

ROCKY MOUNTAIN RAIL REPORT



DECEMBER 1999

No. 483

ROCKY MOUNTAIN RAILROAD CLUB

Tribute to Howard Fogg

Presented by Erwin Chaim

December 14 Meeting • 7:30 PM

Erwin Chaim will present seventy of Howard Fogg's popular train paintings from Christmas cards. It will be a two-projector show, set to music, projected on the large screen of the Rocky Mountain Railroad Club, featuring Fogg's wonderful paintings of both steam and diesel trains in snow and mountain scenery.

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.

No. 25 Is Looking Better All The Time

By Darrell Arndt

1999 was certainly a "turning point" for the No. 25 restoration project. We were finally able to see the car in its complete, "new livery" after many, many hours of preparation work that preceded the final painting, lettering and window installation. The September open house was a success in many different ways and was the result of a concerted effort by many individuals throughout the year.

Dave and Jean Gross provided a fine summary of the event in the October Rail Report. Tom Peyton and Dick Kremers, who have been regular volunteers since "the early days", continued to put in many hours at a variety of tasks. Rich Berens visited the car numerous evenings and also arranged for Liberty Towing to pull the car out.

Les Nelson completed the installation of window glass in their frames and Terry Courtright provided some additional panes. Mat Anderson, Tom and Reef Abbott, Les Nelson and Dick Kremers all made it possible for the completion of a pilot. Mel Ott and Hugh Wilson, Sr. pitched in on numerous occasions and Hugh Wilson, Jr. and daughter Jennifer helped mount the pilot.

Bob Dunmire and Bill Penny worked on the electric heaters and with Rob Thain and Rich Berens on the generator. Des Sainsbury has spent many hours working on electrical items including the generator with assistance from Carlos Seegmiller. New volunteers Tom Fisher and Bill VanMatre have been working hard on our electrical and brake systems.

2000 Events Schedule

January 11 Meeting:	George Beam Photos
February 8 Meeting:	D&RGW Cumbres & Silverton Branch
March 14 Meeting:	Vintage UP Steam & Diesel Passenger Trains
April 11 Meeting:	Colorado Springs Trolley Status
May 9 Meeting:	Slide Potpourri
June 13 Meeting:	To Be Announced
July 11 Meeting:	To Be Announced
August 8 Meeting:	To Be Announced
September 12 Meeting:	To Be Announced
October Event:	Annual Banquet
November 14 Meeting:	To Be Announced
December 12 Meeting:	To Be Announced

Dr. Bob Packer and John Sole handled the casting of new brass hardware and the polishing of old and new pieces. Fred White made a new wooden base for the gong.

Walt Lopez and "Yellow Jacket Betts" organized our small parts and screws with

Continued on Page 7, Column 1

From the President

By Jimmy Blouch

As usual December is going to be a very busy time for all of us. I want to take this opportunity to say Happy Holidays to all. Carolyn and I sincerely hope your year 2000 is wonderful.

Our December meeting will include election of officers and three board of directors. We also plan to recognize some members who have given generously of their time and talents in behalf of the club. After Erwin Chaim's popular Howard Fogg Christmas Card presentation we will enjoy cake, coffee and punch and the opportunity to visit with one another.

Time is rapidly running out on my 1999 term as President. Although it has been three years, it seems there was never enough time to get everything done. However, I must say the club is very fortunate to have lined up an impressive selection of members to serve on the board for the year 2000. We are fortunate to have some individuals step forward who have extensive technical skills that will

offer enormous benefits to the club.

I would like to thank everyone who served with me at one time or another during my three years as president, indeed some for the entire three years. All worked hard, often and long to get the functions of the board back to where we are operating as a team.

I look forward to many more great years as a member of the Rocky Mountain Railroad Club.

Correction

In the last issue of Rocky Mountain Rail Report I did a report on the club's 1999 Annual Banquet. I totally botched the member's name who traveled the greatest distance to attend. The sentence should read: Joe Thompson from Texas was the member traveling the farthest to attend the banquet. He attended with his friend Newell Melcher of Lafayette, CO. I apologize for the error.

In Remembrance

Stephen Shoe

Stephen (Steve) Shoe died November 11, 1999. Memorial services were held in Denver on November 15, 1999. Steve is perhaps best known by club members as publisher and editor of the *Colorado Time Table*. The Time Table was written primarily for railroad enthusiasts and was very popular and well received. He was also active in the relocation of Denver's Forney Railroad Museum.

