

ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 1999

No. 473

ROCKY MOUNTAIN RAILROAD CLUB

Tennessee Pass & Royal Gorge

Presented by Jim Ozment

February 9, 1999 • 7:30 PM

The February meeting features a program by Jim Ozment showing train operations on Tennessee Pass and through the Royal Gorge.

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.

C&TS Photographer's Freight Train Special

By Hugh Alexander

The Trip Committee has finalized the details for the RMRRC excursion on the Cumbres & Toltec Scenic Railroad. The excursion dates are August 21-22, 1999, with a Saturday departure from Antonito bound for Chama. The train will have as its main road engine a K-37, #497. The 18-car freight train will be correctly lettered for the Rio Grande. Trip participants will spend Saturday night in Chama.

On Sunday, the train will have the K-27, #463, added as the helper for the climb to

Cumbres Pass and then will continue with the train into Antonito.

The trip will have numerous photo runbys throughout both days with special evening shots atop Cumbres Pass. Tickets are \$275 per person which includes the train fare, lunches, and beverages for both days.

The trip flyer containing complete details will be in the March issue of the Club newsletter. Last year's Club excursion was a great success (see photos on page 3) and this one will be equally spectacular.

FINAL REMINDER - PAYMENT OF DUES

By the time you read this, the deadline for renewing your membership in the Rocky Mountain Railroad Club will have passed. We value all our members and hope you have forwarded your dues for 1999.

This will be the last issue of the Rocky Mountain Rail Report to be mailed to those members who have not forwarded their dues payment for 1999. The names of members who have not paid 1999 dues will also be removed from the club's mailing list.

1999 Events Schedule

March 9 Meeting:	Four Seasons of the Rio Grande Zephyr
April 13 Meeting:	Vintage Steam & Diesel Slides
April 24 Event:	Union Pacific Cheyenne Shops & Station Tour
May 11 Meeting:	Slide Potpourri
May 14 - 16 Event:	Powder River Basin Tour
June 5 Event:	Canon City & Royal Gorge Excursion
June 8 Meeting:	Mines, Mills & Railroads
July 13 Meeting:	Mason Built Engines
August 10 Meeting:	Videos
August 21 - 22 Event:	C&TS Excursion
September 14 Meeting:	Recap of 1998 RMRRC Trips
September 18 Event:	LC&S Excursion
October 9 Event:	Georgetown Loop Photo Freight
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri

From the President

By Jimmy A. Blouch

The monthly club meeting of January 12, 1999, was very well attended. We were treated to an excellent program under the title "A Taste of England" presented by members Keith Kirby and Tom Lawry. In addition to England we saw views of Germany, Austria, Switzerland, and France. These scenes were meant to show club members and guests what could be expected on a trip through these countries during September 1999. Keith and Tom are working with a travel agency that is sponsoring such a trip and invite Rocky Mountain Railroad Club members to participate. For more information on this trip please contact Keith Kirby or Tom Lawry.

The Rocky Mountain Railroad Club video "Around the Narrow Gauge Circle" is now available. Currently it is selling very well. As noted in the January 1999 *Rail Report*, the video may be ordered by mail or purchased at the club's monthly meeting.

If you have not done so be sure and look

at the March 1999 issue of *Railfan & Railroad* magazine. The front cover has a view of the Rocky Mountain Railroad Club "Silverton Mixed" excursion of December 5, 1998, on the Durango & Silverton. There is also an excellent four page article pertaining to that trip.

At the Rocky Mountain Railroad Club board meeting of January 7, 1999, a decision was made that this year's banquet will once again be held at the Arvada Center. Date of the banquet will be October 16, 1999. Menu selection and prices will be announced in a future *Rail Report* once details have been finalized.

As mentioned last month, Rocky Mountain Railroad Club engine # 20 will be 100 years old during April 1999. Preliminary discussions center around the possibility of a special event during that month commemorating this event. If suitable arrangements can be made, the details will be in the next issue of this newsletter.

In Remembrance

Bernard Kelly

Long time Rocky Mountain Railroad Club member Bernard Kelly died January 7th. He held card number 33. Mr. Kelly was with the Denver Post from 1947 to 1975. He wrote many articles for the *Empire Magazine* which was a Sunday section of the Denver Post. These articles covered a variety of subjects which of course included railroads. One of these articles, titled "Nuts About Trains", appeared in the February 8, 1953 edition. It is an interesting and amusing article about the Rocky Mountain Railroad Club. In an excerpt from this article Mr. Kelly noted: "Members take trips on trains, seeking out lines that are remote, unusual, or about to be abandoned; they publish books, they take pictures, hold meetings and talk informedly of Johnson bars and valve gear. They look at railroad movies (plotless pictures are preferred); they buy engines and cars and they hope to establish a Colorado railroad museum." Mr. Kelly participated in many of the club's activities. His long time association will be missed by all.

