

# ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 1998

No. 468

ROCKY MOUNTAIN RAILROAD CLUB

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### The Future of Denver's Commuter Rail Services

Presented by John Claflin

**September 8, 1998 • 7:30 PM**

The September meeting features an update on the status of all Denver Regional Transportation District (RTD) Rail Transit related projects. Progress slides of the construction of the Southwest Corridor Light Rail Project will also be presented and discussed. John is the Assistant General Manager / Director of Planning and Development for the Denver RTD. John worked on the light rail system at TRIMET in Portland, Oregon, for 15 years before coming to Denver RTD in January 1992. Join John Claflin for this fascinating program.

We will meet in the southwest wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking is at the rear of the building, east of the meeting hall. Please use the building's south entrance.

#### Upcoming Trip Details

By Hugh Alexander

##### Henderson Mine

The Henderson Mine tour on September 12th leaves the RTD Park & Ride-Light Rail Parking lot (I-25 & Broadway, Denver) at 7:30 AM, returning about 3:30 PM. Lunch is included.

##### Durango & Silverton

The Durango & Silverton December 5th trip leaves from the Durango station. Watch the *Rail Report* for departure time. The shop tour is after the excursion and lunch is included.

The Georgetown Loop Freight excursion and the Trolley Open House have been cancelled.

#### Video Potpourri Night

By Sherm Conners

Already a significant number of excursions have taken place this year. Most of them have been well photographed and recorded on video. Make your plans now to share them with your fellow members on November 10 on video potpourri night. 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.

Out of town members can send their video to: Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2489. They will be returned promptly after the November 10 meeting.

#### 1998 Events Schedule

September 12 Event:	Henderson Mine Tour
October 17 Event:	Annual Banquet
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 11 Meeting:	Program to be Announced

## From the President

By Jimmy A. Blouch

What a great summer for the Rocky Mountain Railroad Club members. We have had a number of very successful activities and programs. The Cumbres & Toltec Scenic Railway trip was a steam railfan's dream come true. The officials of the CATS made every effort, and more, to make our trip quite spectacular, and we thank everyone at the CATS very sincerely. Wally Weart and Hugh Alexander did a great job with all the arrangements and carried everything off without a flaw. We had numerous unique photo runbys. One of many highlights was on the return trip when the second engine was added to our train at Osier. This resulted in a rare opportunity to observe four steam engines at Osier at the same time. The article written by Steve Mason about the Great Western Railway Shop Tour lets us know how much our members enjoyed this unique opportunity for railfans. The Pikes Peak trip is sold out, along with the Henderson Mine Tour, but you still have a chance to get your tickets for the Durango and Silverton Mixed Freight Photo Run.

It is always nice when we have the pleasure of members visiting Colorado from other areas of the country attend a



A cool and cloudy day on the C&TS trip does not stop Club Members from taking every opportunity to snap that perfect photograph. Here the group awaits a runby west of Osier on 7/26/98, day two of the trip.

– Carolyn Blouch Photo

monthly meeting. Recently the Donald Hensch family, visiting from Watertown, Wisconsin, attended the August meeting. We all enjoyed meeting and visiting with Donald and his wife and two children.

We hope everyone has marked their calendar for the Annual Banquet, October 17, 1998, at the Arvada Center. Look for further details in the flyer included with this newsletter.

### In Remembrance

#### Francis B. Rizzari

Francis B. Rizzari died August 13, 1998. Mr. Rizzari was a member of the Rocky Mountain Railroad Club for many years holding membership number eleven. He was born in Denver, Colorado, June 20, 1911. He married Freda Schoech in 1935. He served as a weather observer for the Army Air Forces during World War II. He was chief of the Map and Field Data Unit for the U. S. Geological Survey. Mr. Rizzari was a noted Colorado Historian. He had an extensive collection of old photographs, which included many stereo views. Mr. Rizzari, along with Richard Ronzio and Charles Ryland, created Cubar Associates. This group published duplicate editions of historic publications including "Crouffet's Grip Sack Guide to Colorado" 1885 edition. He was considered an authority on the Crystal River Valley. He was also a member of the Ghost Town Club. As a member of Westerners, Denver Posse, he was the author of many papers on western history. His company and expertise will be greatly missed. Our sincere condolences to his wife and family.

#### Daniel Higlin

We received word through Mr. Higlin's attorney that he had recently died. He was member of the Rocky Mountain Railroad Club since 1979. We have not been able to determine any other details.

