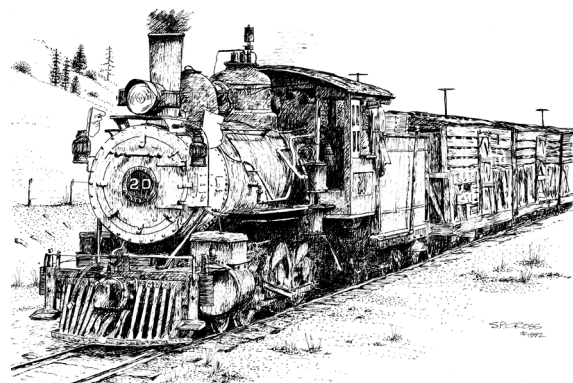


ROCKY MOUNTAIN RAIL REPORT



OCTOBER 2000

No. 493

ROCKY MOUNTAIN RAILROAD CLUB

Annual Banquet Program – Colorful Trains of the 1950s and 1960s

By David Salter
October 14, 2000

David Salter will present a multimedia program on passenger and freight trains from the 1950s and 1960s. While David was in college in Georgia, in the Navy, and later working for Chrysler, he took slides in Atlanta, Boston, Syracuse, Detroit, Seattle, Texas and areas in the South. This fine, fast paced, program takes us back to a time when trains were colorful. Many of these slides we wish we had taken ourselves. We thought passenger trains would always be around and that off line freight cars would always be in freights. Fortunately for us, David always had a camera full of film ready and took those photos. David will narrate his history as he tells about this multitude of trains. David served as Club President in 1990 and 1991.

Please join us for a fine banquet and fine evening of entertainment at the Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard, Arvada, Colorado. The evening will begin with cocktails at 6:00 PM followed by dinner at 7:00 PM. Annual RMRRRC Membership Banquet ticket orders are due by October 7th.

Video Potpourri Night

It's not too late to prepare a video for the November meeting video potpourri night. Videos should be no more than 10 minutes in length and on a VHS format tape. Tapes should be limited to a single subject and set at the starting point for your video.

You may send your video to Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2589, leave with any Club Officer or bring your video to the November meeting.

Colorado Railroad Museum Steam-Up Dates

The Colorado Railroad Museum will have a steam-up on Saturday, October 28 and Sunday, October 29. D&RGW engine No. 346 will pull the train from 10:00 AM to 4:00 PM on both days. RGS Goose No. 2 may also operate.

Santa Claus makes a stop at the Museum for young railroaders. Showing your Rocky Mountain Railroad Club membership card is your pass for free admission. The Club's equipment is usually open on Saturdays. Please also come out to see the new round house. It is believed that this is the first new construction of a roundhouse at a new site for over 70 years.

Be sure to also mark your calendar for the Santa Claus steam-up on Saturday, December 2 and Sunday, December 3.

2000 Events Schedule

November 14 Meeting: Video Potpourri

December 12 Meeting: Winter on Rails

2001 Events Schedule

January 9 Meeting: Route of the Warbonnets

February 13 Meeting: Rio Grande Passenger Trains

March 13 Meeting: New York Central Steam

April 10 Meeting: A Retrospective of A Years Operations on the CATS

May 8 Meeting: Slide Potpourri

June 12 Meeting: To be Announced

July 10 Meeting: To be Announced

August 14 Meeting: To be Announced

September 11 Meeting: To be Announced

October 13 Event: Annual Banquet

November 13 Meeting: Video Potpourri

December 11 Meeting: To be Announced

The deadline for items to be included in the November *Rail Report* is October 23

From the President

By Dave Goss

Over the past 62 years, many Club members have served as officers, directors, chairs of and members of various committees. As a result of their hard work, activities of the Club have become pretty well defined, and many times recorded in Board meeting minutes. This year the Board of Directors decided it should document those historic practices and procedures that have enabled the Club to run so well. By creating a notebook containing policies, guidelines, and job descriptions we believe we have done that.

