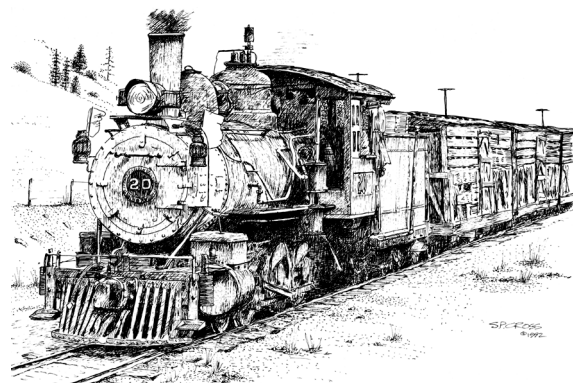


# ROCKY MOUNTAIN RAIL REPORT



DECEMBER 2002

No. 519

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION  
– Preserving Colorado Railroad History Since 1938 –

## Christmas Card Memories

Presented by Erwin Chaim

December 10, 2002 • 7:30 PM

Erwin will present slides of Christmas cards featuring trains in this short show. These cards were sent to him through the years. This will be a multimedia, two projector show with music picked by Bobby Chaim. The Club will provide Christmas cake and punch after the meeting.

Erwin immigrated to this country and his interest in trains started while doing a two year stint in the US Army. He came to Denver after discharge and started a denture repair business. Later his family came here as well. He joined the Rocky Mountain Railroad Club, the Denver HO Club and the NMRA. He was a director of the RMRRRC and then planned over 100 programs in his nine years as vice-president. He still helps the Club. He became president of the Denver HO Club when they met in the Mayan Theater before moving to the Colorado Railroad Museum.

We will meet at 7:30 PM at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. Please use the building's south entrance to get to our meeting in Barnes Hall. There is plenty of parking on the east side of the building. Visitors are always welcome and this is a great meeting for them.

## Membership Renewals and Equipment Fund Book Drawing

Membership renewals for 2003 are due no later than January 1, 2003

Watch your mail for your membership dues renewal form. Also included on the renewal notice are four coupons for the annual book/video drawing. Drawing tickets are \$2.00 each and the funds raised benefit the equipment fund.

## Rocky Mountain Railroad Club – 2003 Trips and Events

### RMRRRC Members Night at Caboose Hobbies

January 22, Thursday, 7 to 9 PM. Free coffee, an extra 7% off manager's specials on merchandise, books, videos and DVD's and 15% off all general merchandise. Show your RMRRRC name badge or current membership card at the door.

### Colorado Rail Car Tour

February 1, Saturday 2:00 PM. This will be an informal tour of CRCT, formerly Rader Rail Car, to see the shops and what is manufactured there. It is located at 1011 East 14th Street, Fort Lupton, CO, (14th and US 85). There will be an order

Continued on Page 6, Column 1

## 2003 Events Schedule

January 14 Meeting:	Rio Grande Trains
January 22 Event:	Caboose Hobbies
February 1 Event:	Colorado Rail Car Tour
February 11 Meeting:	Royal Canadian Pacific
March 11 Meeting:	Vanishing Depots
April 12 Event:	Royal Gorge Trip
April 8 Meeting:	Hatch Wroton's Films
May 3 Event:	Cheyenne Shops Tour
May 13 Meeting:	Slide Potpourri
June 10 Meeting:	Why Dieselize? Electrify!
June 14 Event:	Annual Picnic at Tiny Town
July 8 Meeting:	Polish Railways
July 20 Event:	3985 Excursion
August 12 Meeting:	RTD Fast Tracks
September 9 Meeting:	To Be announced
October 7-8 Event:	C&TS Photo Freight
October 9 Event:	D&SNG Photo Freight

## From The President

By Mike Gailus

December is a special time of year that I look forward to very much. I enjoy the social events and the special programs that are put on in the community. A highlight for me is the annual Santa Claus special train at the Colorado Railroad Museum. This year, the special will be powered by diesel locomotive No. 15 which is on loan courtesy of the Georgetown Loop Railroad. The diesel will be used while steam engine No. 346 undergoes boiler work. Even though there is not steam this year, a train is a train and a joy to see running.

