

# ROCKY MOUNTAIN RAIL REPORT



OCTOBER 1998

No. 469

ROCKY MOUNTAIN RAILROAD CLUB

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### Annual Banquet Program – Steam & Smoke

Presented by Jim Ehernberger  
**Saturday, October 17, 1998**

The annual banquet program is a multi-projector with narrated sound presentation and will cover railroading on the main line, branch line, yard, mountain grades, night scenes, winter, spring, summer and fall. Many club excursion trips will be included as tribute to the 60th anniversary. Jim presented a similar show for the 1960 club annual banquet which was held in Boulder. Join us for this fascinating program.

The 1998 Annual Banquet for the Rocky Mountain Railroad Club will be held at the Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard, Arvada, CO. The evening will begin with cocktails at 6:00 PM followed with dinner at 7:00 PM.

#### Colorado Railroad Museum Night Photo Session

By Bruce Nall

Join fellow club members on Saturday, October 24th at the Colorado Railroad Museum for an evening of night photography. We will begin at 6:30 PM in the library with a short discussion of the basics of night photography and then move to the yards. A fee of \$5.00 will be collected at the beginning of the evening.

The club will provide strobe lighting equipment. Members should bring a sturdy tripod, a cable release and a small flashlight. A camera with an adjustable lens and a time exposure shutter setting is also required. Unless the photographer wants to try available light photography, high speed film is not required.

#### Video Potpourri Night

By Sherm Conners

It's not too late to prepare a video for the video potpourri night at the November meeting. Videos should be no more than 6 to 10 minutes in length and on a VHS format tape. Tapes should be set at the starting point for your video. They should be limited to a single subject.

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.

A short video of Irv August memories titled "Steam and Stuff" will be a part of the program. This is something that you will not want to miss!

#### 1998 Events Schedule

- October 24 Event: Colorado Railroad Museum Night Photo Session
- November 10 Meeting: Video Potpourri
- December 5 Trip: Silverton Mixed
- December 8 Meeting: Historic Club Trips

#### 1999 Events Schedule

- January 12 Meeting: Program to be Announced
- February Event: Midland Terminal Historical Tour
- February 9 Meeting: Program to be Announced
- March 9 Meeting: Program to be Announced
- April Event: Union Pacific Cheyenne Shops & Station Tour
- April 13 Meeting: Program to be Announced
- May Event: AAR Test Center Tour
- May 11 Meeting: Program to be Announced
- June Event: Canon City & Royal Gorge Excursion

## From the President

By Jimmy A. Blouch



A Rocky Mountain Railroad Club 13-car special on Tennessee Pass on August 20, 1952. – Joseph Schick Photo / James L. Ehernberger Collection

OOOPS!! In the last issue of the *Rail Report* I indicated that the Donald Hensch family of Watertown, Wisconsin, had attended our club meeting during August. Somehow I got off track and made this erroneous report. The family that visited our club meeting at that time was the Mark R. Hoenecke family of Wausau, Wisconsin. We enjoyed meeting and visiting with Mark and his wife and two children. I am a fan of those children, they were really interested in the coffee cups the club was selling. I certainly hope this error didn't cause undue concern in the Hensch household. I sincerely apologize to both families for the miscue.

At our September meeting, out of town members included Roger Seliga of Skelton, Connecticut. Also from out of town and crossing "the pond" were Vin Callcut and his wife, Hilary, of Great Britain. The Callcuts are here for the narrow gauge convention. They have attended several of our club meetings and you may recall them presenting a program at the September 1996 club meeting, "British Steam – Real and Replica".

I am happy to report once again the huge success our club had with two recent trips. These were on the Manitou and Pike's

Peak Railway on August 22nd and the Henderson Mine tour of September 12th. Please read about these trips as reported by Steve Mason elsewhere in this issue of the *Rail Report*.

At the last board meeting of the Rocky Mountain Railroad Club it was decided to honor members who have completed 50 years of membership in our club with honorary lifetime membership. This will include not only the members who have currently completed 50 years of membership but all members who at any time complete 50 years of membership.

