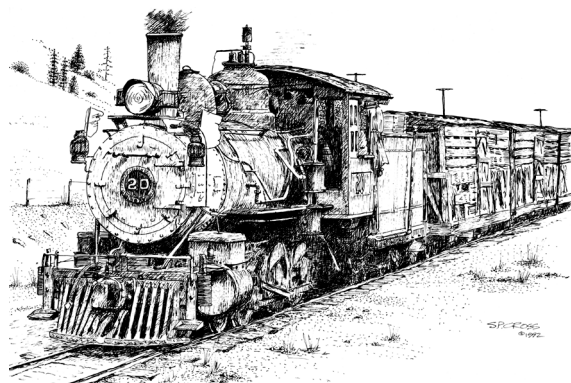


ROCKY MOUNTAIN RAIL REPORT



DECEMBER 2004

No. 543

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Grand Excursion 2004

Presented by John "Chip" Sherman
December 14, 2004 • 7:30 PM

The Milwaukee Road's steam locomotive, 261, was one of the stars in the Grand Excursion Celebration along the Mississippi River held in June and July 2004. Come join us as we visit the Iowa Traction Railway, the last freight hauling trolley operation in the US. The Grand Excursion kicked off their trip with a fireworks celebration in the Quad Cities (Moline, Rock Island, IL, Davenport and Bettendorf, Iowa). Riverboats plied the Mississippi River as the Milwaukee Road 261 steamed up the Iowa and Wisconsin shores. Come have a look at Midwestern America at its best!

John was born along the Mohawk River near Utica, New York in 1955. He enjoyed the New York Central Water Level route as trains were numerous and their horns resounded through the Mohawk River Valley. The sights and sounds of fading railroads (Lehigh Valley, Erie, etc.) in upstate New York perked his interest in rail transportation.

In 1973 he got his first taste of railroading west of the Mississippi River. The Air Force sent him for training at Lackland AFB, San Antonio, TX. His first assignment was Minot AFB, North Dakota. He rode Amtrak's Empire Builder in August 1973 from Chicago to Minot. That journey was his first exposure to the fabled domes on western trains. He spent many miles riding a former Great Northern Railway great dome.

The Air Force sent John to Lowry AFB in December 1982. He fell in love with Colorado - skiing, narrow gauge, main line Union Pacific steam and the Colorado Rockies. In 1987 he was reassigned to the Netherlands to help open a ground launch cruise missile base. The Strategic Arms Limitation Talks (SALT) would end his stay in the Netherlands prematurely. His first wife, April, wanted to go to Greece. Her wish was granted and they spent two years at Hellenikon Air Base, Athens.

John finished his 20-year Air Force career in 1993. He highballed for Denver where he now lives his Colorado dream. He married Sue in March 1997. They were blessed with their daughter, Krystal, in 1999. John coordinates the OS-CO information and provides many of the contemporary railroading photographs that appear with the OS-CO articles in the *Rail Report*.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, on the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

2005 RMRRRC Events Schedule

January 11 Meeting	D&RGW Ski Train
January Event	UP Burnham Locomotive Shop Tour
February 8 Meeting	C&S Standard Gauge Steam
March 8 Meeting	Joe McMillan's Santa Fe Years 1964 to 1995
April 12 Meeting	South African Garretts
May Event	Cheyenne Shops Tour
May 10 Meeting	Slide Potpourri
June 14 Meeting	To Be Announced
July 12 Meeting	To Be Announced
August 9 Meeting	To Be Announced
September 13 Meeting	To Be Announced
October Event	Annual Banquet
November 8 Meeting	To Be Announced

The deadline for items to be included in the January *Rail Report* is 12/15/04.

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.

