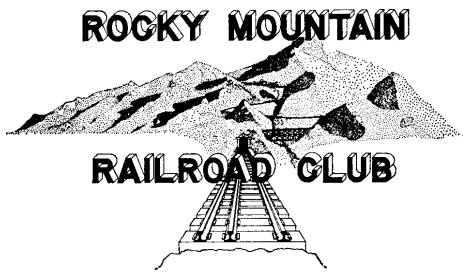
Due to job seniority my father would often be "bumped" and have to take a position away from home. This is but one of many, many letters he wrote home depicting his life as a section foreman on the Rio Grande Railroad. I often read his letters as he had a way of depicting the romance of the adventures of working on the railroad during the steam era. Of course his letters bring back many fond memories to me.



Gandies shovel coal onto rotary snowplow and locomotives at Sublette, Colorado, on March 5, 1962. - M. E. Blouch photo, J. A. Blouch collection



Rotary snowplow train arrives in Sublette, Colorado, on March 5, 1962. - M. E. Blouch photo, J. A. Blouch collection.



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Out at the Museum

Continued from Page 1, Column 3

four inches for over forty feet with grade to conduct the water away.

After lunch, everyone worked on the 20. The coupler lift lever, front steps and flag holders were applied. The platforms from the steam chests to the pilot beam were bolted loosely. Using Bob Tully's ideas, we rigged up an ersatz "A" frame to lift the coupler using one of the extension ladders we used on Rico. Bob worked the come-a-long to lift the coupler to the pocket. When we pinned it in, there was a great deal of satisfaction on the completion of the work. There are a few minor details to do but basically it is finished.

The work has been done well in every way. I commend the people on the Equipment Committee for their persistence, excellence, and dedication in working on the 20, they are: Bob Tully, Duane Fields, Ralph Vance, Phil Scholl, Ken Gow, Russ and Sue Stuska, Roger Sherman, Mike Stennis, Matt Tomon, Burt Tomon, Mark Tomon and Robbie McLain.



From left, standing: Russ Stuska, Duane Fields, Mike Stennis, Ken Gow, Phil Scholl; kneeling: Sue Stuska, Bob Tully, Steve Mason. – Photo © Steve Mason

Work on the Colorado Railroad Museum roundhouse is progressing nicely. A great deal of work has been done in a very

short time. I encourage our members to come out and see all we have accomplished and all that the Museum has accomplished.