We have attempted to identify those activities that are required to be performed in certain ways (as approved in Board meetings) to ensure smooth operations of the Club in conformance with our bylaws and other practices that have become well accepted. We have also developed job descriptions for each officer's position and for committee chairs.

Included in the notebook are guidelines that are good practices to follow. Our intent is to use this notebook, not only to document previous decisions, but also to serve as tools to help new leaders understand their role at times of change. A copy of the notebook will be brought to each monthly meeting and will be available for review. Furthermore, an abbreviated Table of Contents is included in this issue of the Rail Report. If any member would like to see a specific item listed in the Table of Contents, all they have to do is contact any member of the Board. Since this is a dynamic document, additional policies, guidelines and job descriptions will be developed as needed.

Table of Contents

This notebook contains the policies, guidelines and job descriptions for the Rocky Mountain Railroad Club. For the purpose of this notebook, the following terms are used:

Policies – Guidance that has been formalized and approved by the Board of the Rocky Mountain Railroad Club. Policy may change but it is only done by

approval of the Board.

Guidelines – Guidance that is more informal in nature and has been developed by individuals to perform tasks or accomplish actions that have not required formal approval by the Board but may be based on historical precedence.

Job Descriptions – Descriptions of the tasks performed by the Chair of a Committee including the activities for which the Committee is responsible. It may contain detailed steps or general actions, and may reflect both policy and guidelines.

Contents as of September 2000

Articles of Incorporation, Bylaws and Mission Statement

Job Descriptions:
President, Vice President, Secretary, Treasurer, Director (to be completed), Equipment Committee, Events Committee, Membership Committee, Newsletter Editor (to be completed), Newsletter Mailing Committee, Nominating Committee, Publications Committee, Raffle Committee, Trip Committee, Video Committee, Webmaster, Archivist (to be drafted)

Policies:
Issuance of Member Numbers, PSCO Archives, Royalty Payments

Guidelines:
Advertising, Budgetary Planning and Expenditure of Funds, Club Offices, Club's Voice Mail Number, Monthly Meeting, Transition of Leadership

I'd like to welcome Bob Tully as the new Equipment Committee Chair. Bob has spent many years working on Club equipment and he kindly accepted Steve Mason's invitation to take over this important activity. We also want to welcome Bruce Eller as the Raffle

Continued on Page 3, Column 1

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club.
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
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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 annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

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

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.

From the President

Continued from Page 2, Column 2

Committee Chair. Bruce replaces Roger Callender who is relocating to Portland, OR. Roger has served in this role for many years and his sense of humor and smiling face will be really missed. Bruce certainly has a sense of humor and we'll be looking forward to having him in this role.

It is with regret that I have to announce the resignation of Hugh Alexander as Trip Committee Chair. Hugh has served on the trip committee for more than 10 years, the last two of which he served as Chair. As we well understand, the many, many hours that Hugh has spent on planning and coordinating our trips and excursions are uncounted. It will be difficult to replace Hugh. His attention to detail and calm demeanor were outstanding attributes in this role and in his participation at Board Meetings. Thanks Hugh!

Kenosha Pass Service Project Crew Addition



Pete West (second from left) at Kenosha Pass. – Photo © Steve Mason

Pete West's name was omitted from the caption under the photo on page 3 of the September Rail Report. A portion of the photo is reproduced above. Thanks to Don Ziesch for noticing the omission.

Another Milestone for D&IM Car No. 25

By Darrell Arndt

This year's "rollout" and public display of Car No. 25 on September 10 was a delightful event enhanced by the experience of being able to sit in the car and ride down the track. This was certainly memorable not only for visitors, but for the volunteers who have spent so much time for so long working on the car in a stationary environment.

The car and attached generator performed well and numerous trips were made throughout the day. The weather was excellent. At last year's display we were able to see the car for the first time with its nearly completed exterior. This year we could more readily visualize the interior in a completed state as much of the interior woodworking was in place with seats installed in the smoker.