### Publishers Statement Rocky Mountain Rail Report

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### 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.rockymtnrclub.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:

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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 October issue is September 14th.

## Foundation Fund Raising Update Thank You!

As of August 17, 1998, a total of \$9,064.00 has been received from 160 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributor:

Eugene W. Martin

A donation in the memory of  
**Charles DeSellem**  
has been received from  
Eugene W. Martin  
toward the D&IM car 25 restoration.

## Great Western Railway Shop Tour

by Steve Mason

Saturday, August 8th, club members toured the Great Western Shops. The day was clear and pleasant. About 23 members showed up to take the tour. Some expected a short line steam facility from old sugar campaigns in years past. Instead we found a vital and prosperous locomotive rebuilding business.

We split into two groups. Kevin Liljenberg, the foreman of all mechanics, led our group. Jack took the other group. We thought it swell that Kevin and Jack took their day off to conduct this tour. Kevin had handouts run off for all of us. Wally Weart, our vice president, gave a brief safety speech which was necessary due to open drop pits. Then Kevin showed us around.

First, we saw an 80,000# scale test car on air jacks. This was a UP car that needed draft gear rebuilt. Kevin says Omnitrax, who owns Great Western Railway, gets quite a lot of these scale test cars to overhaul.

Inside the shops we saw the heart of the work which employs 23 people in the Loveland shops. Kevin also stated Omnitrax has shops in Chicago, Wichita, and Cicero, IL. Much of the work consists of rebuilding worn out GP35's of 1963 to 1966 vintage to GP38 standards. That is a 2500 hp diesel to 2000 hp diesel.



Club members on the observation platform of the Great Western Railway business car YELLOWSTONE during the club shops tour on August 8th.

– Photo © Steve Mason

In answer to questions, we were told most of these Diesels were on a rebuild program by CTI bank to short lines. The big advantage of this was to trade the turbo supercharger for a supercharger. Short lines don't operate in run 8 so the turbo isn't needed but reliability is. A turbo rebuild is about \$15,000 and supercharge rebuild is \$1,000. Kevin gave us a running commentary as we went through air brake test stands, and parts storage. (A lot of used parts are used, not rebuilt, parts.) We thought that was peculiar in view of the 1 year warranty on work done. On the other hand these engines are quite old. We also went through the state of the art paint booth which is like the RTD one on the light rail. They do engine work and body work too. Altogether it takes 2,500 to 2,800 man hours per rebuild. Electrical gear rebuild is sub contracted elsewhere.

The rebuild business is vital and humming. They are hiring. So this wasn't a tour of past glory days. But the riveted smoke jacks were there as were the old drop pits. For railfan stuff consider this: D&RGW 3029, GP35, and D&RGW 5335, SD45, were both outside awaiting rebuild. To the south was the sand blasting area. One unit was clearly

D&RGW but no one could make out an engine number.

The piece de resistance for us all was going into the Great Western Railway business car YELLOWSTONE. Wisely, this heavy weight car is stored inside a large warehouse. We were able to take full length photos inside. The Great Western employees restored the car to its original specifications with mahogany interior and carpeting. From the front it has a modern kitchen complete with dishwasher, dining room seating about twelve, two bedrooms, a rear lounge and an open end observation platform.

A few of us took a side trip just west of the Steffens house on the coal bunker tracks. There we saw a very old switcher, of undetermined origin, along with an original Great Western wood caboose, the 1006.

We would like to thank Kevin Liljenberg and Jack for a wonderful, enthusiastic tour. All who participated agreed it was very nice. The rebuilding program was unexpected but most interesting. The railroaders were there too. It is hoped that a similar tour can be arranged again.

## 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 Using Kyle RR

The Union Pacific (UP) Railroad is routing some of its empty westbound unit coal trains over the Kyle Railroad short line (ex-Rock Island) in the northern part of Kansas, bypassing the UP's Kansas Pacific segment between Solomon, KS, and Limon, CO. The rerouting involves trains doing a zigzag move over tracks formerly operated by three different railroads, two of them fallen flags.

Two or three UP trains a day get off of the UP's Kansas Pacific main line at Solomon, KS, go northwest through Bennington, Minneapolis and Glasco to Beloit via the Kyle (which leases the former UP branch).  
– Larry Byers

### Army Moving by Rail

In September 1998, units from Ft. Carson will move by rail to the National Training Center at Fort Irwin, CA, near Yermo, CA, for Army exercises. Several trains will be needed to move all the M-1 tanks and support vehicles.