In addition to prototype railroad activities, Steve was active in many model railroading organizations and was the former executive secretary of the Model Railroad Industry Association (MRIA).

He was a well known, well respected, pillar of the railfan community who will be missed by all.

Narrow Gauge Website

By Dave Goss

A website with information on the Narrow Gauge Circle and the Alpine Tunnel Historic District is maintained by Mark Evans of Salt Lake City. The address is www.narrowgauge.org. There are some really interesting links as well.

Verde Canyon Railroad Eagle Watch

Bald and golden eagles make the Verde Canyon their winter refuge. The railroad departs from the depot located at 300 North Broadway in Clarkdale, AZ. Winter departure dates and times vary. Call 1-800-293-7245 or visit the website at www.verdecanyonrr.com for information.

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Club Information

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

Club Phone: 303-979-2806

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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed above. 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.

Club Officers

President	Jim Blouch
Vice President	Don Zielesch
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

The deadline for items to be included in the January issue is December 17th.

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.

**Rocky Mountain Railroad
Historical Foundation
Fund Raising Update**

#25 restoration has continued fervently this fall. Darrell has been greeted with additional knowledgeable volunteers to help with the many electrical and mechanical projects on his list for completion. While Darrell is an amazingly frugal and talented project director who with his volunteers can find parts and make something out of nothing, we still need financial backing to keep this momentum going.

Thanks to the continual support of interested members of the foundation the honor list of donors continues to grow. The trustees thank the following people for their most recent contribution:

Mr. & Mrs. T. W. Smithers
Jo Riley
Mr. & Mrs. Thomas Lear
Mr. & Mrs. Richard Erickson
Mr. & Mrs. Kenneth Leonardi
Mr. & Mrs. Richard Loveman
Mr. & Mrs. Tom Klinger
Mr. Carl Hammergren

We also thank, Liberty Towing, John Moore and his staff, for pulling the trolley in and out on demand and at no expense to the project.

As the next century begins, the foundation eagerly looks forward to the continuing task of preserving railroad history made possible by your support as members and active volunteers of the foundation. The trustees continue to donate a great deal of their time and expense to this end.

David H. Moffat Display

Charles Moffat is displaying photos, railroad paper, and other memorabilia from his great-granduncle David H. Moffat.

The display is at the Standley Lake Library, 8485 Kipling, Arvada, Colorado and will run from December 1st through December 31st.

**Don't Forget to Order Club
Books for Holiday Gifts**

**DAVID MOFFAT'S DENVER,
NORTHWESTERN AND
PACIFIC**

This history includes a David Moffat biography which relates his many banking, mining, and railroad ventures in early Denver. His years of leading the Denver and Rio Grande are chronicled before this history tells the story of his attempt to build his standard gauge railroad directly west from Denver through the Continental Divide to reach Salt Lake City. Moffat died before his completed railroad became a reality and was reorganized in 1913. The hard cover book contains 256 pages and more than 200 fine old photos including many superb McClure prints.

**DENVER AND SALT LAKE
RAILROAD 1913 TO 1926**

This publication continues the Moffat Road history after its 1913 reorganization during the railroad's most difficult years, and it is the sequence to David Moffat's *Denver, Northwestern and Pacific. Denver and Salt Lake Railroad 1913 to 1926* is similar in format to David Moffat's book with many fine old photos and the same high quality paper between the hard covers and full color jacket. Also included are four extra features: our photo tribute to Otto Perry, William Gibson's 1926 trip to Corona, ninety year history of Private Car MARCIA, and a history of Chapel Car EMMANUEL.

To order any of these books, send your Name, Address, Membership Number, the book title and check or money order to:

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

Members pay only \$33.95 for each book plus \$3.50 shipping for the first book and \$1.00 shipping for each additional book. Denver residents please add \$2.48 sales tax for each book, Colorado residents please add \$1.02 sales tax for each book.

**2000 Membership Renewal
Deadline is January 1, 2000**

Don't Forget to Renew

Membership renewals are due earlier this year to allow the club to distribute membership cards earlier. In order to maintain your membership number, your dues must be received by January 1st. Sustaining memberships are \$40 each, Regular memberships are \$25 each and Associate memberships are \$12 each.

Chances in the annual book drawing are \$2 each and the money provides additional funds for preservation of the Club's historic railroad equipment.

Please send your check to the Membership Chairman at PO Box 2391, Denver, CO 80201-2391.