As reported last month the club's annual banquet will be held October 17, 1998, at the Arvada Center. Please mark your calendar and plan to attend. We feel that there is an excellent menu selection and that an outstanding program will be presented. Also, at the last board meeting of the Rocky Mountain Railroad Club, it was decided that members with numbers 1 through 10, along with one other person accompanying them, will be guests of the club. Where necessary, the club will arrange transportation to and from the banquet.

Until next month.

A reprint of the February 20, 1938, Denver Union Terminal Railway Company Time Table No. 107 is included with this issue of the *Rail Report*. The reprint is in celebration of the 60th anniversary of the Rocky Mountain Railroad Club and shows what railroads were operating out of Denver 60 years ago.

### Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at Post Office Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues.

First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed below. Members joining after April may send a payment of \$1.75 for each month remaining in the year.

An associate membership for spouses and children is also available for \$10.00 per year.

Annual dues notices are mailed in November.

### Club Information

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

Club Phone: 303-979-2806

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

### Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

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

The deadline for items to be included in the November issue is October 19th.



Windy Point on the Manitou and Pike's Peak Railway. – Photo © Steve Mason

## Manitou & Pike's Peak Railway Excursion

By Steve Mason

On August 27, 1939, Rocky Mountain Railroad Club members rode behind the #3 on the Manitou and Pike's Peak Railway to the summit of the "fourteener" for the first club excursion. On August 22, 1998, 75 club members and relatives reenacted the first excursion of the club.

Our conductor, Mike Doty, wore a 1930's era conductors uniform. He kept us informed of meets and stops and told us the usual tourist stories and jokes. He also kept a running commentary of the sights and history of the 107 year old railroad. Ken Smith, the engineer, did a fine job running the #16.

The #16, our Diesel car, was built in 1968 by Swiss Locomotive & Machine Works. Car #16 was used for U.S. Mail a number of years ago and "Railway Post Office" is painted on the side near the door.

Steve Stanton, Assistant Shop Superintendent, informed us that the original engines required a lot of maintenance. The shop forces have been installing new Cummins NTA 855-R turbo, 350 hp, truck Diesels at \$35,000 each and a German transmission to the tune of \$80,000 each. The single units have largely been rebuilt and the shop is currently working on the double units. The work is done in the winter when the railroad is snow bound. When the Swiss units were delivered, hydraulic brakes

were state of the art. Steve also stated that air brake technology surpassed that old system and air is being put into the rebuilds. Another curiosity is that wheels on the cars have removable tires put on and off like steam engine tires.

This day was a railfan paradise for many of us with all the meets and runbys. The first run-by had a self enforced photo line in the form of the cliff we lined up on at Minnehaha. Then into the siding at Halfway House for a photo run-by and to meet #12 up and #13 down. We stopped briefly at Ruxton Park for a tour of the Pelton Wheel hydroelectric plant. The city of Colorado Springs runs this plant in the summer only. It produces 1 megawatt of power annually.

At Four Mile siding we had another meet with train #13. Two down trains and the work train passed at Mountain View. Then train #18 came up and we followed this up to the summit. At Windy Point, we followed #18 into the siding to allow train #15 down. We followed #18 to the summit in the alpine tundra.

We had 30 minutes at the summit to take photographs and grab a snack or souvenir. Although most of the trip was sunny, at 14,110 feet you can expect cooler weather.

The trip down the mountain was just as exciting as the trip up with many photo

## Foundation Fund Raising Update

THANK YOU VERY MUCH  
for your support.  
YOU ARE MAKING A DIFFERENCE!

D&IM Car 25 restoration is progressing at a rapid speed because of your generosity and commitment.

The \$9,064.00 received in donations since last October have been used as follows:

Glass	\$ 1,670.49
Lights	\$ 442.00
Paint	\$ 555.39
Postage	\$ 320.00
Miscellaneous	\$ 256.06

TOTAL SPENT \$ 3,243.94

Budgeted for projects:

Glass	\$ 359.51
Lights	\$ 558.00
Seats	\$ 3,500.00
Paint	\$ 1,700.00
Window shades	\$ 2,600.00
Interior wood	\$ 476.00

PENDING \$ 9,193.51

GRAND TOTAL \$ 12,437.45

We have many more projects requiring an even greater financial commitment. The electrical modifications along with the continual restoration of the carriage are yet to be accomplished.