The sunlight helped highlight the very warm color tones of the oak and birch, a dramatic contrast to the effect experienced inside Building 78 where the car is bathed in mercury vapor and florescent lighting. It was also great to see so many familiar faces plus a few new ones visiting the project.

A special thank you is due those who helped at the open house. Dave and Jean Gross provided the shelters, tables and chairs plus snacks and beverages. Steve Mason coordinated the book sales with assistance during the day from Jim Ehernberger, John Esty, Rich Loveman and Bob Wilson. Tom Peyton managed sales of No. 25 items. Erwin Chaim and Duane Miller operated the car, assisted by Joe Priselac as conductor and Steve Mason on safety.

A special effort was undertaken during the weeks before the open house to have selected items on the car completed which required an extra effort from our volunteers. A special thanks is due Desmond Sainsbury, Carlos Seegmiller, Bob Dunmire and Frank Navarro for their work on the car's electrical system and the generator. Tom Peyton focused on the ceiling work, purchasing screws and addressing other miscellaneous areas

including securing more memorabilia for sale. Tom also took care of directional signs to Building 78. Dick Kremers, as always, contributed much time in wood and hardware work. Frank Navarro, who normally helps in the electrical department, did a fine job mounting hardware and woodwork in the window areas including varnishing and cleaning the car. Rich Berens worked on wood finishing and mechanical items and Hugh Alexander expedited his wood grain painting technique on repaired pieces.

Hugh Wilson, Sr. and Mel Ott both lent a hand at important times. A special note of thanks is due Tom Gill who constructed portable, steel stairs for access to the car. The original steps can be quite a challenge to some folks. Tom built a moveable set with more acceptable step heights that now makes the interior of the car accessible to almost all of our visitors and eases loading and unloading. Thanks also to Jim Ehernberger for contributing a photo of No. 25 on display at the Colorado Railroad Museum in 1970.

Rocky Mountain Railroad Club Historical Foundation Updates

Donations at the rollout were generous which will help with the final projects of the restoration. We sold many railroad books to benefit the foundation and the trolley restoration. Most donations were in cash and cannot be individually acknowledged, but the foundation wishes to thank all the generous donors.

As of this date, the foundation has received \$11,000. Congratulations to everyone! The beautiful and authentic restoration of the trolley is a huge reward for everyone's financial efforts, and for those that have donated so many hours of work over the past twelve years. We are not done yet, but with such great support, we can look towards more progress.

Don't forget – window shades are still available!

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.

Ringling Brothers & Barnum & Bailey Circus Train



The Ringling Brothers & Barnum & Bailey Circus train was at La Junta, CO, awaiting the arrival of an hour late Amtrak Southwest Chief.
– Photo © Chip.



BNSF moved the Ringling Brothers & Barnum & Bailey Circus train (running Colorado Springs, CO, to Wichita, KS) on 8/21/00. BNSF SD40-2 6366 & 6918 in Heritage I scheme was the power. Train was approaching Las Animas, CO, MP 537, about 10:30 AM.
– Photo © Chip.

Wisconsin & Southern PV's

I had a report that DRGW 3107 was talking to the dispatcher 8/5/00 about using the rarely used west leg of the wye at Glenwood Springs, CO. I found myself in Glenwood Springs on August 7th and found three Wisconsin & Southern



BNSF 30 GLACIER VIEW, dome/lounge/truck inspection car and club lounge BNSF 29 VALLEY VIEW move west along the Colorado River on UP's (ex-D&RGW) Dotsero Cutoff east of Dell, CO. – Photo © Chip.

passenger cars owned by William E. Gardner (President & CEO, Wisconsin & Southern Railroad Co.) sitting on the east leg of the wye. Some very wet occupants were climbing aboard after coming back from either a river trip or a visit to the hot springs.

The cars were:

WSOR 800148 club car Northern View.
WSOR 800149 sleeping car Northern Nites.
WSOR 800150 dormitory car Northern Plains.

They moved west on Amtrak #5 through Denver on 8/5/00. They returned east on Amtrak #6 on 8/11/00.