The highlight for our Club will be our annual Christmas meeting where we have

a great social time with cake and punch after the program. If you are anywhere near the Denver area on December 10, 2002, please make it a priority to attend this annual event. I would like to greet you all. Don't forget, Neal Miller will be distributing his annual photograph to those attending the December meeting. I have an advance copy and his picture is of Northern Pacific engine #1389 at a waystop in Manhattan, Montana, on August 6, 1952. For those of you that can't make it to the meeting, we print the picture in the *Rail Report* for you.

I wish each and every one of you a Merry Christmas and a prosperous new year!

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## Trains Unlimited, Tours

By Chris Skow

Trains Unlimited, Tours has tours scheduled for 2003 and will give Rocky Mountain Railroad Club members discounts ranging from 9% to 20% off. Reservations must be made with our reservation office and the club member must state at time of booking that he or she is a member of The Rocky Mountain Railroad Club in order to receive the discount. **NO RESERVATIONS WILL BE ACCEPTED FROM TRAVEL AGENTS AT THIS SPECIAL DISCOUNT.**

For more information check [www.trainsunlimitedtours.com](http://www.trainsunlimitedtours.com) on the Internet or call me here in Portola, California, at 1-800-359-4870 or 530-836-1745, Fax me at 530-836-1748, or e-mail me at [tut@PSLN.com](mailto:tut@PSLN.com).

I am a retired Western Pacific Railroad conductor of 26 years and have been running Trains Unlimited, Tours since 1985. I have now chartered a little over 765 trains.

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## Weekly Rail Recap By E-mail

By John Boehner

Dave Mears of Cherry Hill, New Jersey, publishes an e-mailed weekly rail recap featuring railroad news items collected and edited from public news sources. It is published weekly, usually on Sunday or Monday, to the rail and transit industries and those interested in them. Send an e-mail to [djmservices@aol.com](mailto:djmservices@aol.com) to receive it with Dave's compliments.

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## Trip Committee Volunteers

Working on trips is fun. I want to extend the opportunity to work on trips to any interested member. Please contact Steve Mason at 303-772-6418 or e-mail [Steve55mason@aol.com](mailto:Steve55mason@aol.com) if you would like to volunteer to work on trips.

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## Missing a Light Pen Pointer?

A member lent Bob Le Massena a light pen pointer when he gave his June show earlier this year. I would like to thank the member and return their light pen pointer. Please call Steve Mason at 303-772-6418 or e-mail [Steve55mason@aol.com](mailto:Steve55mason@aol.com).

## Publishers Statement Rocky Mountain Rail Report

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### 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 annual dues to 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. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

### Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

### Newsletter Contributions

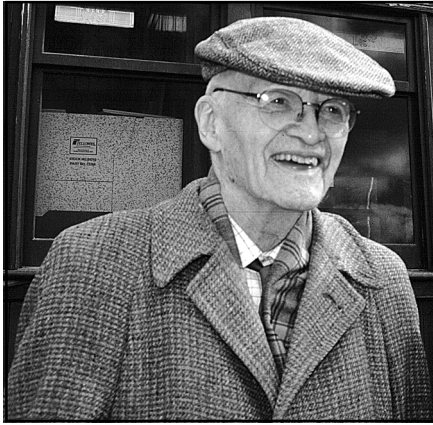
Newsletter contributions and items for publication should be sent to:

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Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

The deadline for items to be included in the January *Rail Report* is 12/11/02.

The drawing of Club engine No. 20 on the *Rail Report* cover was provided by Steve Cross at Colorado Railroad Graphics (303-699-9174).



*In Remembrance*  
**W. Morris Cafky**

May 31, 1919 - October 24, 2002

The Reverend W. Morris Cafky was born in Florence, CO, and died in Canon City, CO. He is survived by cousins in California, New Jersey, and Utah.