**Out at the Museum – Equipment
Committee Report**

By Steve Mason

A recap of our activities at the museum, as of the end of October 1999, are as follows: hours for 1998 were 519 among 23 people costing \$2,900.37 or \$5.59 per man hour for material; hours for 1999 were 922 among 20 people costing \$2,122.23 or \$2.30 per man hour for material. Income designated for equipment is as follows: donations, \$40.00; annual book drawing, \$1,197.00; monthly raffle, \$834.00 for a total \$2,071.00. Material bought in 1998, such as frost sheathing and buffer beams for #20 and club caboose #0578, was applied in 1999.

Saturday, October 23, which was also steam up day, we worked on caboose #0578. We are starting the buffer beam repair on the west end of the caboose. Bob Tully, Roger Sherman, Matt Toman, and myself removed all the bolted on hardware, such as grab irons, ladder, steps, railings, coupler lift lever, hand brake wheel and gear, air brake pipe and glad hand and buffer casing. Art Mitchell, a BNSF carman, and his father helped

Continued on Page 8, Column 1

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 orders SD70's

UP's latest order for SD70M's may replace the following locomotives:

SP SD40R's	70+ units
SP SD45R's	100 + units
UP C30-7's	100 + units
SP B30-7's	100 + units
SP B36-7's	15+ units
UP C36-7's	60 units
UP B23-7's	82 units
UP B30-7A's	58 units
SP B23-7's	15 units
SP SD45T-2's	100+ units
UP ex MP SD40-2	
(non Dynamic Brake)	100 + units
UP GP40's (un-rebuilt) SP/DRGW GP40's	
UP SD40-2's built from 1978 to 1980	
those leases are due to expire.	300+ units.

Amtrak's Talgo Heads West

Amtrak returned the RENFE Talgo from Milwaukee, WI, via The California Zephyr, train #5, to the west coast. The Talgo trainset minus locomotives attended a high-speed rail conference in Milwaukee. It left Chicago on 10/28/99 for its return west.

The Talgo trainset became the trailing portion of The California Zephyr after its Denver, CO, stop. Power on the train west of Denver was P42DC's 48, 1 and 50. The train was running about one hour and fifteen minutes late departing Denver Union Station.

There are presently five trainsets. Four are in service in the Pacific Northwest, the “green/brown/beige” trainsets. Of these, two are owned by Washington Department of Transportation, one is owned by Amtrak and the fourth is being leased by Amtrak from Talgo. The fifth trainset, the so-called “Las Vegas” set is still owned by



BNSF's newest SD70MAC's, 8950, 8943 & 8948, move 60 loads of coal south on the Kountry Line at South Park Junction to the Public Service of Colorado Arapahoe Generating Station. The coal comes from the Antelope Mine, WY, BNSF train symbol C-ATMDNA. – Photo © Chip Sherman.

Talgo. In fact, it was the trainset sent to Milwaukee last week for display.
– *The Colorado Zephyr*



The Talgo train was trailing Amtrak's California Zephyr, train #5, after its attendance at the Amtrak High Speed Train Conference held in Milwaukee, WI, the last week of October 1999. The train was in Coal Creek Canyon on the Union Pacific's Moffat Subdivision, west of Arvada, CO.
– 10/29/99 Photo © Chip Sherman.

BNSF Passenger Cars on TTX Trip

BNSF inspection train toured the Norfolk Southern (NS) Lehigh Line at the beginning of October 1999. The train was pulled by NS locos with 14 BNSF

business cars. That train was not a BNSF inspection train. It was a train using BNSF equipment that Trailer Train (TTX) ran for its employees and VIP customers. It traveled over both NS and CSX.

Here is the info on the train:

TTX PASSENGER SPECIAL Consist:
2 Norfolk Southern C40-9 locomotives with LSL and cab-signal equipment

14 BNSF passenger cars:
BNSF 51 “Snoqualmie Pass” power car (Amtrak 800381)
BNSF 77-baggage car (Amtrak 800665)
BNSF 6 “Topeka” business car (Amtrak 800645)
BNSF 8 “John Reed” business car (Amtrak 800567)
BNSF 68 “Rollins Pass” sleeping car (Amtrak 8000664)
BNSF 67 “Donner Pass” sleeping car (Amtrak 800667)
BNSF 66 “Cajon Pass” sleeping car (Amtrak 800663)
BNSF 65 “Regal Lane” sleeping car (Amtrak 800662)
BNSF 64 “Marias Pass” sleeping car (Amtrak 800661)



Private car CASPER MOUNTAIN returned to Denver via Amtrak's California Zephyr, train #5, on 10/23/99. Car was photographed at Denver Union Station and is ex-Santa Fe superintendent's car #36. – Photo © Mike McGowen.