US Army owned GP-10's 4628 & 4633 assemble the trains at Fort Carson. The bright red with yellow lettered units work the post and go to Kelker with cars to interchange with both the BNSF and Union Pacific. – *The Colorado Zephyr*

### New Palmer Lake Switches

New switches at Palmer Lake, CO, were installed during late July 1998. An added benefit for railfans is that many of the shrubs that were blocking some photo angles were destroyed or removed in the process. The road crossing at the site has been closed since 7/21/98 for the changes in the track work. All new signals are in place and in use with the old signals



The U.S. Army was busy shipping by rail in July and August 1998. Fort Carson's two GP-10's; 4628 and 4633, were hustling July 27, 1998, moving empty DODX flat cars from Fort Carson to the BNSF/UP interchange at Kelker (south of Colorado Springs), CO. Cheyenne Mountain forms the background where NORAD keeps an around the clock vigil on our country's defense.  
– Photo by Chip Sherman

laying on the ground in assorted states of damage. Seems that not a lot of care was exercised in their removal.

The County Line Road grade crossing was still closed as of 7/30/98 as UP forces worked on track and rebuilt the crossing.  
- *Colorado Eagle & The Colorado Zephyr*

### D&RGW Yard Track Removal

Union Pacific (UP) had a contractor remove the old Denver & Rio Grande Western RR yard tracks and some 2.6-miles of the Leadville, CO, branch line. Work began in mid-July 1998. Yard tracks were removed first, with the ties piled in the middle of the old yard.

As of 7/25/98, the old D&RGW Leadville yard was ripped up and the line was being removed between the homes west of the yard. In the timetable, Subdivision 3-A, Leadville Branch, track was pulled from Leadville (milepost 275.9) to Eilers (locally known as Stringtown), milepost 273.3 - some 2.6 miles of rail.

This severs the Leadville, Colorado & Southern's rail connection with the former Denver & Rio Grande Western RR's Tennessee Pass main. – *Steve R.*

### Tennessee Pass

Union Pacific is studying reopening the Pueblo-Dotsero line for traffic. The rationale is that Geneva Steel in Utah is negotiating to import semifinished steel from Mexico that would enter the US at Eagle Pass, TX. From Eagle Pass, to Fort Worth, over BNSF trackage rights to Pueblo, then over Tennessee Pass is a natural route.

The Moffat Tunnel route is now at capacity and there is no growing room for western Colorado coal mines. Because of the tunnel, the Moffat line's capacity cannot really be enlarged.

Dick Davidson indicated that UP placed the Pueblo-Dotsero line in its "rail bank" and has no plans for abandonment. Davidson said the likelihood of seeing trains over Tennessee Pass within the next year or two are very high.  
– *Fred Frailey, The Internet*

### Long Island #501 to Pueblo, CO

BNSF moved a Long Island Railroad model DM30AC locomotive #501 via the McCook, NE, Denver, CO, to Pueblo, CO, routing in mid-July 1998. Long Island



Union Pacific's only 1998 steam excursion with UP 4-8-4 #844 was the Denver Post sponsored Cheyenne Frontier Days trip on July 18, 1998. Moving the Ski Train passenger cars from the Denver Diesel Shop (ex-D&RGW Burnham Shops) were DRGW GP-60's 3155, 3154 & UP 5702, ex-DRGW 3156. These units also saw service on the Ski Trains' Winter Park August 1 & 2, 1998, trips. – Photo by Chip Sherman

#501 was en route to the Transportation Technology Center at Pueblo, CO. It moved through Denver on 7/19/98, after BNSF serviced it at the Denver Diesel Shop. – C.W.

### UP Trains Break Record

In one 24 hour period in June 1998, 135 UP trains ran through North Platte, Nebraska, breaking all records for the most trains in a 24 hour period. In early August 1998, that record was broken with 136 UP trains through North Platte in a 24 hour period! – *Jim McClellan*

### BNSF Rerouting via Denver

Effective mid-August 1998, BNSF is temporarily rerouting specific commodities away from the I-5 Corridor between Wishram, WA, and Keddie, CA, until track upgrading work in the area is complete.