Morris went to Florence High School. He earned a degree in journalism at the University of Colorado in 1942. He worked as a newspaperman and an

advertising copywriter. After working for the Denver Post, he left to enter Nashtotah House Seminary, in Nashtotah, Wisconsin. After graduation, he became vicar at Trinity Church in Trinidad and served at the same time at the Episcopal Church in Raton, NM. He later served at Christ Episcopal Church in Canon City.

Morris was given special dispensation from the Bishop to marry Darrell and Shirley Taylor on May 10, 1997. They were married, as Morris described it in his homily that day, "on hallowed ground" on the back of Colorado Midland observation car #111 at the Colorado Railroad Museum.

As a toddler in Florence, his first sight of a Denver & Rio Grande steam locomotive permanently channeled his interests in that direction. Morris was always a historian and railfan by avocation. He wrote many articles on railroads and history of southern Colorado. He wrote *Rails Around Gold Hill* in 1955 and *Colorado Midland* in 1965 for the Rocky Mountain Railroad Club. The quality of these two books helped cement the reputation of quality books the Club produced in its early years. The last books he collaborated on were *Pueblo's Steel Town Trolleys*, *Pike's Peak Trolleys* and volumes one and two of *Denver Street Railways*. His writing style was clear and interesting to read.

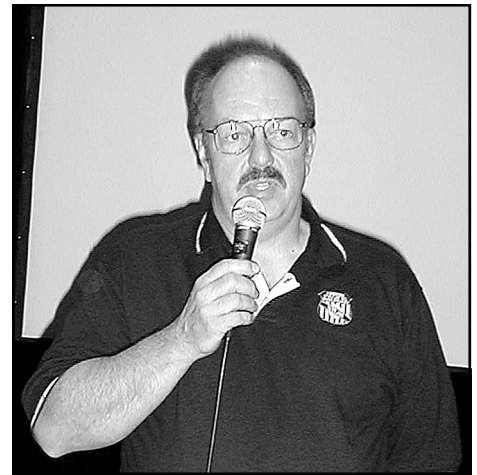
Morris held membership number 6, joining the Club in 1948. He was also a member of the Colorado Midland Chapter of the NRHS, the Colorado Historical Society and the Rotary Club of Canon City as a Paul Harris Fellow.

The last Club "excursion" he was on was the 50th anniversary of the last run of the Midland Terminal in 1999. He was also on the famed Royal Gorge train Denver to Salt Lake City in 1997 behind UP 844. His last contribution to the railfan community was his idea for a mystery play, "Night Train to Florissant", a mystery dinner presented to the Colorado Midland Chapter in September 2002.

*In Remembrance*  
**Newell C. Melcher**

December 29, 1917 - September 26, 2002

Newell C. Melcher of Lafayette, CO, died at the age of 84. He joined the Club in 1953 and held membership number 34. He graduated from Ottawa High School in Kansas, and from Kansas State University. He was the Lafayette postmaster, he worked for Public Service and several auto dealerships in Boulder. His hobbies included photography.



Annual banquet speaker, Bob Krieger.  
 – Photo © Mike Gailus.

**2002 Annual Banquet**

by Steve Mason

Bob Krieger, engineer of the Union Pacific Steam Program, put on an excellent slide show on Union Pacific steam and diesel locomotives for the annual banquet. After the program, Bob and the rest of the steam crew, Lynn and Mary Nystrom and Reed and Martha Jackson, answered audience questions.

We had four great food selections this year and the prime rib was the favorite. There were as many prime rib entrees as all the other entrees combined. Charles and Salena Moffat did so well rounding up door prizes that every couple had at least one. A special treat was the Jack Thode display that Joyce Thode graciously brought at our invitation. Joy Gailus did an excellent prayer and invocation.

Six people attended from out of state. One from Georgia, one from Kansas, two from California and two from Washington. They were given special door prizes for their extra effort.



Members of the Union Pacific steam crew.  
 – Photo © Mike Gailus.