Let us begin the 21st century with a completed project.

Please help us during our second annual fund raising drive which will begin during October.

runbys and meets. Also we saw a Golden Eagle on the way up and a herd of Big Horn sheep on the way down.

This 60th Anniversary excursion was well received and everyone enjoyed themselves. The Manitou and Pike's Peak crew did a very professional job of working us in and out of their regular traffic.

## 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.

#### Ski Train with Rio Grande GP-60's

The Rio Grande lettered units were back at home on the AnSCO operated summer excursions to Winter Park, CO, this summer. Union Pacific owned Rio Grande lettered 3155, 3154 and UP 5702 (ex-DRGW 3156 repainted May 1998 by UP) worked the first two of four Denver to Winter Park, CO, Ski Train summer trips. The first weekend, 8/1 & 8/2/98, trips operated with the Rio Grande GP-60's power trio. – *The Colorado Zephyr*

#### UP Derailment on KP Line

An eastbound UP coal load with BSCX cars derailed east of Strasburg, CO, 9/11/98. Twenty cars derailed, 14 of them piling up in a cut near milepost 601.75. No injuries.

Some 1/4 mile of track, MP 601.5 to 601.75, was destroyed or damaged. Cause of derailment under investigation. Cars involved included BSCX 3285 and 3297. – *C.W.*

#### Tennessee Pass Route

The U.S. Surface Transportation Board was notified on 8/27/98 that the 173-mile Tennessee Pass route in Colorado has been removed from abandonment status by the Union Pacific Railroad.

In its letter to the STB, Union Pacific said it has “now determined that the entire Sage-Malta-Parkdale segment of the Tennessee Pass line should be retained in place while current capacity requirements are monitored rather than be abandoned.” While the line will be kept intact, UP currently has no plans to run through trains over the line, which would require additional maintenance before operations could be resumed.



The UP had a 20-car derailment behind the Thains' place east of Strasburg, CO, on Friday 9/11/98. An eastbound coal load derailed on the Kansas Pacific line at milepost 601.75. View from Interstate 70 shows crew cleaning up on 9/12/98. The Thain's residence is the former Rock Island Simla, CO, brick depot. – Photo by Chip Sherman

UP had been granted STB permission on 8/12/96 to discontinue service over the route from Sage to Leadville and Malta to Canon City in connection with purchase of Southern Pacific Railroad. However, the STB denied authority to abandon until UP demonstrated that it had successfully rerouted traffic from Tennessee Pass to other lines.

UP discontinued service between Sage and Leadville on 12/18/97 and to stations on the Malta-Canon City segment between Parkdale and Malta but not including those two stations. UP also sold 11.75-miles between Canon City and Parkdale last month to Royal Gorge Express. However, overhead trackage rights were retained by UP so through trains could still operate on the Tennessee Pass route if necessary.

The UP continues to operate local train service between Canon City and Pueblo. – *UP Website*

The only train activity on the Tennessee Pass line west of Pueblo, CO, noted in September, 1998 continues to be the Malta Turn. On 9/17 & 9/18/98, the Malta-Pueblo, CO, ore train was seen operating.

It is still on the same Monday-Tuesday/Thursday-Friday schedule as before. They were using SP GP40-2 #7129, which was clean and nice looking. The crew goes on duty at 7:00 AM and usually departs Malta about 8:00 AM, arriving in Canon City about 12:30 PM. Maintenance of way forces have the track in good shape and the train runs at about 35-40mph all the way. A rail detector ran over the route 9/17, but apparently did not find much.

The removed rail just west of Malta is still removed with no sign of M of W activity on the Malta-Minturn segment.

– *Joe McMillan*

#### SW Corridor Light Rail Extension

BNSF signal gang erected another signal bridge at Littleton, CO, on 9/18/98. The single signal bridge is at the Littleton crossover, southward (SWD) Main milepost 10.3, NWD main milepost 726.6.