These same cars made a visit about this time last year (1999). How would you like to get called for this move? Run your light engine to Glenwood Springs from Grand Junction, pull three cars off the end of a late running Amtrak, switch them on the east end of the wye and go home.
– Paul and C.W.

Fort Carson Railyard Reconstruction

In February 1998, the U.S. Senate overrode President Clinton's veto of a planned fiscal year 2000 railyard upgrade and expansion project at Fort Carson, Colorado, located just south of Colorado

Springs. A number of the Army's units stationed at the post, including the 3rd Armored Cavalry Regiment, rely on the railyard for quick deployment of vehicles and equipment. Project construction started in early June 2000 and is now well underway.

The old railyard consisted mostly of rows of track located between old warehouses constructed in 1940s and early 1950s, which supported the rail delivery of supplies in those days. No indoor maintenance capability has been available for the locomotives (GP-16 #4628 and #4633) or railcars. Simply put, Fort Carson's Installation Transportation Division has been dealing with an outdated railyard.

The post's primary training mission is supported by loading tanks, trucks and container equipment for deployment to the National Training Center in southern California and the Pinon Canon Maneuver Site in southeast Colorado. When called upon, Fort Carson can also rail equipment to one of several ports for overseas deployment in support of real world missions. The new railyard will eliminate many current safety concerns and significantly expedite deployment time lines.

Hensel Phelps Construction is the prime contractor overseeing this \$19 million



BNSF 3, business car RED RIVER, transversed Glenwood Canyon at the Bair Ranch along with the matching stainless steel cars on the westbound special. RED RIVER had stainless steel fluting added about 1998. Car was ex-Burlington Northern BNA 3.
 – Photo © Chip.

construction project. They started demolishing a total of 23 temporary wood framed buildings in July, all of which will be down by mid-September 2000. Also underway are upgrades and relocations to major utilities and ground preparation for the 10 new rail spurs to be placed. A new 6,500 square foot locomotive maintenance facility, capable of housing both Army-owned locomotives, is now under construction off Wickersham Boulevard.

Five new loading and tie-down spurs, each with concrete end loading ramps, will enhance both the loading and unloading of vehicles and equipment. To the west of these spurs, five additional new railcar classification and holding spurs will be built, providing an on-post capability never before available. Further west of these 10 new spurs is an area which contains three shorter spurs, the area around which will be paved with thick concrete to support container loading operations. This area will also have a bi-level loading ramp for loading and off-loading of jeeps, Humvees and similar vehicles.

Thanks to Ginger Couden, Ft. Carson Media Relations Chief, the Hensel Phelps

Project Engineer and Bill Davis, Master Planner for Fort Carson.
 – *The Colorado Zephyr*

UP Unit Combination

The 8/6/00 eastbound MRODV (Roper Yard, Salt Lake City, UT, to Denver, CO) was led by a very interesting combination of Union Pacific units: UP SD9043MAC 8108, UPY SW1500 1194 and UP SD40-2 5909.

The size difference between the lead and second unit was comical. The MAC had to be over twice the length and have a fuel tank near 5 times the size of the switch engine. It sounded like all three units were running. They had 40 or 50 cars including a heavy duty flat numbered QTTX 131301. This had 4 wheel sets and appeared to be hauling some flat, square ingots of some kind. The car was interchanged to BNSF at North Yard with a final destination of Sapulpa, OK.
 – *Paul and C.W.*

BNSF's Steel Coil Trains

BNSF's Joliet, IL, to Pittsburg, CA, steel coil train departed Denver, CO, on

9/10/00. Power was all pumpkins: recently delivered BNSF 9-44CW 5450, Heritage 1 scheme 1081, 4946 & 4952 with about 50 cars at 3550 feet including the helpers (BN SD40-2's 8025 & 7894). These came off at East Portal, CO. Train had a rolling meet with eastbound Amtrak #6 at Plainview about 6:38 PM. The crew called out Crescent at 7:02 PM.
 – *The Colorado Zephyr*