Commodities to be rerouted include all hazardous materials. Primary commodities include flammable gases, alcohol, anhydrous ammonia, sulfuric acid and chlorine. Such commodities as asphalt and lubricating oils are not included in the reroute plan.

The reroutes will continue until track work is completed. An estimated completion date will be provided as soon as work crews finish their assessment.

– *BNSF Today, James Czarnecki, Pat Flynn*

### Ski Train Summer Excursions

The Union Pacific RR thrilled SP fans by their choice of Ski Train Summer Excursion power on the weekend of 8/15 and 8/16 - SP SD40T-2 #8544 (battle worn, gray and scarlet red). The power was SP 8544, UP SD60M 6066 and UP GP-60 #5702 (ex-DRGW 3156). Amtrak's California Zephyr tardiness kept the Ski Train at Denver Union Station making it 35 minutes late departing Denver. BNSF yardmaster, Jimmy, had to keep the late Amtrak train moving, thus kept the Ski Train from departing Denver. – *The Colorado Zephyr*

### BNSF "Chili-MAC Attack"

The BNSF "Chili-MAC" attack struck Colorado on 8/15/98! Three coal trains moved from Sterling, CO, towards Denver, CO, with orange and green SD70MAC's. Leading the fleet was BNSF 9880 on the C-CRMAMH-112 (Caballo Rojo Mine, WY, to Southwestern

Public Service Harrington Plant at Amarillo, TX).

Charging westward next was BNSF 9884 & 9883 (only a week in service!) on the C-ATMDNA-028 (Antelope Mine, WY, to Public Service of Colorado's Arapahoe Power Plant, Englewood, CO). This train took the Tonneville Siding west of Hudson, CO, so the Z-KCMDEN1-14 train with BNSF 9-44CW #983 West could get into Denver first.

Adding to the afternoon excitement on the Brush Subdivision was the Z-KCMDEN1-14 which had BNSF 9-44CW #983 and ATSF 5126. It highballed into Denver around 3:45 PM.

Once the Kansas City to Denver intermodal was by, the BNSF 9884 West was given the signal to follow into Denver. The train was through 31st Street Yard on coal two by 4:00 PM, and moved onto the LoDo Siding west of Union Station. The crew cut the power off the train during the heavy afternoon thunderstorm. It met the UP South Local at Walnut Street with UP owned Rio Grande GP-30's 3006 and 3003 with a UP unit in the middle. Then it was off the siding and back to the Denver Diesel Shop.

The third train has a solid "pumpkin" power lashup! BNSF SD70MAC's 9854, 9839 and 9860 (all built in Canada by EMD) were on the C-BTMMLT (Mill, TX, destination). This train was held at Sterling Yard most of Saturday. It moved through Denver and south on the Joint Line during the evening. – *The Colorado Zephyr*

### BNSF Orders GE Dash 9-44CW's

BNSF really likes General Electric's model Dash 9-44CW locomotives. BNSF has ordered an additional 200 Dash 9-44CW's from GE for delivery in 1999. They have the ATSF ordered series 600-699, BNSF series 700-799, 960-1123, 4700-4820 and still coming, and now an additional 200. That would bring the total to over 700 units (with remaining orders on the 4800 class)! – *B. Carlson*

## C&TS 1998 Trip

By Hugh Alexander

The Rocky Mountain Railroad Club has a long history of excursions with the narrow gauge lines in southern Colorado. To commemorate the 60th Anniversary of Club activities, club members and guests ventured to Chama, New Mexico, for a two day photographer's freight train excursion aboard the Cumbres & Toltec Scenic Railroad. Local participants along with travelers from both coasts and Canada shared in the memories of double header steam trains climbing Cumbres Pass and continuing on to Antonito, CO.

On Saturday morning, 62 railfans gathered in the Chama yards to watch train crews prepare our train for the day. Engines # 463, a K-27, our main road engine for the two day trip, and helper engine #489, a K-36, were to lead a consist of assorted freight cars. After a slight delay to replace an air hose on the #463, the steam whistles sounded and our excursion train pulled away under slightly overcast skies.

The cars gently rocked back and forth as passengers settled in for two days of great railroad experiences. Our first photo runby occurred at a small pond near Lobato Meadows. Everyone got off the train and found their perfect photo vantage point while the crew backed our train out of sight. With a shriek of the whistle and sounds of steam blasting through the forest the train made a spectacular entrance with both engines providing plenty of smoke and steam for photographers and wonderful sounds for videographers. This photo stop provided a prime example of what everyone could expect for the next two days.