The other new signal bridges at Littleton are located south of Littleton at NWD milepost 725. That pair was erected earlier in September. All these improvements are due to the Denver's Regional Transportation District



New BNSF "Chili-MAC's" 9884 & 9883, SD70MAC's assembled in Mexico - hustle Public Service of Colorado Arapahoe Power Plant (Englewood, CO) coal towards Denver on 8/15/98. Construction here is for a new Highway 2 overpass to replace the old bridge over the tracks. - Photo by Chip Sherman

Southwest Corridor Light Rail Extension. The project requires relocation of the BNSF/UP Joint Line between South Denver & Littleton, CO. - *Eric S.*

### Cañon City & Royal Gorge

Cañon City & Royal Gorge (CC&RG) passenger cars arrived in Colorado on 8/25/98. The eight ex-VIA passenger cars, all blue with gold lettering, are club car CLUB ST. DENIS, coaches GLRX 5586, 5562, 3225, steam generator car 15462, GLRX 5497, 5580 and 5541. All cars retain their VIA interiors.

CC&RG bought almost 12-miles of the former Denver & Rio Grande Western line through the Royal Gorge between Cañon City and Parkdale, CO. Union Pacific retains operating rights over the line, thus will be able to resume operations on the entire Tennessee Pass line which they withdrew from abandonment 8/21/98.

The CC&RG tourist RR is scheduling a test run on their new line in October 1998. No paying passengers, just the CC&RG F-7A and maybe three passenger cars.

The former Chicago & North Western F-7A #403 was moved to Liberty Railway

Service, northwest of Pueblo, CO, on 9/9/98. Colorado & Wyoming RR had worked on the unit during the summer.

Liberty Railway Services, Inc., will sandblast the ex-C&NW unit, then prepare it for painting before applying Imron paint in a scheme based on the Rio Grande's gold and silver, single stripe scheme. The lettering will be similar to Rio Grande's letter style and will likely say Royal Gorge Route. The sandblasting and painting is expected to be done in early October 1998.

The CC&RG line has delayed its opening to May 1999. Trains will depart from the former ATSF Cañon City depot headed west to Parkdale, CO, and return. - *Jon B, C.W., Mark, Dr. Five Chime, Steve R*

### Transportation Technology Center

A visit to the Transportation Technology Center (TTC) near Pueblo, CO, in early 9/98 found:

EMD's SD90MAC GM 91 was undergoing vehicle dynamic behavior and safety compliance tests. The unit has a higher nose access door for crews and an extra radiator module with only two large

radiator fans. The unit wears mostly white with a red stripe on the side sill. The underbody, trucks and fuel tank are gray similar to UP's gray.

Operating on the 6.2-mile precision loop track, the GM-91 tested with its train. That had the ET-820 EMD test car, an EMD FP-45 and two EMD SD60 demos still in the lite green and white paint scheme.

The MTA/Long Island DM30AC's #500 & 501 were being fitted for third rail operation. Testing to begin soon.

A General Motors export model GT46MAC #1997 was undergoing tests. It wears the EMD demonstrator scheme (sometimes called the Shamoo scheme) of black, blue and white. The unit will be going to India. It moved through Denver via the BNSF on 8/11/98. The unit moved to the TTC atop a flatcar due to its drawbar restrictions.

EMD SD60 #9041 and Amtrak F59's #450 & 451 were also noted at the TTC. - *UPRF1*

### Union Pacific Routing Coal Loads

It is my understanding that UP coal loads originating Utah coal and even some western Colorado coal loads (the North Fork) have been routed via Wyoming. UP empties have been returned that way (one of the big reasons for the idea behind reopening Tennessee Pass is that route is long). The reason for the Wyoming routing is capacity problems on the Moffat Tunnel Line, especially through the 6.2-Moffat Tunnel, and congestion in Denver. At least UP has options, and again a reason for keeping the Tennessee Pass line. Another good option because it bypasses the Joint Line, Denver, and the Moffat Tunnel, all choke points nowadays. - *BAC*

### Military Unit Trains

The U.S. Army, Ft. Carson, CO, moved two military unit trains via BNSF from Kelker (south of Colorado Springs, CO), to Barstow, CA, starting 9/12/98. - *The Colorado Zephyr*

## Henderson Mine Railway Tour

By Steve Mason

On Saturday, September 12, 1998, forty-six members boarded a bus to the Henderson Mill north of Silverthorne, CO. The 42" gauge mine railway will be shut down October 1, 1999, and the world's longest single belt conveyor will take its place. The club was very fortunate mine officials agreed to allow this tour. Trip Chairman Wally Weart was quick to act upon learning of the shut down and arranging the tour.