Thunderstorms Cause Rockslide in Gore Canyon Area

The big thunderstorm on 8/28/00 in the Gore canyon area messed up UP operations a bit. There were mudslides and one fairly decent rockslide between Radium and Azure. The biggest rock slide was at MP114 where 2 spans of slide fence were completely destroyed, a smaller rock slide was at the west portal of tunnel 39 which didn't take out any poles but broke most wires. T39 was repaired Thursday but MP114 is still being fixed with the opportunity being taken to replace the old hog wire fence with the new style insulated wire detectors.
 –*SPy*

AOE West Departed Denver to SLC

The 16-car American Orient Express (AOE) departed Denver 9/14/00 with Amtrak P42's 814 and 805. Both units sported the new Amtrak Northeast Direct paint scheme. The train headed west via UP's Moffat Tunnel Subdivision, for Salt Lake City, Utah, on The Rockies and Yellowstone excursion.

Four AOE cars were on Denver Union Station's track 5 getting their wheels changed out 9/13/00. An Amtrak crew was called to put the train back together late that afternoon.
 –*Joe McMillan*

BNSF Agricultural Products Special

A BNSF 7-car passenger special with two SD70MAC's operated over Union Pacific from Denver to Glenwood Springs, CO, August 28 and 29, 2000. The seven passenger cars were deadheaded into

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

Denver from Kansas City via the intermodal Kansas City to Denver train that arrived Denver August 27th.

The train was assembled at Denver Union Station for the August 28th departure. The trains' consist departing track three:

BNSF SD70MAC 9891
BNSF SD70MAC 9998
BNSF 77 Baggage car
BNSF 56 Power Car STAMPEDE PASS
BNSF 64 Sleeper MARIAS PASS
BNSF 3 Business car RED RIVER
BNSF 10 Diner LAKE SUPERIOR
BNSF 29 Club lounge VALLEY VIEW
BNSF 30 Full length dome, lounge/diner & track observation car GLACIER VIEW

The club lounge car VALLEY VIEW was built for the Santa Fe's Super Chief by Pullman-Standard Company in 1947. The car saw many trips between Chicago, IL, and Los Angeles, CA. The car comfortably seats 34. It offers a full-service bar, several sofas, lounge chairs and tables.

Diner BNSF 10 LAKE SUPERIOR provided passengers with meals. Built in 1958 by Budd Company for the Northern Pacific Railway, it was numbered BNA 26 when used on the Burlington Northern.

Mr. Stevan Bobb, BNSF Group Vice President of Agricultural Products, was spreading the word "We Can Move Your World." Some 70 invited guests were briefed on BNSF's progress in delivering customer products, e-commerce initiatives and service improvements.

The 7-car BNSF special left Denver at 8:00 AM moving west onto the former Denver & Rio Grande Western RR. It followed two westbound UP trains; manifest Denver to Grand Junction train with UP 6628 and coal empty UP 6638 west up the Moffat Tunnel Subdivision. The BNSF 9891 West passed one train at East Portal and the other on the West side of the Colorado Rockies. This put the BNSF Agricultural Products train ahead of four westbounds, the last being Amtrak's California Zephyr.

The BNSF 7-car special arrived at the hot springs resort town of Glenwood Springs ahead of their anticipated arrival time. Passengers disembarked and headed for a local hotel for the evening. The train moved onto the currently unused D&RGW Aspen Branch Wye and overnights on the South end past the wye switch.

August 29th, the train retraced its route. They departed Glenwood Springs about 6:00 AM for Denver. Record setting coal train traffic on UP's Moffat Tunnel Subdivision delayed the special's return. Several passengers had afternoon flights out of Denver International Airport (DIA). BNSF arranged for van service from Plainview, west of Arvada, CO, to DIA to pickup those passengers with afternoon flight connections. The train arrived at Denver Union Station at 4:15 PM.



The train was running along the Colorado River between Radium and Yarmony, CO. It arrived at Glenwood Springs ahead of time. – Photo © Chip.