November's Video Potpourri

By Steve Mason

Five members submitted material for the Club's video potpourri night in November. The quality was high and the subject matter interesting and diverse. Sherm Connors started with some of his clips. Dave Gross, owner of Willow Creek Productions, showed interesting scenes of current, steam only, specially chartered excursions in Portugal. Then a brief video visit north to the York Railway Museum in Britain and some shots of a new steam locomotive under construction in Britain. That was followed up by some artistic and dramatic shots of SP 4449 on the Clark Fork River in Montana this year.

Dave Schaaf's clips were next. The first was on a fan appreciation day sponsored by Lindsey Ashby this year on July 17th. 2-8-0 locomotive 40 and Shay 14 were the prime players. His next clips were of UP 3985 on this year's Frontier Days train, the RMRRC trip on the M&PP for the Blue Moon Special in July and this year's Railfest in Durango during August featuring 2-8-2 locomotives 486, 481 and 482. Best of all was Dan Marcoff's narrow gauge 4-4-0, No. 4, the "Eureka." What a gem that engine is and a wood burner at that. Concluding was the RGS Galloping Goose No. 5 from Dolores.

Hatch Wrotton also provided two clips. The first was the sometime project of the Creede Branch titled, "Abandoned or Not." Hatch showed us the various rolling stock assembled at South Fork and many scenes of the branch along the Rio

Grande River at Wagon Wheel Gap, Creede, steel bridge, trestles and other right-of-way shots. Very interesting, indeed. Hatch's second clip was, "Steam Engines Don't Obey No Smoking." This was the RMRRC trip to the Georgetown Loop on August 21, 2004. The day started out with uncertain weather then rain. Rainy shots of steam are "atmospheric" to quote Lucius Beebe. Our engine was the 2-8-0 No. 40. Ron Ruhoff, member since 1958, was our conductor. It was certainly a fun trip as two of our members had video of it.

One of our newer members from Britain, John McIvor of SVS Video, started out with a live steam operation of the Great Cockrow Railway at Chertsey, Surrey just outside of London. This line has several miles of track and full working signals for the line. Then we had some shots of the wonderful Merchant Navy Class on a fan trip. As a contrast, the next grouping was the "Eurostar" electrics in the Channel Tunnel and emerging into the French countryside cruising at 300km/hr with a passing train on double track with closing speed of 600km/hr! John then took us to the States to see the Royal Gorge from the cab of an F7 including the Hanging Bridge. Next was Lincoln, NE, to ride and photograph MILW 261, then back to Colorado for a ride on D&SNG 482 and finishing with a ride on C&TS 487 at Windy Point and Tanglefoot Curve. This was a great program as it always is due to the member talent we have.

Trip News

By Barry Smith

An early announcement for our "out of Denver metro area" Club members: The trip committee is confident of landing a tour of the Union Pacific Burnham Locomotive Shops in Denver on a weekday sometime in the last two weeks in January. The size of the tour may be limited to 15 and there may be a minimum age restriction. A \$15 contribution to the Club is the fee for the tour. Contact trip leader Barry Smith at 303-757-6050 on or after December 15th.

Membership Renewals

By Dave Goss, Membership Chair

2005 membership renewal notices will be sent out in December. This year, in order to expedite the processing of dues, we will be using a Post Office box in Aurora. You are asked to return your dues payments in the envelopes that will be enclosed with the renewal notices. This will help us coordinate the processing of checks and payments for your 2005 dues. Should you forget, renewals sent to the regular post office box will be processed as well. Renewals are due by January 1, 2005.

Publishers Statement

Rocky Mountain Rail Report

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Club Information

Rocky Mountain Railroad Club
PO Box 2391
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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 \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 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	Roger Sherman
Treasurer	Dave Goss

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the Thursday preceding the monthly meeting. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579
Fax: 303-978-0402
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The November Donor List

By Jean Gross

The Rocky Mountain Historical Foundation is extremely grateful to the following donors who have given generously so that the completion of Car No. 25 can continue. While our goal has yet to be attained, it is with great hope that your support will continue, enabling this project to proceed. To date we have received \$6,300, we only have \$8,000. to go! Thank you all!