Coincidentally, while climbing Mt. Vernon Canyon on I-70 we passed four trucks. Each had a 2000 foot roll of belt for the new conveyor replacing the railroad at the Henderson Mine.

Mike Johnson, Manager of Human Services and Safety at the Mine, joined us en route at the El Rancho exit. Mike had informational videos on the Henderson Mine, the railway, and the mining and refinement of molybdenum.

Upon arrival at 10:00 AM we were treated to a very informational discussion on the mine railway with Jim Mann who is in charge of maintenance. Jim Slone, his associate, accompanied us all day to answer our questions. Both are quite knowledgeable not only on the railway but also on the new conveyor system.

After being equipped at the meeting hall with hard hats and safety glasses, we walked over to the crusher house. Nate Groneman was most accommodating. He made sure the ore trains were spotted right where members wanted for that perfect photograph. We were allowed ample freedom to line up where we wanted, such as between the tracks, and on the hillside, while they directed the ore trains. Whether taking videos or photographs, everyone was having a great time. One interesting photo run-by was of two opposing ore trains. Member Les Nelson at 80 years young, hiked up a steep loose slope to get his shots. The lead electrics were stopped just out of the crusher house so we could get good stills. All of this during a normal working day is not something we generally encounter.



A loaded and an empty ore train meet outside the ore dumping facility at the Henderson Mine. — photo © Steve Mason

We were allowed to stand on the platform paralleling the crusher for two photo runbys. It was quite exciting seeing the ore being dumped into the gyratory crusher. The sparks as the ore hits the steel wear plates makes a great show for video and photography. Most of us were fascinated by the ore dumping. Nate Groneman would radio to a worker in the crusher house to move or stop the train. Most trains we saw were two 55 ton ASEA 1200 volt electrics, 30 20-ton ACF ore cars and three more electrics or loci. Underground mine law mandates 600 volt operation. Ore is loaded and unloaded in two minutes. Trips from the mine up the 3% grade in the 9.6 mile tunnel and the 1 % to the mill take about two hours. Six trains about 30 minutes apart load out about 40,000 tons of moly ore per day.

Both Mike Johnson and Jim Mann, mine officials, advised the mine railroad is a production bottleneck. The trains run five days and require two days of maintenance. Also problems with traction motors and gear boxes both of which we saw in the loci shop are another. In winter, going from a 90 degree mine to -30 degree air causes condensation and shorts out the high voltage control circuits and is a continual problem. Jim Mann said they annually have about 300 ft. of rail creep in the tunnel and 20 ft. of expansion in the overhead wire. This is taken out in the 5-2 day cycle. Initially the electrics had severe flange wear. They compensated for this by installing on board flange lubricators. A number of members were

shown the underside of the loci. We saw the motors, transmissions, and flange lubricators. Bob Bandor, a loci tech, unbolted the access covers to an electric, exposing the air compressors, high voltage circuits and also opened up the cab. He answered our numerous questions with patience and expertise.

With so much to see and so many questions to be answered we were running short of time. We all agreed to forgo a tour of the mill in favor of seeing a train come through the tunnel. The trains run at 25 m.p.h. on the double track, but it seems much faster. They quickly pop out of the tunnel. Until 1994 operators were on board. Now, the trains are remote controlled through wire laid inside the rails in 50' loops forming blocks of 4000'. Various detectors enable the underground dispatch center to monitor the trains. It is eerie seeing these trains zip by with no one on board.

While we were in the tunnel area, four trucks were unloading their 40,000# belts. The first phase plan is to install one mile of belt in 1999. By 2000 the entire 22 miles will be complete. That is 58 - 2000' sections spliced together and driven by 3 motors (13,000 hp total) on 53,000 rollers. The 17% grade to get ore from the new 7175 level of the mine to the existing 7500 level is the biggest reason to go to a belt.