The passengers disembarked and their luggage was taken to their hotel. The train then moved onto the dormant Aspen Branch and parked just south of the wye. – Photo © Chip.



BNSF 30 GLACIER VIEW provided invited guests with a spectacular view of the Colorado Rockies from its full length dome and rear theater track observation viewpoint. – Photo © Chip.

PV's Return to California



The Association of American Passenger Railroad Car Owners (AAPRCO) held their convention in Winnipeg, Canada, in September. Four cars; Scottish Thistle, Burrard, Virginia City and Sierra Hotel, were on Amtrak's California Zephyr, train 5, at Denver, CO, on 9/8/00. The train was backing over BNSF's 23rd Street crossing into Denver Union Station. The 2001 AAPRCO Convention will be in Denver. – Photo © Chip.

OMLX SD35 2959 Goes to Rock & Rail

The Omnitrax SD35 2959 reported 9/11/00 going south on the Colorado Joint Line will go to Rock & Rail based at Parkdale, CO, on the UP's Royal Gorge line. UP delivered it to BNSF on 9/11 at Pueblo for forwarding to Rock & Rail.

The unit started out as SP 4830 to 6914 to 6953 to 3105 to 2959:3 to Utah Railway 2959 to OMLX. I am not including the dealer between SP and Utah.

The Union Pacific southbound Denver to

Pueblo, CO, of 9/10 had the DRGW GP-60 3154 leading and the DRGW GP40 3097 trailing. At the end of the train was Utah Railway painted (red, gray and yellow), sublettered OMLX, SD35 2959.

—Ken Ardinger & Space Cowboy

Kyle GP-20E 2036

RailAmerica owned Kyle Railroad's GP-20E #2036 left Phillipsburg, KS, in late August headed for the San Joaquin Valley Railroad, Visalia, CA near Bakersfield. The 1962 built EMD product sports Kyle's sharp blue and gray with red stripe scheme. The unit was noted at Union Pacific's North Yard, Denver, CO, on 9/2/00. It moved west dead-in-consist on the Denver to Roper Yard, Salt Lake City, UT, train.

—The Colorado Zephyr

UP Passenger Specials

UP operated a passenger special from Council Bluffs, IA, to Denver 9/12/00 arriving Denver early 9/13. Train had SD60M's 6135 & 6294 for power.

The six car train:

UPP Power car 208
Business car CHEYENNE
Business car 104 NORTH PLATTE
UPP 1605 sleeper POWDER RIVER
UPP 201 WYOMING
UPP 203 track inspection car IDAHO

Two cars were added at Denver, CO and the 8-car passenger special departed Denver Union Station, Denver, CO, bound for Salt Lake City, UT, on 9/15/00. The two former SP business cars arrived on Amtrak #6. Two SD60M's, 6135 & 6294 were the power.

Added to the consist:

Business car STANFORD
Business car SUNSET

The train had several meets up the Front Range with UP coal loads, but all green signals. At Tolland, BNSF 759 (Warbonnet scheme with BNSF lettering) East with Heritage II 4727 & 4330 was on the siding for the special's passage.

—The Colorado Zephyr



On 7/23/00, Denver Union Station hosted a variety of passenger equipment seldom gathered in one location. Amtrak 10030 dome MOUNTAIN VIEW is on the Denver Post sponsored Cheyenne Frontier Days Train. — Photo © Chip.

BNSF Train Derails Near Bill, WY

Nine cars of eastbound Burlington Northern Santa Fe coal train C-NAMPRR-088 (North Antelope Mine, WY, to Platte River Power Authority, Rawhide Power Plant in Wellington, CO) derailed near Bill, WY. The loaded coal cars remained upright in accordion formation at 6:00 AM on 9/11/00 according to Gus Malonus, BNSF spokesman. Westbound Union Pacific coal empty C-APW2-137 was on an adjacent track traveling 11 m.p.h. hit the derailed cars seconds later, UP spokesman John Bromley said. The two lead units, UP 7214 and 7014 derailed onto their sides. The UP train crew suffered minor bumps and bruises, officials said.