- BNSF 69 "Stevens Pass" sleeping car (Amtrak 800503)
- BNSF "Deschutes River" sleeping car (Amtrak 800266)
- BNSF 60 "Bay View" dome lounge car (Amtrak 800638)
- BNSF 10 "Lake Superior" dining car (Amtrak 800139)
- BNSF 7 "Santa Fe" business car (Amtrak 800637)

– Curt Mc

Isolated "Whisper Cabs" built by EMD

The only EMD locomotives to get the shock-mounted "isolated cab" were:

- SD60I (Conrail, CR)
- SD75I (Canadian National, CN)
- SD70MAC (BNSF late production)
- SD9043MAC (Union Pacific, UP)
- SD90MAC-H (Phase I and II for UP)
- SD80MAC (Conrail)
- F59PH-I (Amtrak West and MetroLink)

Other units built with the Isolated Cab include:

- BNSF SD75I (classed SD75M by BNSF)
- CSX SD70MAC's
- CR SD70MAC's
- CN SD70I's (the only SD70I's built so far)
- CP SD9043MAC's
- CIT Financial SD90/43MAC's

The new TFM SD70MAC's should have the isolated cab and the Alaskan Railroad SD70MAC's coming later in 1999 should have it as well.

– Bryan

Arson Fire on BNSF's Kountry Line

An arsonist is believed to have started a fire about 11:00 PM on 11/6/99 on Cotton Belt (SSW) 87725, a bulkhead flatcar loaded with lumber. The car was parked on the Kountry Line near Florida Avenue, west of I-25 and south of the Denver Water Works building.

The fire smouldered through the evening under the Denver Fire Departments hoses. It flared up around 10 AM, when firemen stopped spraying the lumber.



A front end loader was brought in to clear the smouldering lumber off the bulkhead flat on 11/7/99. Firemen proceeded to extinguish the fire. The Kountry Line is operational, as the car was on a siding. – 11/7/99 Photo © Chip Sherman.

The Kountry Line serves the Public Service of Colorado Arapahoe Generating Station and other customers in Denver and Englewood.

– The Colorado Zephyr

Rocky Mountaineer Domes Return to Colorado

Three Rocky Mountaineer Railtour dome coaches moved from Canada to Fort Lupton, CO, the first weeks of November. The cars were headed for Colorado Railcar, LLC. The three cars were RMR 9502, 9505 and 9507. They departed Missoula, MT, 11/4/99 at 4:15 PM on BNSF's train H PASKCK 03. (Pasco, WA, to Kansas City, KS, of Nov. 3rd).

They changed trains at Laurel, MT, and arrived at BNSF's 38th Street Yard, Denver, CO, about 1900 hours on 11/7/99. They were still awaiting transfer to Union Pacific the morning of 11/8/99.

The bi-level dome cars (eight in service come the year 2000 season) serve first class passengers. They feature large dome viewing, an open air observation platform, 74 reclining seats with extended legroom, full bar service, CD sound system and full kitchen on the lower level.

Rocky Mountaineer RailTours operates out of Vancouver, Canada, offering tours of the Canadian Rockies. They can be reached at 1-800-665-7245 or via the Internet at rkymtnrail@fleethouse.com – Dave F. Melissa & Neal

Powder River Basin action



Union Pacific's North Antelope, WY, to Barstow, CA, coal load (C-NABW 12-026) storms across Antelope Creek and up Logans Hill, WY, Powder River Basin on 11/12/99. UP AC4400CW #7183 leads its winding train through NACCO Junction. – 11/12/99 Photo © Chip Sherman.

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

BN SD40-2 7883 on J-PTRBRU9-15 Generator & Turbine to Brush, CO.

BNSF operated a high and wide train, symbol J-PTRBRU9-15, from Houston, TX, to Brush, CO. The imported Siemens power generator and turbine were shipped in from Germany to Texas. BNSF moved the electric power generating equipment from Denver to the Public Service of Colorado Pawnee Power Station on 11/19/99.



WECX car 102 with the Siemens built generator crossing 23rd Street crossing, Denver, on 11/19/99.