Some of us slept on the way back, except for one, Darrell Arndt. He is ever ready

Continued on Page 7, Column 1

## Books For Sale

Genevieve O'Halloran, 119 Douglas Drive, Jefferson City, MO, Phone (573) 635-5523, has the following railroad books for sale:

Please add \$5.00 postage for each title.

*The Collector's Book of the Locomotive;* Alexander, Edwin P., New York, Bram Hall House, 1966. Dustcover, \$20.00

*The Age of Steam;* Beebe, L. and Clegg, C., Second Edition, Berkeley, Howell-North, 1972. Dustcover, \$30.00

*The Trains We Rode;* Beebe, L. and Clegg, C., New York, Promontory Press, 1990. Dustcover, \$35.00

*Westward to Promontory;* Combs, Barry B., Palo Alto, American West Publishing Co., 1969. Dustcover, \$35.00

*American Heritage History of Railroads in America;* Jensen, Oliver, New York, American Heritage Publishers, 1975. Dustcover, \$30.00

*High Road to Promontory;* Kraus, George, Palo Alto, American West Pub. Co., 1969. Dustcover, \$30.00

*Ironhorse: Steam Trains of the World;* Lorie, Peter & Garratt, Colin. N.Y., Doubleday, 1987. Dustcover, \$20.00

*Trolley Car Treasury;* Rowsome, Frank, N.Y., McGraw-Hill, 1956. Dustcover, \$20.00

*History of Steam Classics;* Westwood, John, London, Cathay Books, 1988. Color Photo cover, \$15.00

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Continued from Page 6, Column 3

with camera and took photographs of the Gore Range and the Georgetown Loop Railroad. Best of all in the "just one more photo" tradition, Darryl shot a light rail train at the Broadway station as we were exiting the interstate and bemoaning the fact he did not get a shot in the morning.

This was a very interesting trip to an industrial railroad. The Henderson people could not have been more gracious. They also gave us an informative four-color brochure explaining the entire molybdenum mining operation which was a nice touch.

## 60 Years Ago

By Dave Goss

Another favorite activity for Club members over the years has been eating. Yes, as much as we love trains and humor, some of us love the food even more (as is evidenced by our profiles). Thanks to Herb Edwards and his father's menu collection, let's look back at dinner in the dining car, sixty years ago.

Ninety cents a day, that was the cost. If, in 1938, you rode the Challenger, the Portland Rose, the Columbine, the Mountain Bluebird, the Denver Limited or the Pacific Limited (fare one way from Chicago to Los Angeles, for example, \$34.50) you could have ... "3 wholesome meals a day en route for only 90¢" ...Breakfast included bacon and eggs, hot rolls or bread and coffee or milk (\$0.25). Luncheon served baked chicken pie, mashed potatoes, vegetable, bread and butter and coffee or milk (\$0.30). For dinner, you could have roast loin of pork, browned potatoes, vegetable, bread and butter and coffee or milk (\$0.35).

In 1960, the cost of eating on a streamliner had gone up, but as compared to today's prices meals were still a bargain. On the Denver Zephyr, braised leg of lamb with mint jelly was \$2.75, vegetables \$0.30, lettuce salads were \$0.70 and strawberry shortcake, \$0.85. If you had breakfast on the same train, your table flowers were Colorado carnations and for \$1.80 you could have fruit, fruit juice or cereal, wheat cakes or French toast with sausage or bacon and a beverage.

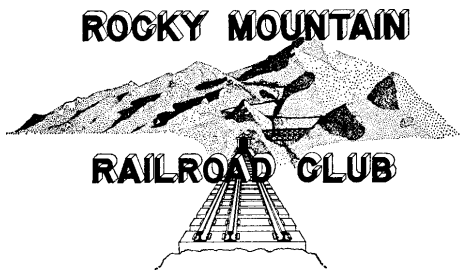
Leaving the mainline, most of us remember Ranniger's Roadbed Commissary. Running for more than 17 years, Jim and Lil Ranniger (assisted by many others) provided memorable lunches as part of many, many field trips. In fact, many took these excursions because of the Roadbed Commissary, not just because of the trip itself. Beginning with a gas grill and hamburgers the first year, Jim and Lil's commissary evolved into an impressive operation that included a variety of stoves or grills, shelter tents, frozen desserts that required two four wheeled drive vehicles to transport the

commissary to trip locations. It's hard to forget a delicious inch-thick steak sandwich served on a warmed kaiser roll with chips and gourmet ice cream, while standing in a light drizzle adjacent to the Colorado Midland right-of-way just below Hagerman Tunnel. Jim, Lil and the gang were sheltered from the rain while smiles and laughter complemented the fine lunch despite the wet, overcast day.