Ruth Beckwith Powell

Mrs. Powell died January 1, 1999. She was a researcher of the Colorado Rockies and the West when she worked for the Rocky Mountain News. She was active in several historical societies, including the Southern California Historical Society, the Rocky Mountain Railroad Club, and the board of the Fort Collins Trolley Society.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club 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

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	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

The deadline for items to be included in the March issue is February 15th.

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

As of January 1st, our campaign for the restoration of #25 has brought us close to the \$6,000.00 level thanks to you, our donors.

The foundation wishes to thank the following people for their generous support of this project:

Thomas & Isabel Abbott, Thomas Beckett, Arthur Butler, Jr., Thomas Caldwell, John Damrath, Steven Forney, Al & Zona Fowler, Richard Gamewell, Dave Goss, Keith Kirby, John Manley, Robert Riley, Everett Rowe, Russell & Sarah Stuska, Thomas & Carol Toft, MD., Dick Unselman, Chard Walker.

Several donors requested a matching donation from their employers. Thank you and your employers:

US West, IBM, New Centuries

Foundation Fund Raising For Sale

Two sets of porcelain after-dinner demitasse cup and saucer: "The Royal Gorge Steam Special and the Scenic Limited, June 21, 22, and 23, 1997", #057 and #058. Each set is \$30.00 and the proceeds will be donated to the Rocky Mountain Railroad Historical Foundation fund for Car #25.

Contact Al Jonez at 303-277-1175

European Trip

The January 1999 Events Schedule listed a European trip during the month of September. Please note that while this trip is available to members of the Rocky Mountain Railroad Club it is not sponsored by the Rocky Mountain Railroad Club. Please direct any communications, inquires, deposits, etc. to:

Keith Kirby
5442 East Center Avenue
Denver, CO 80246-1437

C&TS Photographer's Freight Train Special



RMRRRC Cumbres & Toltec Scenic Railroad photo freight special crossing Cascade Creek Trestle with mudhen #463 leading on July 25, 1998. - Photo by Hugh Alexander © 1999.



Engines #489 and #463 pulling RMRRRC photo freight special at milepost 319.5 just west of Osier on July 26, 1998. - Photo by Hugh Alexander © 1999.

New Trip Ticket Refund Policy

The RMRRRC Board implemented a new trip ticket refund policy for club activities. The refund policy states:

Prior to thirty (30) days from trip departure, 50% of the ticket cost will be refunded. Less than thirty (30) days prior to departure NO REFUNDS will be made.

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 Operates With Amtrak F40's

The Ski Train is off and running as of 12/19/98. Despite the bitter Canadian cold and light snowfall in the mountains, another ski train season is underway. Power on the 17-car train are Amtrak F40PH's; 319, 320 & 335. The Anso PV's bring up the rear; dome sleeper CALIFORNIA, lounge UTAH and business car KANSAS.

Prices will change for the February, March & April trips. Last train operates 4/3/99. Call 303-296-4754 for reservations or information.

– *The Colorado Zephyr*

American Orient Express Passenger Fleet

American Orient Express (AOE) has four Budd short domes assigned to the Montana Daylight trainset for 1999 operations. One former Union Pacific short dome will undergo heavy overhaul at the Denver Service Center prior to being assigned to the AOE long haul fleet. The ex-UP car is dome/observation 9011 and is one of several cars which have been acquired for major overhaul. Plans are to assign it to the AOE and Montana Daylight fleets.

The new acquisitions provide additional revenue spaces and protect equipment to allow for year round operation. Currently, the entire AOE fleet is taken out of service for a minimum of twelve weeks (ends in Feb. 1999) for annual maintenance. Future schedules call for 12 month operations and over 100,000 miles each year. This equates to over 1,600,000 fleet miles each year. The new cars will give AOE the ability to cycle the cars in and out of service to meet inspection, repair and upgrade demands and will offer passengers a greater variety



BNSF loaned BN SD60M #9209 to Amtrak during the December deep freeze that hit the west in December 1998. Amtrak's California Zephyr's train 5 (at right) meet 12-hour late #6 at Irondale Siding, east of Commerce City, CO, on Dec. 24, 1998. – Photo © Chip Sherman

in equipment.

The new domes on the AOE long haul fleet will see service on most routes currently offered with the exception of The American Heritage tour due to operating clearances on the Northeast Corridor. If the Milwaukee Road full length dome is assigned to the AOE fleet it would be placed at the head end of the consist. The upstairs would be a passenger lounge and the downstairs would be a separate crew area.

AOE has also acquired an ex-UP single level ACF built coach for conversion to a new 8 bedroom sleeper, an ex-GN baggage car for conversion to a support car, and an ex-UP ACF built diner for heavy overhaul, and ex-Amtrak 3109 buffet lounge car which will see service on the Montana Daylight set in 1999.