Tom Abbott, Paul Adams, David Allen, Stuart & Audrey Anderson, Edward Arbuckle, Charles Baumer, Perry Becker, Ronald Bill, Charles Boubelik, Charles Brook, Erwin Chaim, Phillip Dwyer, Jonathan Esty, John Fabel, Kenton Forrest,

Ed Gerlits, David Goss, Richard Hague, William Hanna, Michael Hoenig, Glenn Kindle, Lowell Le Moine, Richard Loveman, Robert C. Jones, Rudolph Jordan, Bill Morrison, Margaret Oaks, Lewis Palmer, A.M. Patten, Russell Patterson, Stephen Payne, Herb Poynter, Mark Price, Richard Ralston, Darlene Romero, Richard Severance, George Shaw, Kirk Thode, Betty Tidball, Thomas Toft, Harold Topping, Dale Tyler, Watson Warriner and Sidney White.

Additionally, James Ranniger donated in memory of "two great railroad wives," Wan Haley and Elna August.

In Remembrance

Charles "Bud" Lehrer

It is with deep regret to report that long time club member Charles "Bud" Lehrer passed away on November 4th at age 77. All of us who knew the "biscuits 'n gravy" and Mexican food aficionado remember him as one of the nicest guys a person would ever want to meet. We had many great times together with him over the years, especially on railroad club excursions that took the Club around Colorado, across the country and into Mexico, Canada and to Europe. His late wife Ginny was also a special pleasure to know and share times with.

Bud grew up in Wheat Ridge, Colorado, and had a fondness for the scenery and history of Colorado and of the West. His love of interacting with people and enjoyment of travel was no doubt the reason he was a Denver school teacher and counselor and summertime tour guide. After 35 years with the Denver Public Schools, he retired in 1986.

While going to college and later during the summers, he drove for Greyhound and Trailways tour-bus operators and especially enjoyed taking folks on tours through Rocky Mountain National Park. In addition, Bud and Ginny worked as a team for a Cleveland-based escorted tour service and looked forward to the long hours on the open road, especially when routes took them through the Southwest. In addition to busses, Bud had a lifelong interest in railroads (thank heavens) and for "chasing" trains. He was quite active in the Rocky Mountain Railroad Club in years past and had not only served on the trip committee but also as its Trip Chairman for a number of years.

Although he moved from his "farm" in Wheat Ridge to Loveland some time ago, he still frequently made it down for Club meetings before his illness from cancer started this past spring. He is survived by daughters Julie and Monica, son Scott, four grandchildren, a sister, companion Marilyn Baisel and numerous friends. Interment was at Mt. Olivet Cemetery.

Contribute From Your House

By Barry Smith, Director

From feedback on the Club's previous survey, many members felt removed from how the Club operates. The Club officers, directors and committee chairs would like to reach out further than the front range. Don't think of the Club as limited to the Denver metro area.

Be a contributor to your Club's health from your home. Volunteer and write an article for the *Rail Report*. If you live, work or volunteer in the Rocky Mountain Region, we would like to hear about railroading in your area. We encourage you to contribute from where you live.

Consider providing an article, historical clipping or story or photographs. Organize or participate in a Club exhibit at a trade show, swap meet or historical reenactment. If you participate in railroad related restoration work, let us know about it so we can share it with all members.

Guidelines For Sending Material To The Rail Report

You may "cut and paste" your article into the body of an e-mail or attach MS Word documents, text files or a number of other types of word processing files to an e-mail sent to railreport@aol.com. While e-mail is preferred, you may Fax your article to 303-978-0402 or mail it to:

Rail Report
PO Box 620579
Littleton, CO 80162-0579.

We can usually reprint historic newspaper articles but recent and current newspaper articles and photography are covered by newer copyright laws and are difficult to use without clearance and many times payment to the copyright holder.

Photographs may be submitted as color slides, color or black and white prints or as digital files. Glossy prints work better than others but send what you have! The preferred type of digital file is a grayscale TIFF, 300 ppi about 5 inches wide. We can also use JPEG files, 300 ppi about 8 inches wide.