Once everyone was back on board, the train moved to its next photo runby location at the Cresco water tank.

Throughout the weekend the scene of railfans capturing the historic locomotives on film was repeated many times over. Stops at Coxo, Windy Point, Cumbres Pass and Cascade Creek Trestle occurred prior to the train stopping in Osier to allow for the regular tourist passenger train from Antonito to pass. Passengers had a short layover in Osier to stretch their legs and to



Engines #489 and #463 at Cresco tank on July 25, 1998.

– Photo by Hugh Alexander ©1998

photograph the #463. The helper engine #489 had cut off at Cumbres Pass and returned to Chama.

With the passenger train on the siding, the freight train special moved onward to other photo stops. Assorted hillside cuts along with shots at Phantom Curve, Mud Tunnel, Big Horn Wye, Whiplash Curve and Ferguson's Trestle provided spectacular backdrops. The scene of the train exiting Mud Tunnel and filling the sky with black smoke and cinders was a

high point for the photographer's on board.

After arriving in Antonito, passengers headed for their overnight accommodations. Many stayed at the Narrow Gauge Inn next to the railroad station while others chose to return to Chama on the motor coach provided by the Club. Over meals of Mexican food, steaks and cold drinks, we relived the day's activities and looked forward to a restful night's sleep prior to the return trip.



## C&TS 1998 Trip - Continued

The train departed from Antonito on time Sunday morning and began retracing its tracks back to Chama. Sunday morning's photo runbys included appropriate hillsides, two photo shoots at Sublette, Toltec Tunnel and the Garfield Monument, and finishing with train meets and lunch at Osier. The photographs shot at the Toltec Tunnel truly show what mountain railroading is all about. Steep, rock cliffs and dramatic, deep chasms provided the framework for the freight train as it emerged from the tunnel.

Once in Osier, the train waited for the arrival of our helper engine from Cumbres Pass. The addition of the helper engine #489 was an added bonus for rail fans as final negotiations for the engine occurred on the Chama Station platform Saturday morning.

The Osier stop provided another highlight of the trip as there were four narrow gauge engines (#463, #484, #489, and #497) under steam with the majority of them lettered for the Rio Grande.

Upon leaving Osier with our double header train we proceeded to have photo runbys at Los Pinos Trestle and water tank, Tanglefoot Curve, Cumbres Pass and the Lobato Trestle. The passing of the Chama bound passenger train at Los Pinos siding added another opportunity to photograph the engine #497, a K-37. It was also lettered with the flying Rio Grande graphics and added to the nostalgia of the weekend.

The final photo runby at Lobato Trestle completed the weekend and our 28th photo stop. The weekend was complete and everyone went home with memories and photographs of narrow gauge steam engines, swaying freight cars, and views from the caboose cupola. The Club would like to thank all participants and the C&TS Railroad for their hard work and patience.

Plans are under way to recreate a similar trip on the C&TS Railroad for 1999. Watch for the Club newsletter and trip details so you may join the excursion and not be left at the station.

## 60 Years Ago

By Dave Goss

There are probably three things high on member's lists when they think of why this club is special. Number 1 is obviously a love of railroading, but the second and third, maybe evenly tied, are probably humor and food. Next month we'll talk more about food, but this month let's review some of the humor found in the Club's earlier newsletters.

May 1961: "At the age of 20 we don't care what the world thinks of us; at 30 we worry about what it is thinking of us; at 40 we discover that it wasn't thinking of us at all."

June 1961: "The New Jet Age - Breakfast in London, lunch in New York, dinner in San Francisco, baggage in Buenos Aires."

July 1961: To promote travel in the "off" season, an airline introduced a special half-price fare for wives accompanying their husbands on business trips. Anticipating some good testimonials, the PR department sent letters to wives asking how they enjoyed the trip. They are still receiving letters back asking, "What trip?"

September 1961: D&RGW joke: A new foreman had been hired at the railroad shops, named John Dodgin, but as yet none of the men had seen or met him. As he walked through the facilities he saw a small group of men sitting on a bench, so he stopped to chat and was asked who he was. "I'm Dodgin, the new foreman," he replied. "So are we, sit down and have a smoke," said one of the men.