– *From The Net*

BNSF 9925 South on Coal Load to Texas

BNSF's Christmas holiday set of SD70MAC's in the Heritage II paint scheme were spotted 12/24/98 in Denver. The three new EMD's from their Mexican assembly plant were seen on BNSF coal trains. The BNSF 9925, 9926 and 9924 were making their first northbound trip from Mexico via Colorado to Wyoming.

They were on a six unit SD70MAC lashup, the last three units being older Greinstein painted locomotives. They arrived at Guernsey, WY, on Christmas morning.

BNSF 9925, 9926 and 9966 were rolling west between Sterling and Denver, CO, the afternoon of 12/27/98. Their Smithers Lake, TX, bound coal train, C-CAMSLP-344 was headed for the Houston Power & Light power plant. All units were in the Heritage II orange and yellow BNSF scheme.

Omnitrax Leasing GP-9's #2003 and 2005 were moved north from Texas to Colorado via BNSF train M-ALTDEN1-21 (Alliance Yard, Fort Worth, TX, to Denver, CO) on 12/21. BNSF had three SD40-2's led by BN 8168 ahead of the red geeps. They were headed for storage at Omnitrax's Loveland, CO, facility.
– *UPRF1, David & C.W.*

Denver to Stockton Train

The BNSF started 1999 off in style. They ran the H-DENSTO1-02 (Denver to Stockton, CA) with BNSF 4709 (warbonnet), BNSF 4723 and 4888 (both Heritage II) on 1/3/99. The train was climbing the Union Pacific's Moffat Tunnel Line around Coal Creek Canyon at 9:35 AM that morning. Coal Creek



General Motors Electro-Motive Division has been refining their latest 6,000-horsepower unit. The refinements are in the Phase II SD90MAC that tested at the Transportation Technology Center at Pueblo, CO, most of 1998. Unit GM 91 (Yes, that's a unit number!) moved from BNSF's 31st Street Yard, Denver to Union Pacific's North Yard on January 4, 1999. - Photo © 1999 C.W. Edinger

Canyon was blanketed with a fresh snowfall.

- *The Colorado Zephyr*

BNSF Provides Outstanding UPS Service

The combined Burlington Northern Santa Fe once again met a "zero" service failure performance during United Parcel Service's 1998 "Peak Season" which ran for 27 days between Thanksgiving and Christmas. A total of 31,786 trailers with UPS packages were handled during those 27 days, with all of them meeting or beating the needed de-ramping times for UPS at the destination ramp.

Breaking down in terms of BNSF Northern Lines (all former Burlington Northern) and BNSF Southern Lines (nearly all former ATSF), the North handled a little over 10,000 of the UPS loads, and the South the remainder. Going back thru Peak Season 1994, the Northern Lines has had one year with service failures (due to heavy snow conditions across the Dakotas in 1996), while the Southern Lines is "failure free" over those past five seasons.

Of course, the key to keeping UPS happy is to keep this level of performance up during the ENTIRE year, which wasn't the

case with 1998 on the BNSF. Management is betting that bringing the former ATSF lines from Kansas City to Chicago back under the "Southern Lines" control, and more available horsepower-per-ton for the "Z" trains (due to new locomotive deliveries and a downturn in stack business due to the Asian financial crisis) will mean improved "on-time or better" performance for United Parcel in 1999.

- *Pat Flynn*

Union Pacific Kansas Pacific Line Improvements

The Union Pacific's Kansas Pacific (KP) line continues to be upgraded. During December 1998, welded rail was being installed, power switches installed and signals put up near Mesa Siding, Aurora, CO. Newly installed (north side only) welded rail was noted at Airport Blvd., around milepost 625 - 629. The crew installing it has two SwingMasters tied up at the Airport Blvd. grade crossing, and their track work equipment was on the Magee Siding tied up for the holidays. No UP crews were seen at work.

Buried power feeder cables were being installed 12/31/98 by subcontractor Sturgeon at the Mesa Siding for the new signals and power switches. Signals are up, but turned away from the track as

construction continues. Switch heaters are also on site for installation.

- *The Colorado Zephyr*

New SD90MAC Test Unit GM 91 Moved to Denver

GM 91 Phase II SD90MAC moved from the Transportation Technology Center, Pueblo, to Denver, CO on 1/2/99 via BNSF train. Unit features a re-profiled nose and cab built to Union Pacific specifications. Internally, modifications have been made to the H-engine, electronics and auxiliary appliances. The sister engine, GM 90, had been testing at Pueblo with GM 91. It was moved on 1/4/99 from BNSF to UP at Denver.