UP had three SD70Ms for The Ringling Brothers and Barnum & Bailey (RBBB) blue unit circus train between Denver and North Platte, NE. UP SD70M 4536, 4707 and 3953 were approaching Speer, WY, passing the Terry Ranch on 10/18/04. UP operated the train with UP 4536 and 4707 between North Platte and Cleveland, Ohio. Train was interchanged to CSXT at Chicago, IL. – Photo © C.W. Edinger.

The RBBB Circus Train arrived Speer, WY, about noon on 10/18/04 after its two week performance at Denver. The blue unit featured this year's 134th edition show. The train had the same consist as last year: 57 cars. The Blue Unit's 57-car train, without locomotives, is 5,044 feet long. With 2 or more engines added by the host railroad, the total goes over a full mile in length. A huge "mixed" passenger train. – Photo © C.W. Edinger.

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.

The Ringling Brothers and Barnum & Bailey Circus Train

The Ringling Brothers and Barnum & Bailey (RBBB) Circus Train (134th edition, blue unit – RBBB has been going for 134 years) departed Denver about 8:30 AM on 10/18/04. It ran north using Union Pacific rails to Cheyenne, then east via North Platte, NE, to Cleveland, Ohio. It had three UP locomotives, SD70M 4536, 4707 and 3953. The train passed Greeley, CO, at 10:30 AM.

During the Denver visit, the RBBB train laid over at former Denver & Rio Grande Western RR Burnham Shops where the Rio Grande Zephyr once called home. She could be seen by motorist on 8th Avenue. –C.W. Edinger

Amtrak 84 Features Toyota Tundra

Amtrak has entered into a marketing agreement with Toyota which will use two P42s (#84 and #115) being temporarily

painted with the likeness of a Tundra pick-up truck on their sides. #84 was done first at Los Angeles, CA. It departed Los Angeles on the head end of the Southwest Chief, train 4, 11/8/04. Upon arrival in Chicago, #84 is expected to operate in Chicago – San Antonio and Chicago – New Orleans service on trains 21/22 and 58/59. #115 will work its way east at a future date and was expected to be assigned to Washington, DC – Miami, FL, service. The locomotives will be in their modified "truck" schemes for a sixty day period. You can't miss this distinctive Toyota ad. –Silver Sky and Rio Gnow

Train Speeds Decreased on BNSF, Amtrak Reduced from 90 to 79 MPH

Effective 11/1/04, BNSF's Raton and Glorieta Subdivisions are being downgraded from Class 5 to Class 4 trackage. Train speeds are reduced. The maximum allowable speed for passenger trains (Amtrak's Southwest Chief, numbers 3 and 4) is being reduced from



Toyota's Tundra truck rolling billboard was painted on Amtrak P42DC 84 at Redondo Junction (Los Angeles), CA, in November 2004. The unit made its first trip with the "painted on" big red Toyota Tundra leading Amtrak's Southwest Chief, train 4. Daren Genau caught it during the La Junta, CO, crew change on 11/9/04. Another Amtrak unit, 115, will also get a Toyota vehicle painted on its flanks. – Photo © Daren Genau.

90 to 79 MPH. Freight train speeds are from 70 to 60 MPH.

It appears the ATS has been left untouched at this time. The Santa Fe installed ATS during 1950-51 in response to the Interstate Commerce Commission Order of 1947. The ATS was in place for movement in both directions between Hutchinson, KS and Trinidad, CO. Several restrictive curves and the crest of the Raton grade were also equipped with inert ATS inductors.

"ATS Territory," for those not familiar is where the inductors are linked to the signals so that if anything other than a clear indication is present the alarm is activated and must be acknowledged. Outside of ATS Territory there are still



GLRR Shay #12 is on the loading ramp track at Silver Plume. The tender has been swapped to the front to be put on a trailer first. General Electric built diesel #15 pushes them, and will be the last loco to leave. – October 28, 2004, photo © Dave Schaaf.