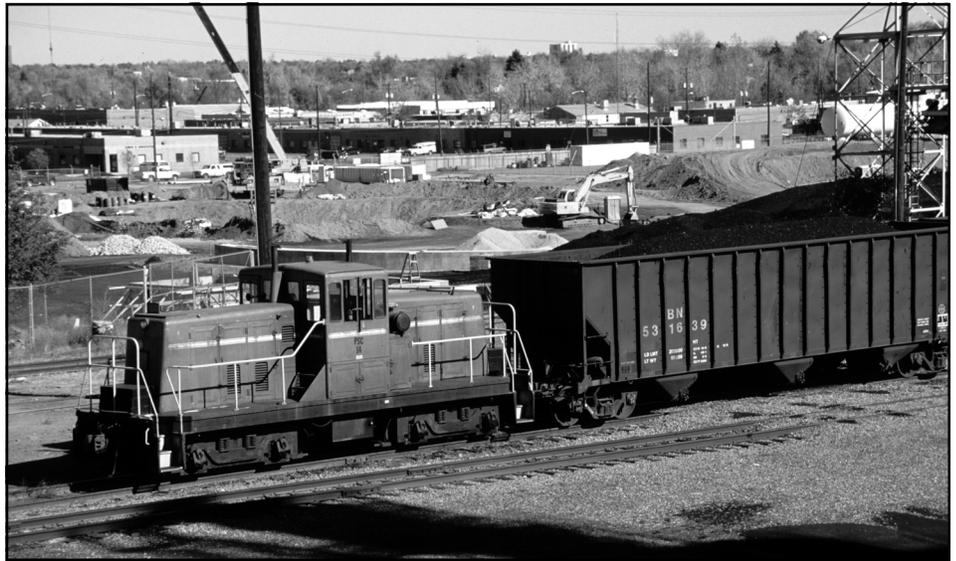
– Photo © Chip Sherman



Westinghouse (WECX reporting marks) caboose 104 on BNSF train J-PTRBRU9-15 with the Siemens built generator. BNSF 1086 West was on an intermodal train, Chicago, IL, to Denver, on 11-19-99.

– Photo © Chip Sherman

The crew was on duty at 8:15 AM, but other traffic kept the 7-car train in Denver until after noon. BN SD40-2 7883 was the sole power on the 25 mile per hour restricted train. Westinghouse heavy duty articulated depressed flat WECX 102 carried the huge generator. Directly behind it was Westinghouse caboose WECX 104 with its two man escort. An operator, Mike Greenholm, was aboard to



Public Service of Colorado's (PSC) Arapahoe Generating Station uses a General Electric switcher 44-tonner #14 to unload coal cars at the power plant. Next year the new railroad loop will make the PSC #14 surplus. Note new loop unloader will be located where construction crane is in distance above the switcher.

–10/30/99 photo © Chip Sherman.

help unload the equipment at the power plant located near Brush, CO.

– *The Colorado Zephyr*

Public Service of Colorado Unloading Loop

Public Service of Colorado's Arapahoe Generating Station in South Denver is getting a railroad unloading loop. The 246-megawatt power station located on Burlington Northern & Santa Fe Railroad's Kountry Line, south of West Evans along South Platte River Drive West, burns Wyoming Powder River Basin coal. The \$10 million dollar project is scheduled for completion in April 2000.

According to Richard Rowe, Managing Engineer and Support at the Arapahoe Generating Station, the new railroad loop will greatly reduce unloading times from the 4-5 days to about eight hours. Currently, BNSF delivers 60-100 car trains to Denver and parks them on the LoDo Siding near Elitch Gardens. BNSF locomotives, usually SD70MAC's, take 60-cars or less trains to the Arapahoe Generating Station where the cars are switched into sidings. Public Service of Colorado's General Electric 44-tonner #14 then spots the cars for unloading inside the station.

After the April 2000 completion, BNSF power will be used to unload a 110-car train in less than 8 hours. Plans call for 60-cars of the train to be unloaded, with two loops being made to unload the entire train.

The Industrial Company (TIC) is constructing the approximately 3500 foot railroad loop. November 1999 found the foundation for the unloader underway. The earthen embankment on the northern side of the generating station was well along. Overpasses will be built during the winter to allow vehicles access to the station's service roads.

Public Service of Colorado's #14 will likely become surplus come spring 2000. It might be sold or transferred to another power station. (Thanks to Public Service of Colorado for their assistance.)

– *The Colorado Zephyr*

PRR 7128 GEORGE WASHINGTON

Monad Railway Equipment has acquired the former Pennsylvania RR 7128 GEORGE WASHINGTON from a private party in the Denver area. This was Dave Schumacher's car.