**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.

**UP 5122 in the Powder River Basin**

I was extremely surprised to run across brand-spankin’ new UP 5122 on 10/24/02 in Wyoming’s Powder River Basin. I work at the North Antelope mine. In my experience operating/inspecting trains there the last 20 months or so, I’ve seen only two SD70M’s – one SD70M came into the mine and the other was sitting on a train at Bill, WY. UP just does NOT use DC power on coal trains. Imagine my surprise when doing a roll-by on the UP 6585, train CBPNA, when the third unit was the ultra clean, ultra shiny UP 5122! Usually around here, with coal dust, diesel exhaust, UP units are not always clean. What I’d like to know is just how this DC unit ended up behind the other two C44AC’s? (BNSF’s been mixing DC and AC a lot lately, but not UP).

Later on 10/24/02, I actually got to run that train. I took an extra couple seconds while “walking the power” to check out the unit. I’d briefly operated that other SD70M that had come into the mine – that one had been on the point of the only UP all-DC power coal train I’ve ever seen around here. But UP 5122 was the first “flare” I’d seen up close. This one didn’t even have a radio in it yet. Noticed it had the autostart system, too (it was, in fact, shut down even though I’m sure it wasn’t over 40 degrees outside, which is what I thought was the cutoff temperature). After seeing all these computerized C44 and MAC units, it’s somewhat odd to see a brand new, unsullied, desk console with old-school DC gauges on it. Usually if we see that setup, it’s on old BN SD60M’s.

The mine didn’t have this train in it’s computer database so I didn’t get to find what its outbound symbol was going to be – very likely CNABP. I don’t think that customer cycles trains to more than one of



Union Pacific C40-8 9114 and SD60 2214 handled a high/wide load of two GE built generators to Aurora, CO, in late October. The train was at Mesa Siding on 10/26/02. – Photo © Chip.

its plants. And I have absolutely no idea how far this SD70M will stay with this, or any other coal train, for that matter.

For those who work for the UP, this is probably no big deal, but from my perspective it was.

Union Pacific continues receiving additional SD70M’s. They are rostered UP 5000-5126 as of late 2002. –Andy T. - Douglas WY

**MRL Remote Control Cabooses**

Montana Rail Link (MRL) 1105, the fifth remote control unit recently emerged from Livingston (Montana) Shop and will be assigned to Laurel Yard joining three other units in service there. The other MRL remote control units are:

- Work caboose MRL 100751 was converted to 1101
- Work caboose MRL 100776 was converted to 1102
- Ex-Soo Line caboose 1010 is now MRL 1103
- Ex-Soo Line caboose 1009 is now MRL 1104
- Ex-Soo Line caboose 1001 is now MRL 1105

MRL began remote control switching at Laurel, MT, on 12/29/01. Since then, MRL has trained more than 193 operating employees for remote control service and logged more than 91,000 hours of actual use.

–MRL Fall 2002 Newsletter

**UP E-Units on Engineering Special**

Union Pacific’s three E-units, 951, 963-B and 949, handled a seven car engineering special from Cheyenne, WY, via Denver, Grand Junction, Salt Lake City, UT, to Los Angeles, CA, at the end of October 2002. The train moved south from Wyoming the snowy evening of 10/29/02. The train arrived late that evening in Denver and was parked at Utah Junction. The train rolled west by Plainview about 7:50 AM the morning of 10/30/02.

The train had the following cars:

- UPP 207 Power car
- UPP 200 Sleeper OMAHA
- UPP 7015 Dome coach CHALLENGER
- UPP 302 Diner OVERLAND
- UPP 7011 Dome diner MISSOURI RIVER EAGLE
- UPP 9009 Dome lounge CITY OF SAN FRANCISCO
- UPP 203 Theatre type inspection car IDAHO



A new commuter locomotive, Motive Power Industries MP36PH-3S, was in Denver's North Yard on 11/5/02. The 3,600 horsepower locomotive has a 2,500 gallon fuel tank. Chicago's Metra will commence receiving 26 of these locomotives, numbered 401 through 426 in January 2003. The METX 401 underwent testing at the TTC, Pueblo, CO, in late October 2002.