Rosa and Lindsey Ashby next to engine #40. The locomotive is positioned on the ramp track, waiting to be loaded on a flatbed truck. It's tender has been loaded onto a separate flatbed. – October 28, 2004, Silver Plume, CO, photo © Dave Schaaf.

ATS inductors that are “inert” or dead, not linked to anything so that when the shoe on the axle passes over it, it senses nothing and activates the alarm just as if there were a more restrictive signal. They protect areas where a reduction in speed is required.

MP 242-343 is the section of railroad the general order referred to between Hutchinson, KS and La Junta, CO. The system map on BNSF's website shows MP 242 is between Plevna and Sylvia, KS west of Hutchinson, and MP 343 is near Wright, KS east of Dodge City (miles are counted west from Atchison, KS on this part of the ex-Atchison Topeka and Santa Fe). This used to be semaphore territory until 1999. The last blade in Kansas (according to semaphores.com) was taken down in May of 1999 near Sylvia. The remaining semaphore territory in New Mexico has some inert inductors guarding curves and speed restrictions, but not at the signals, so top speed is limited to 79. –Source: *BNSF General Orders*

Union Pacific 2005 Locomotive Order

Union Pacific will be receiving 115 EMD SD70ACe locomotives to be numbered UP 8309-8423 in 2005. These are the same model that tested on UP's Moffat Tunnel line in April 2004. Coming from General Electric will be 200 model ES44AC locomotives to be numbered UP 5354-5553.



The M1A2 at Pueblo Yard, Yard track 2.



New Army M1A2 tanks at Pueblo, CO, were delivered by BNSF to Fort Carson, CO, in mid-October 2004.

Gun Barrel Railroad

On 10/16/04, BNSF's Pueblo to Denver train, M-PUEDEN1-16T, had two cars for Fort Carson to set out at Kelker Yard south of Colorado Springs. The M1A2 tanks were considered excess dimension loads and were on the head end of the train. The tanks came with their own non-military security guard, who was on duty at Kelker until Monday, 10/18/04. The tanks did not have names, numbers, or other markings on them like most of the equipment. A lot of the lights are usually broken on equipment coming back from the Middle East.

The M1 series tank is equipped with a 1500 horsepower Lycoming Textron gas turbine engine coupled to an Allison hydrokinetic transmission with four forward and two reverse gears. Its tactical cruising range is approximately 275 miles. Despite its weight, the M1 can attain a top speed of nearly 45 miles per hour. The main armament is the 120mm smooth bore cannon. – *Blu Penny*

New Mexico Commuter Line to Use Warbonnet Scheme

Albuquerque's commuter rail project is scheduled to open in the autumn of 2005. Their public relations firm has been working with the Rio Grande Valley public on establishing an identity for the train. They don't have a name yet for the train, but they sure found an identity that the entire public wants – the Warbonnet is the livery they all want for the new train! Apparently BNSF's legal department has no problem with a government agency using the Santa Fe inspired scheme since it is now “retired.”

The New Mexico Department of Transportation purchased two ex-Amtrak F40PHs, along with 10 new Bombardier F40PHs. The red and silver paint scheme is similar to what will appear on the locomotives, with the new logo and name of the New Mexico system in the place of the “Santa Fe” name. Nose art will be minus the trademarked “BNSF” cigar band.

Caboose 0578 Recognition

By Bob Tully

On Saturday, October 16th, the Jefferson County Historical Commission gave special recognition to Denver and Rio Grand Western Caboose No. 0578. The commission awarded the National Register Bronze Plaque (8" x 11" x 1/4") to No. 0578 acknowledging its historic significance to Colorado and Jefferson County. Richard Simmons, Chairman of the Historical Commission presented the plaque to the Rocky Mountain Railroad Club, accepted by Bob Tully on behalf of the Club as owner of 0578 and the Colorado Railroad Museum as landowner where it is displayed for public education and enjoyment. Prior to the presentation, Rita Peterson, Hall of Fame Committee Chair, gave a brief description and history of your caboose. I made a few additional comments on its history and expressed our deep appreciation to the Commission for the recognition and award.