October 1961: Did you hear about the lion that caught and ate a bull and felt so good about the feast that he roared and roared. A hunter heard him, came over and shot him. The obvious lesson to be learned from this sequence is: "If you are full of bull, it's time to keep your mouth shut."

February 1962: A news release from Wilmette, IL: "When his truck stalled on a grade crossing Tuesday, Dale C. Widenhoft told police he ran up the track and waved at an oncoming train in an

effort to stop it. Widenhoft said the engineer genially waved back, and the C&NW freight demolished the truck."

June 1962: A New York Central freight train en route to Cleveland was several miles out of the station when the crew noticed something amiss. A backward glance by the engineer confirmed the suspicion. Seventy-one cars and the caboose had been left in Indianapolis.

February 1964: "Middle age is when the narrow waist and broad mine begin to change places."

March 1964: "People who wonder where this younger generation is headed for would do well to consider where it came from."

The following poem was printed in the April 1964 newsletter and was written by Mrs. William Bemis of LaJunta who had accompanied her husband on the Club's 25th Anniversary excursion:

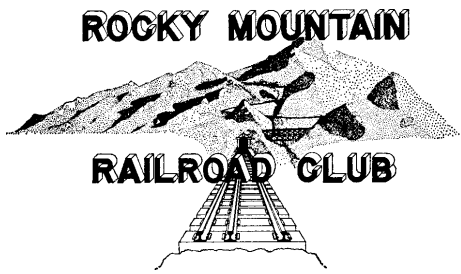
*My husband is a railroad fan  
Day to day, and every night.  
If I want to please my man,  
I smile and say he's always right.*

*Of 2-4-0's and ten-wheelers he dreams,  
And diamond stacks were works of love.  
Those three-foot rails stretch ever on  
Towards those passes - high above.*

*The narrow gauge, I'm sternly told  
Means more to him than rich man's gold.  
Pictures by the millions tell the story  
Of my railroad fan in all his glory.*

*But I guess I'll sit and listen,  
And hear his tales without a shrug.  
For it was I who talked him into joining  
The Rocky Mountain Railroad Club.*

Here we'll end, looking forward with glee (?) (or consternation) to one of Erwin Chaim's jokes at the next club meeting. And if you can't attend that meeting to hear his joke, that's OK because you won't be really missing anything.



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### Out At The Museum - Equipment Committee Report

By Steve Mason

July 25th found Ralph Vance working on the tender of the 20. He smoothed off the fiberglass then put "Bondo" on the area where all the holes are near the bottom. Guess there will be no more holy water coming out of the tank.

Meanwhile Intermountain Railway, who makes our boxcar kits, graciously glued back together a broken clear lens from a marker light on engine 20. If anyone knows where we could obtain replacement plastic or glass lens, please let us know.

August 1st was a big work day on the 0578 caboose. Duane Fields and myself finished up the last of the carpentry. Stephen Patterson sanded likely spots for painted over lettering and found some over the doors. Keith Goodrich took off the interior brake piping. We had a nice sunny morning to do the running. After lunch, when the rain started, we painted inside. Four of us painted the "creme" on the ceiling and most of the "apple green".

Not only did we get a lot done, there was good fellowship too. What good planning to be inside while it rained.

On August 11th, Rich Berens mowed down the weeds and grass around the shop car. He had tuned up the lawn mower and sharpened the blade at home. As it was hot, he worked in sandals and shorts. Which was fine until he decided to mow around the new coal bunker south of the shop car and ran into poison ivy. Rich gets a purple leg for that! Poor Rich!

On August 14th, I "railroaded" my daughter, Jane Mason, into helping me second coat the A&B end ceiling of the caboose. Jane painted green in the locker and cupola area.



Keith Goodrich  
Photo © Steve Mason

On August 15th, Duane Fields second coated the cupola "creme" and the rest of the "apple green", completing the inside except for some black and the stenciling. Duane also put up some trim we left off so he could put in sheet metal to cover bolt heads from the grab irons. He was able to get the sheet metal donated. Good job Duane!

Much was done this month. We are making a big push to get the caboose ready for the September 19-20 steam up. We would again like volunteers to man the RICO and caboose. Having members present with information about our equipment and the club proved to be quite successful. We encourage the membership to come out and see firsthand all the work we have been reporting about in the newsletters. We could use some help painting engine 20 and working on the RICO. Call Steve Mason at 303-772-6418 to volunteer.