– Photo © Chip.

### Union Pacific's Heavy Movers

Union Pacific's heavy movers – 6,000 horsepower AC6000's and SD90MAC's are making a stronger presence on the Moffat line as of November 2002. This includes phase 1 and 2 90 MAC's and both deliveries of the 7500's. Other than 8500-8525 all of them are kept from being leaders due to no Distributed Power Unit (DPU) compatibility.

Having just one of these units in a six unit consist normally increases the speed up Winter Park Hill by two m.p.h. Also 5800's are frequenting the coal loads. These units are great! They are among the most quiet and seemingly most solid built AC44's yet. –JC76

### Amtrak President Gunn Riding His Trains

Amtrak President D. L. Gunn was out riding his long distant Amtrak trains in November 2002. He rode train 51 from Washington, DC, to Chicago, IL. He continued west on the California Zephyr, train 5 to Emeryville, CA. He rode across Colorado on 11/11/02. Yes, the train was on time. He then took the Sunset Limited, train 2, from Los Angeles, CA, east to New Orleans, LA. He continued from New Orleans to Washington, DC, leaving New Orleans on November 19, 2002.

## Vice President's Report - Programs For 2003

By Steve Mason

Next year will be 65th Anniversary of the Rocky Mountain Railroad Club. I have been lining up programs and have most of the year filled. I am excited about the variety of programs and the quality of presenters. I would like to give a brief outline of future programs.

John Dillavou will be giving the January show on both narrow and standard gauge "Rio Grande Trains", our own home railroad. February will have noted photographer and publisher, Joe McMillan, give a brand new show on the "Royal Canadian Pacific". The Canadian Pacific has started a passenger profit center that runs luxury trains and special excursions. Joe will show all of this from a trip he took in September 2002.

Bob Andrews, noted photographer, will give us a different railroad program in March. This will be on vanished depots and train stations including big city Union Stations. While we were so busy shooting trains how many of us wish we had shot a photo of the depot or freight house?

I previewed this video by Hatch Wroton for the April program. There are three segments to it and have the commonality of steam locos. You will see some of us when we were much younger and go on some long forgotten fan trips.

May is the annual Slide Potpourri. This is where all of us get to show our stuff. A lot of it is very good to excellent. This is where the vice president takes notes for prospective program presenters. Potpourri is always full of pleasant surprises and is always very interesting.

The next program for June is "Why Dieselize? Electrify!" Bob Le Massena will do this somewhat technical program. Bob will show us with charts and some photos why electrification would have been preferable to dieselization. This is a different premise than retain steam to the bitter end. Maybe the Pennsy had the right idea after all?

July will have our very own Dave Gross

showing his video of Polish Railways. Dave loves steam so I would expect plenty of steam being run in the manner reminiscent of US 1950s. I am working on a treat to run concurrently with this program so we are all cooler. Stay tuned.

I am working on trying to get RTD to give us an update of their system plans for August. The last time they came here was five years ago. For the September show, I saw some unusual slides in a potpourri two years ago and am trying to get the member, who published a book on our favorite passenger train of the 1980s, to give this show. Please be patient.

For the October Banquet, Salena Moffat, who is a Colorado Midland memorabilia collector, is going to give a program on the Wild Flower Excursions up to South Park - Eleven Mile Canon. She insists it will be from a woman's point of view.

December is Jim Ehernberger's "Blizzard of '49". That blizzard shut down the Union Pacific, stalled the passenger fleet east of Cheyenne, and caused an UP president to be "retired". The whole UP detoured over our very own D&RGW! I have seen this one and Jim said he has made changes to make it better.

As you can see, all these groups are represented: big and small steam and diesels, depots and structures, luxury passenger trains, long ago fan trips, modern light rail (trolleys), heavy electric traction, steam that is current, rotary snow plows in blizzards, wildflower excursions on one of Colorado's most beloved ghost railroads, a mystery program in September, and a possible treat in July.