When asked to share a commissary anecdote, Jim remembered a trip over the Moffat Line that included lunch on the West Side of Rollins Pass. It was raining, with much lightning and pea-sized hail. About 200 people were on this trip and trying to be patient while waiting their turn to be served. One particularly anxious member was the late Sister Mary Borgia. In a somewhat sarcastic manner she said to Jim, "Why can't you do better? We've been standing here in the rain for hours." To which Jim replied, "I'm in charge of the cooking, you're in charge of the weather." Within seconds, before anything else could be said, a bolt of lightning struck a tree about one hundred yards away, splitting the trunk to the ground. Sister Mary looked startled but did not complain anymore.

Our sixtieth anniversary banquet promises to be a special event for this year's members. Commemorative menus are being prepared in the form of railroad menus from Rocky Mountain railroads. Jim Ehernberger will give us a presentation that will include highlights from some of the Club's past as well as memories for us all to enjoy. Door prizes will be scarce or rare copies of rail publications donated by members. Those club members whose membership numbers are between 1 and 10 will be invited as complimentary guests (including their spouses). The Arvada Center promises to provide us top quality food and service and special table decorations will serve as centerpieces.

So, to truly commemorate sixty years of memories and good food, be sure to join us on Saturday, October 17th.



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### Equipment Committee Report – Colorado Railroad Museum

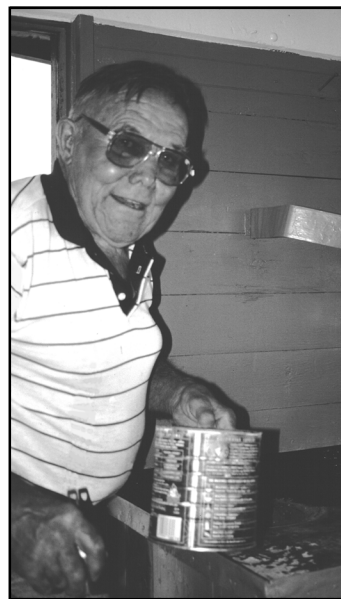
By Steve Mason

The bottom sheets of the tender of engine 20 were painted by Ralph Vance. The job was completed in a very professional manner. Interestingly, many of us feel the RGS added these steel sheets to the bottom of the tenders not for repairs, but to increase water capacity.

Labor day found Duane Fields, his father John, and myself, painting the caboose and the 20. Mr. John Fields came from Marshall, California, to visit his son, Duane, who brought him to the Museum on Labor Day. Mr. Fields worked hard all day getting much done for the Club. After the war he was a carpenter for 40 years, so his skills are very much appreciated. I was surprised to learn he is 77 this year. Thank you on behalf of the Club to Mr. Fields for helping us during his visit with his son. Mr. Fields also came to the September meeting and won a couple of raffle items. Those of you present may remember his standing up with Duane.

Black paint was applied to the caboose interior on kick areas, brake piping, steps and hand holds. Brass window pulls and the water cooler handle were stripped of paint. On the outside of the cupola the trim, window sills, and windows were caulked and painted to make them weather tight.

The entire cab of the 20 was painted again (Bill and Denny Haefele painted them this past workday). Duane, John and Steve managed to do all the cab and double coat the panels below the windows. We are going to try to get Rick Greer to do the “20” stenciling



John Fields painting in the caboose at the Colorado Railroad Museum.  
Photo © Steve Mason

on the panels. Some years ago the Club hired Rick to rebuild the cab.

It is fun getting to know each other better while working on the equipment and sharing a common interest. We have a long list of jobs that we are going to do on our four pieces of equipment. We have accomplished a lot this year and invite you to join in the fun! Call and talk to Steve Mason at 303-772-6418 to volunteer. You can be a “regular” or work only when your schedule permits.

Everyone is welcome!