Caboose 0578 was listed in the National Register of Historic Places by the United States Department of the Interior on November 4, 2003. On May 16, 2001, No. 0578 was listed in the Colorado State Register of Historic Properties maintained by the Colorado Historical Society.

During 2000 and 2001, Friend John Miner of Boulder prepared the original nomination consisting of 51 pages of documentation, information and historic and current photographs. The requested forms and background nomination material was submitted to the Colorado Historical Society on February 22, 2001, and favorably considered by the State Register Review Board at their public meeting on May 11, 2001.

D&RGW Caboose 0578 was built in the D&RG shops in 1886 as one of the 16 class 2 cabooses constructed. Its original cost was \$685.00. It was probably used on all portions of the narrow gauge system but generally was found on the Salida – Gunnison – Montrose line 1946-1951. It was purchased from the railroad by the Club on November 26, 1951, in Salida where it remained until January 1954 when it was moved via the D&RGW to



Thomas The Tank Engine "grinning" at the Museum. – Photo © Denny Haeefe.

Thomas The Tank Engine at the Colorado Railroad Museum

By Denny Haeefe

Once again this year "Thomas the Tank Engine" paid a visit to the Colorado Railroad Museum. Using former Georgetown Loop diesel 140 for power, Thomas delighted young engineers and their parents as he lead the train for three laps around the loop for each ride. The train ran eight times each day over five days. This year as in years past, busses brought people in from a parking area outside the museum property. A fire truck and ambulance were also there for the kids. LuLu's bell rang constantly in the background behind the lunch area.

A sing-along went on in the roundhouse and kids lined up in front of the tent to get

dry transfer tattoos. Mr. Toppum Hat was here and there having his picture taken.

The museum had about 19,000 train riders out of 22,000 guests over the five day event. A large force of volunteers made the event possible. 165 people from many different organizations staffed the merchandise tent, took tickets, parked cars, and read stories in the library.

The Colorado Railroad museum wishes to express sincere thanks to the members of the Rocky Mountain Railroad Club who gave valuable time out of their busy schedules to help make this year's event the huge success that it was.

the Burnham Shops in Denver. The Club had it moved to the School of Mines in Golden in 1954 and then to the Colorado Railroad Museum in August 1958.

It was repainted in 1958, a second time in 1961 or 1962 after the old siding was replaced and again the 1990 when sills and platforms were repaired. The roofing was replaced on one end in 1992 and on the other end in 1994. The cupola, windows and sills, roof walkways were replaced and the roof was repainted in 1999. The car was again painted and re-lettered in 2000

and 2001. During its past 46 years while residing in Jefferson County the Club has regularly and meticulously made repairs and maintained the caboose in a manner that would preserve its historical conformation and significance.

My sincere thanks to the many Club members who have helped preserve this car for over 50 years and to all who have financially supported these efforts through memberships, train excursions, monthly raffles and other fund raisers.



A new fascia above, new siding, new window frame and a new sill improve the north side of the Rico.

Out At The Museum

By Bob Tully

Continuing work on the Rico during September and October by your Equipment Committee has often been preempted by hunting seasons, a train trip in British Columbia, out of state rafting, employment conflicts and three weekends of Museum rail operations.

We are ready to fabricate another twenty feet of the fascia/letter board, but as yet we have not found suitable lumber to cut to size and shape. Locating a 12-inch wide, 1-inch thick piece of select, straight poplar depends on supplies at specialty hardwood suppliers. Three trips to our main source have not been successful. While we have obtained a couple of



The Rico's side framing is exposed during siding replacement. You can see that the area below the window is completely filled with wood. The new fascia board and window frame are also in place. – Two photos © Bob Tully.