There will be something for everyone. In years past I have tried to cover all the major railroads in the state: Union Pacific, Burlington, Rio Grande, Santa Fe, Colorado & Southern and Rock Island to name some we have recently seen. I am actively seeking a presenter for that rare commodity – Missouri Pacific in Colorado, maybe with some Colorado Eagle shots.

## 2003 Trips and Events

Continued from Page 1, Column 2

of luxury passenger cars for Holland America ready to ship at that time.

### Canon City & Royal Gorge Railroad

April 12, Saturday, 11:00 AM. Rode it before? Check this out! We will have an informal raffle of those riding up to Parkdale and back. Four lucky winners will get cab rides, two up and two back. We will have a photo run-by at the site of Gorge siding. Box lunches will be provided. There is a lounge car for alcoholic beverages.

### Union Pacific Cheyenne Shops Tour and Fort Collins Trolley Ride

May 3, Saturday, 8:00 AM. We will ride the Fort Collins Birney on Mountain Avenue and to City Park. Next, a visit to 844 to see the rebuilding of the firebox, boiler and running gear. Bob Krieger showed us slides at the Annual Banquet of what they are doing, so be sure to see this. Locomotive 3985 will be readied for trips. Locomotive 5501, a 2-10-2, is displayed with the clever Young Valve gear. Lunch is on your own in Cheyenne.

### Annual Picnic at Tiny Town

June 14, Saturday, 8:00 AM to close. Steam up at 8:00 AM and unlimited rides all day on steam and Diesel pulled streamliners. Lunch is included at the Tiny Town concession stand and we can eat in the new picnic pavilion. This will be great for families. Kids, young and old, always enjoy Tiny Town.

### Union Pacific 3985 Challenger Trip From Denver to Terry Bison Ranch

July 20, Sunday, Noon. Departure from Denver Union Station. Ride behind the world's largest operating steam locomotive on the old Denver Pacific down the Platte Valley and up to Terry Bison Ranch. Photo run-bys are planned. Besides Sleepy Hollow coach seats, there will be dome seats, parlor-observation seats and we are working on a special surprise.

All passengers get a real buffalo chuck wagon style buffet meal at Terry Bison Ranch after the last photo run-by. A tour of the ranch to see the Buffalo is included. The bus ride back to Denver is included.

### Service Project

September (date to be determined). We will be working with a local historical society in Bailey, CO, to repaint and fix up a C&S standard gauge caboose. This will be a project scheduled for cooler weather and fall colors.

### Cumbres & Toltec Scenic Railroad Photo Freight

October 7-8, Tuesday and Wednesday, all day. All equipment will be lettered D&RGW and pulled by K-36 and K-37 2-8-2 locomotives. Over 25 photo run-bys are planned. The rear of the train will have open gondola for photographers plus the usual equipment. Lodging in Antonito and two lunches are included. Book early to hold your space. A deposit will be required to hold a seat.

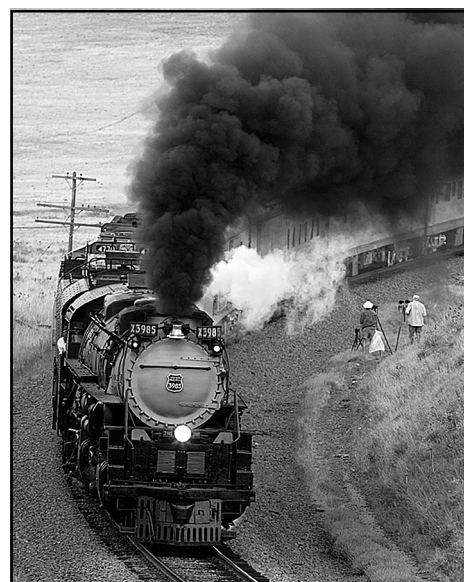
### Durango & Silverton Narrow Gauge Railroad Photo Freight

October 9, Thursday, all day. The trip runs from Durango to Cascade Canon and returns, a distance of 54 miles. We will run along side Hermosa Cliffs to Rockwood where the train slows for the spectacular rock ledge 40 stories above the Animas River. Then it follows the beautiful Animas Canon to Cascade where the train is wyed. We will make as many photo-run bys as possible in areas that would require a long hike to get to. Book early. A deposit will be required to hold a seat.