Continued on the next page

No. 25 Is Looking Better All The Time

Continued from Page 1, Column 3

an inventory list. Allen earned his new name while using his weed whacker adjacent to the building. He inadvertently cleared away all the vegetation around the entrance to a nest of yellow jackets living under a tie. The bugs were apparently so confused they didn't give Allen a second thought as they buzzed around. They demonstrated less tolerance with the Project Chairman a few days later.

Brian Bechtold updated our information sheet. Joe Preselac and Hugh Alexander helped with artwork.

Fred Ennis is designing and making patterns for new castings. Tom Peyton focused on the stenciling of the ceiling panels and Sally Siegel of the Stencil Artisans League assisted. Stencils were donated by EPS of Aurora.

Fred Swovland did machine work for the door and handle hardware. Richard Eckels of AAA Metric Supply painted hardware and Alert Polishing & Plating did brass plating while A-1 Metal Stripping donated metal cleaning.

During the winter months we will be working on the electrical system, the brakes and installation of interior trim and appurtenances. It should be noted that this continuing effort is only possible with the financial support of our members. Thanks again for your past contributions and please remember us in the future!



It appears that our No. 25 is ready for some serious "drift busting" in this eye-opening, undated photo recently discovered in an antique store by club member John Hallinan. Photos of No. 25 in its original paint scheme are almost nonexistent, so to find a view from that era and then one with a plow mounted on the front is unbelievable!

Over the years, John has located several other items relating to the Denver & Intermountain Railway standard gauge line. Such materials enhance our knowledge of No. 25 and the route it once served. The material will be shared with the public when we eventually publish a booklet about No. 25 and the D&IM.

We encourage all members to do what John and Gene McKeever do. If you frequent antique stores or estate sales, watch for any material relating to the D&IM. If you prefer not to acquire an item, give Darrell Arndt a call at 797-8444 so we can assure its preservation in the "public domain."

OS Colorado

Continued from the previous page

This parlor buffet lounge observation car was built by Budd in 1952 for assignment to The Congressional between New York City and Washington, D.C. There were 18 parlor seats at the vestibule end of the car, a bar in the middle, and a (blunt end) observation lounge at the rear end. Exterior was fluted stainless steel.

The October 1, 1976, copy of the Amtrak Official Car Register & Car Maintenance Assignment shows the car was assigned Amtrak number 3711, but apparently it

was not applied as the car was still operating under railroad reporting marks/number as PC 7128. I remember the car was assigned to Clockers between Philadelphia and New York City; in the early to mid-1970s, I often saw it at Pennsylvania Station or Sunnyside Yard, in plain Penn Central markings. I believe it was assigned to the exclusive use of a private commuter club.

Southern Pacific acquired the car after its Amtrak service ended; they sold it earlier this decade. The car has been parked in the industrial park served by Union Pacific

east of the old Stapleton (closed) International Airport, Denver, CO. It was still there in mid-November 1999.

– JHD

Union Pacific's Sunset and Stanford Head for California

Two Union Pacific (UP) business cars, both ex-Southern Pacific heritage, moved west across Colorado bound for California on 11/14/99. They were on the rear of Amtrak's California Zephyr leaving Denver.

– C.W.



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Equipment Committee Report

Continued from Page 3, Column 3

remove the buffer beam. The dry rot was so bad it broke in half of its own weight. We had to use the oxyacetylene torch to heat up a lot of bolts in order to remove them. Russ and Sue Stuska started lining up stencils for the caboose. We will paint and letter it as soon as we are done with the repair.

Saturday, November 6, Duane Fields, Roger Sherman, Phil Scholl, Matt Toman, and Mike Stennis went at the caboose again. We determined, after inspection of framing such as the two center sills and four side sills, that dry rot had attacked the frame members under the rear deck so badly that we had to repair them before fabricating a new buffer beam. Each sill has two tenons. The center sills tenons were rotted away. So we took out the coupler and draft gear. After Duane Fields chained it up we had Keith Goodrich use the tractor to lift the coupler out. Next the cheek plate castings came out. We also



From left; Phil Scholl takes his turn loosening a truss rod nut while Matt Toman heats the next nut. Bob Tully completes the removal of an nut while Russ Stuska assists with the tools. – Photo © Steve Mason

took out a transverse brace between the center sills. Randy Worwag and Carl Averdung helped us work out a plan of repair on the framing.

So, what we thought would be an easier

project after the #20 pilot beam, has become much more involved. You too can be part of this fun. We are always looking for more help. Call me at 303-772-6418 or come out to the museum. We are working every other Saturday.