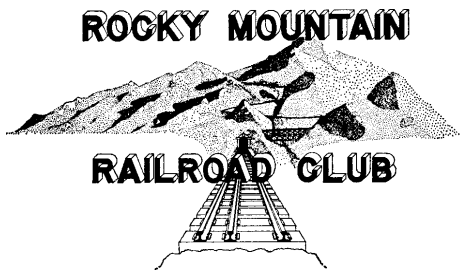
hundred pieces, it took 3 vendors to supply the necessary large slotted screws used to install various pieces of new wood. There was one day of work on several new window frames.

One day of old siding and fascia removal was followed by a day of priming some of the new siding and cutting pieces of the 2-1/8 inch T&G for nailing to the car below the window level. This lower siding can be cut to approximate length and left long. After it is all nailed and screwed on it will be sawed at the bottom

edge to make a straight line along the car. Each piece of the upper siding has to be individually fit. The top part of the T&G has to fit under a relief cut into the fascia and the bottom of each piece has to be slightly curved to fit the curved side boards which act as window sills running the entire 40 feet of the car.

Thus far, we have found that most of the original side framing is in good solid condition. A few spots of dry rot or decay from water have been chipped, dug out

Continued on Page 8, Column 1



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Out At The Museum

Continued from Page 7, Column 3

and filled with epoxy as are nearly all of the old screw and nail holes. All of the many screws are counter sunk into the wood about one quarter inch. These 1/2 and 5/8 inch holes, which are necessary to fit the screw heads, eventually receive wood plugs which will be glued in. As we will be making the plugs from the wood being used, it was necessary to purchase two plug cutters as well as several sizes and types of drill bits, pilot hole reamers and other small tools.

Excellent weather on November 6th allowed Ken Gow and Roger Sherman to join me as we primed all four sides of about 50 pieces of eight foot long, T&G siding. As the priming progressed, the boards were put on various steps of the large stepladder to dry, and at the end of the day they were re-stacked inside the center of the car. About 20 pieces of siding were cut to length and installed below the window level using 4 or 5 finishing nails on each piece.

Intermountain Chapter, NRHS 2005 Event Schedule

For information call 303-298-0377

Friday, December 10: Holiday Dinner and a Movie at Rossi's Catering. For your entertainment, we're showing the 1941 classic, *The Broadway Ltd*. This light-hearted story takes place aboard the train, where a director makes his new star the center of a publicity stunt that backfires. Stars Dennis O'Keefe, Victor McLaglen, Marjorie Woodworth, ZaSu Pitts, Patsy Kelly, George E. Stone, and Leonid Kinskey.

Holiday Menu: Grilled top sirloin, Green Beans Almandine, baked potato with fixings, garden salad with dressings, pumpkin pie with whipped cream on the side, rolls and butter, decaf coffee and tea.

Dinner reservations required. No drop-ins. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by 5:00 PM, Wednesday, December 8. After that, call Rossi's directly at 303-296-1144. No-shows are billed by the Chapter. Cost for dinner meetings is \$12 per person. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00.

If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program, and you should arrive by 7:45 PM.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

March 6-19	China Steam Spectacular I	September 10-25	Andes Rail Adventure
March 20-April 2	China Steam Spectacular II	September 26-27	Rio Grande Photo Freight
May 7-8	Carrizo Gorge Adventure	September 29-30	Durango Photo Freight
July 2-4	Pacific Northwest Adventure	October 1-17	Rocky Mountain Fall Colors
July 10-11	Cascade Rail Adventure	October 2-16	Great Canadian Rail Adventure
August 20-28	Steam in the Andes	October 15-19	Fall Colors Express
August 26-28	Domes to Feather River		(One Way and Round Trip)
	Railroad Days Festival	November 5-21	Patagonian Rail Adventure
August 29	Cumbres Photo Special	November 10-16	Mexican Copper Canyon