There will be special pricing on a C&TS and D&SNG combination trip.

### Annual Banquet

October 11, 6:00 PM. Salena Moffat will present "Colorado Midland Railway Wildflower Excursions." This program



UP 3985 approaching the Terry Ranch Road overpass on the Club's 2002 excursion. – Photo © Dave Cohen

will be shown from a woman's point of view. The Colorado Midland ran Wildflower Excursions into South Park for many years. Tubs of wild flowers were gathered!

### Please Note - Preliminary Information

The trip committee put this schedule together late in 2002. Many of these trips and events are scheduled and others are being negotiated. The RMRRRC reserves the right to reschedule any trip or tour. RMRRRC reserves the right to cancel a trip or event due to lack of support or for acts we cannot control. There will be a cancellation date on all trips after which no refunds will be issued. Prices and more information will be provided on trip flyers in the *Rail Report* prior to trips being run for your convenience.

### Membership Note

We put together this list of prospective events to show you the varied selection of next year's rail fan trips. Club members have the first opportunity to order tickets and the first choice of special seating. The RMRRRC board of directors and officers urge you to renew your membership to take advantage of this fine offering of trips and events during our 65th Anniversary year.

## Colorado Rail Car Tour

by Steve Mason

The Rocky Mountain Railroad Club presents an informal tour of Colorado Rail Car, formerly Rader Rail Car, of Fort Lupton on Saturday, February 1, 2003, at 2:00 PM. The address is 1011 East 14th Street in Fort Lupton, CO. The tour is free! To attend, you must sign up with Steve Mason: phone 303-772-6418 or e-mail Steve55mason@aol.com. The last day to sign up for the tour is Thursday, January 30. Sorry, no exceptions.

Directions to Colorado Rail Car: Go north on US 85 to Fort Lupton past the CO 52 overpass to the first traffic light on the north side of town. Turn right at the light, which is 14th Street, and cross the Union Pacific tracks. Colorado Rail Car is on the left. Park in the employee's parking lot. We will assemble there. If you are going south on US 85, turn left at the first light at Fort Lupton and proceed as above.

Colorado Rail Car takes existing passenger stock and modifies it greatly for the luxury tour trade. They have built El Capitan like cars for use by luxury tour operators on the Alaska Railroad. They recently completed "self propelled diesel multiple unit cars" (RDC) that were displayed at Rail-Volution and the American Public Transit Conferences in Washington Union Station. They have received much favorable comment nationally and in the Denver Post.

The prime reason we are touring this manufacturing facility is to see the current order of cars for Holland America, to be shipped right after we tour. It is my understanding that we will have several employees to guide us through the facility. Wear appropriate footwear and clothing we don't mind getting dirty or greasy. Jim Gaudette, their operating vice president, has assisted greatly in setting up this tour and he and his workers want to answer any questions we ask. Photography is allowed. I would suggest a tripod and a possible florescent or tungsten light filter. Lighting conditions will probably be like at the Cheyenne Shops. If we finish up near supper time, perhaps we could go as a group to the Depot restaurant in Brighton?

## Fifty Year Members

By David Goss

The following members joined the Rocky Mountain Railroad Club in 1953:

Albert Bartlett  
Jim Ehernberger  
Glen Henry  
Noel Hover  
Richard Ralston  
Herbert Votow  
Art Wallace

They have joined an elite number of individuals who have been members of the Club for 50 years. The Officers, Board of Directors and Membership thank you for your long participation in Club activities and celebrate your dedication and support of this organization for five decades.

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## Is It Your Turn To Serve?

We have two open director positions on the Rocky Mountain Railroad Club board of directors. The two-year term starts on January 1, 2003. While the directors positions don't pay as well as Enron, it is your opportunity to give your time, energy and experience back to the Club.

For specific information about the board of directors and the positions, please contact Barry Smith at 303-757-6050 or Roger Sherman at 303-860-7051.