Two engines and three cars on the UP train derailed causing an estimated \$900,000 in damage and blocking three tracks including main 2 and 3. No estimate was available for the BNSF train.

One track was reopened the evening of 9/11/00 and the others opened late 9/12,

Bromley said. Malonus said BNSF officials are investigating the cause of the Powder River Basin derailment.

—Larry W. Grant & UPRFI

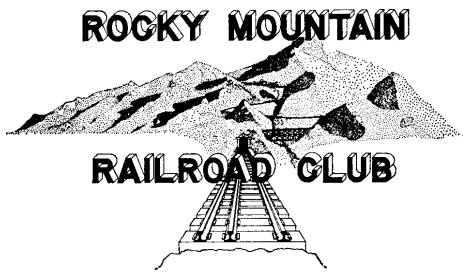
D&SNG Railfest 2000

by Sherm Conners



Eureka & Palisade #4 at Hermosa Tank. — Photo © Sherm Conners

Railfest 2000 was a huge success. The weather was cooperative and the exhibits were very good. There was quite a gathering of Geese but the star of the Show was easily the # 4 Eureka and Palisade wood burning locomotive.



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Out at the Museum

By Steve Mason

The Kenosha Pass Service Project was on Saturday, August 12. Equipment Committee people attending were Ralph Vance, Ken Gow, Pat Mauro, Denny Haefele and myself. We decided to work at Kenosha Pass instead of on the caboose.

On Saturday, August 26, Bob Tully, Denny Haefele, and I carefully removed the old letterboards from the caboose. We did not crack the existing roofing so it will not have to be replaced. Roger Sherman joined us later.

Thanks to digging by Rocky Haimowitz at the Colorado Railroad Museum, we have the copies of the Form 4 boiler report for RGS No. 20. We have been looking for the report for 18 months. Thanks Rocky!

Saturday, August 26 was my last day as equipment chairman. Bob Tully has volunteered to be the new equipment chairman. After lunch Roger, Bob and I went over the scope of the work done, being done, and planned. I showed Bob where everything is and made complete sets of records for him.

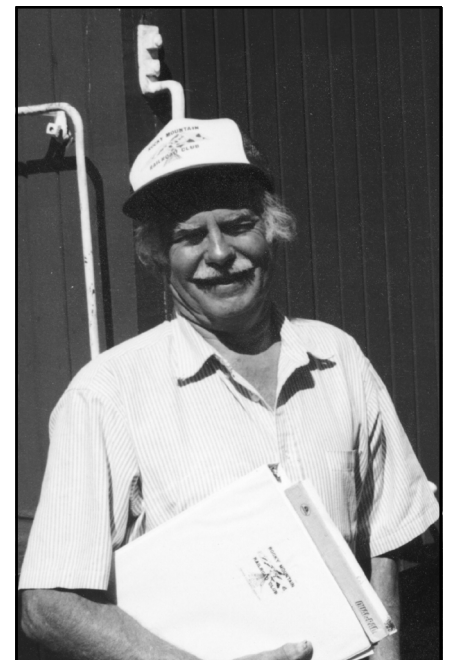
Meet Bob Tully – The New RMRRRC Equipment Chairman

By Steve Mason

Bob Tully is a retired Colorado Division of Wildlife officer. He was in charge of one of the departments. He has considerable management and people skills. He also has considerable knowledge of narrow gauge car construction as well as an innate sense of working with his hands.

I have full confidence that Bob will maintain the Club equipment to a high standard. He also has the confidence of the committee members as well.

Bob is a member of Friends of the CATS and participates with their restorations. He spends two weeks in August on the Annual work projects at Chama. Two Saturdays a month he also works on the pile driver at the Western Mining Museum in Colorado Springs.



Bob Tully is the new Rocky Mountain Railroad Club equipment chairman. – Photo © Steve Mason