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## Railroad Models In Mud Slide

By Ruth Koons

At the September meeting, we took up a collection to help fellow model railroader Mike Borkowski. Mike's house trailer was filled with 18 inches of mud and then later demolished by two mud slides after the Durango forest fire last summer. I sent Mike a \$40 gift certificate from Caboose Hobbies with the money given by club members. I received a nice thank-you letter from Mike. He lost many personal possessions, but is well, and with assistance from the Red Cross and Durango Helping Hands, is slowly getting his life back. Mike's address is PO Box 4523, Durango, CO 81301.



During the September 2002 roll-out, members inspected the interior of D&IM Car 25 and the refurbished seats.  
- Photo © Mike Gailus

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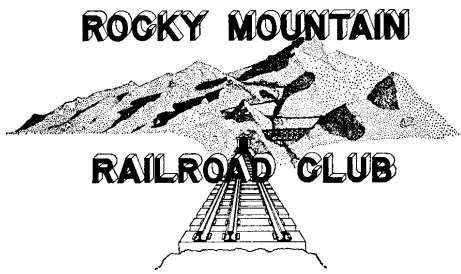
## There Is Light At The End of the Trolley Barn

By Bob Wilson

After many years of dedicated work, the end of the Car 25 restoration project is in sight. Many, many volunteers have labored countless hours. Look at the pictures of Car 25 during the September roll-out and the nearly complete smoker section. The smoker section is complete with refurbished seats. Note the quality of the restoration. Restoration Chair Darrell Arndt and his team are now working on the underbody electrical system. Good job to all the volunteers who have helped.

On other fronts, we are looking for volunteer help to research City and County of Denver titles for land ownership. Contact me at bwilson@rmi.net or 303-420-7127 if you have these skills and can help. The Officers and Trustees of your Foundation continue to look at long-term issues. As Foundation Trustee and Secretary Ken Gow discussed two months ago, we are looking for a permanent home and friendly tracks for Car 25.

Funding the remainder of the restoration is always a challenge. We will keep you informed of our progress.



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**Remember, Membership Renewals Are Due No Later Than January 1, 2003.**

### **Out At The Museum**

By Bob Tully

In my last report regarding the C&S boxcar, I neglected to mention that Sue and Russ Stuska primed much of the new wood we installed on the sides and around the windows. As in many previous times, they purchased the needed materials without any interest in reimbursements from the Club.

On November 9th, Ken Gow, Denny Haefele and I had a good start on cleaning up the interior of our storage car when Matt and Mark Tomon, as well as their friend Dave, stopped by for a couple of hours to assist. With this welcome help, Denny pulled out a brush, some black and white paint and the large C&S stencil, and went to work on the northwest seldom seen back side of the boxcar. He painted the outside two circles of the logo while we worked on the interior cleanup and

reorganization. All of the lumber was sorted and re-stacked on two shelves and a portion of the floor under the lowest shelf, making it much easier to find useful lumber in the future. We then moved everything off the long bench, rearranging tools, nuts, nails and a variety of parts. The C&S logo will be completed during the next warm day.

The first of many planned hours on the Rico started in the afternoon. Removal of the two steps on the southwest corner was accomplished by taking out two large lag bolts through one side support and removing three rods which hold the two treads in place. A new side piece will be made from a 2 by 14 inch plank of poplar using the old part as a pattern. I expect it will take at least a half day to make the new parts and reinstall the steps.

Most of the curved fascia above the platform on the west end of the car was removed by taking out some large wood screws, a small number of 8d nails and numerous nails which hold the tin roof to the fascia and its backing. The fascia was made in four parts but we are going to try to replace it with one eight-foot piece made from inch thick redwood. To establish a good fit and proper curvature, a pattern of cardboard or thin plywood will be made before cutting out and shaping a new piece. Replacement of this one board will likely take more than one day. Then onto the fascia on the other end which, hopefully is the same size and shape. They look alike, but we generally find that two similar boards are really not identical.

We hope for good weekend work weather.