Unit is General Motors latest test bed of its 6,000-horsepower development. The white painted unit (nicknamed "Casper" by EMD) was moved dead in transit in BNSF train H-TEALAU1-29 with BNSF 717 leading upon arrival at Denver 1/2/99. GM 91 was several cars deep in the train, not up front with the power. The only lettering is GM 91 on the cab.

A BNSF transfer had moved the General Motors EMD GM 91 Phase II SD90MAC from BNSF's 31st Street Yard to Union Pacific's North Yard (north of 48th Ave.) on 1/3/99 around noon. The white GM 91 was amongst the cars, dead in transit.

The white painted GM 91 Phase II SD90MAC departed Union Pacific's 36th Street Yard, Denver, CO, on 1/5/99 on UP auto rack empty A-DVPR-04. Power was UP 6068, UP 3258 and dead in transit GM 91. The train headed north for Cheyenne and continued east to Proviso Yard in Illinois.

- *UPRF1, C.W. & David*

UP/DRGW GP-60's Start 1999 on the Joint Line

UP's M-DVPU (Denver to Pueblo, CO) train of 1/9/99 came south through the US Air Force Academy with D&RGW 3154, 5379 and UP 5702 (D&RGW 3156), handling 58 cars of merchandise. The GP-60's, DRGW 3154 and renumber DRGW 3156, now UP 5702, were

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OS Colorado

Continued from Page 5, Column 3

common sights on the Joint Line a couple of years ago.

– *RE Harmen*

Midwest Snow Hinders Chicago Operations on Belt Railway of Chicago

Among the other Chicagoland railroads which have been nearly crippled by the heavy snows and winds in the area is the Belt Railway of Chicago. BRC has been at a near standstill, its Clearing Yard being able to handle only half its normal load of over 4000 cars per day. On the night of 1/9, their jet-powered snow blower went out of control and ran into the side of a departing freight train, striking it at an estimated 60 mph, derailing the car it hit, and injuring its operators. This machine is powered by a jet engine which formerly powered a US Air Force bomber.

There was also a minor derailment in the yard, due to wheels running up onto ice between rails. Many of the region's railroads are blocking their trains and interchanging directly to connecting railroads, or rerouting trains for reclassification in other yards.

– *Gene Poon*

Union Pacific Repainting Units

Paint supplies are currently available to paint just ten units. Apparently, no further units will be painted until the fall of 1999. Eight locomotives were at Rescar of Hudson, CO, as of 1/13/99 (see the table below). – *UPRF1*

Union Pacific Repainting Units and Status

Model	New UP No.	Old No.	Railroad	Status
GP 60	5846	SP 9747	Ex SP	Sandblasted awaiting paint shop
GP 60	5847	SP 9748	Ex SP	Painted awaiting clear coat
GP 60	5856	SP 9757	Ex SP	Painted, on pickup track
C44AC	6500	221	Ex SP	In yard
C40-8	9092	8544	Ex C&NW	In yard
C40-8	?	8526	Ex C&NW	In yard
B30-7A	?	221	Ex MP	In yard
SD40-2c		3911		In yard

Trinity Industries

by John Dillavou

I recently went on a 2-1/2 hour tour of Trinity Industries, a manufacturer of railroad tank cars. They welcome visitors 18 years and older. This tour was scheduled by NTRAK.

Trinity has some 80 plants employing 14,000 people. The plants in Texas and Oklahoma are the furthest west. They build hopper cars at a Tulsa plant and now have a new aluminum pellet car built there.

Plant 18 in Oklahoma employs around 350. The plant was producing hopper cars when purchased in 1979. It was converted to a tank car facility in 1986. Five acres are under roof and they have the capability to construct any type of carbon steel tank car including interior and exterior coiled cars. They produce 6 cars a day, 30 a week which is plant capacity. 1,560 new tank cars a year are added to the fleets. AAR rules state that a tank car has to be pulled from service after 40 years.

We watched as large steel plates (which vary from 7/16" to 1-1/4" were moved from stacks by the overhead crane to a

roller which curves the steel plates in 96" to 110" diameter sections. As soon as the sections are made, they are rolled in to a welding jig where the sections are welded together. A special jig bends half a car to slope to the center for a sway back unit. After all this work is done, the rounded ends (which are shipped in from one of their plants in Texas) are attached.

If a car is to be heated by steam, the tank is moved to another section of the plant where the piping is welded to the sides of the car. Fiberglass is wrapped around the car and more sections of coiled sheet steel are added. The car is moved on to have the top caps and doors cut in and installed. The car is then lifted by crane again to where the bolsters and coupler pockets are installed. Finally, the car is hoisted over and set on the wheel sets.

The cars are moved on rail to another section where the couplers, air brake and exterior piping systems are installed. From there the cars are pushed onto a transfer table and to a room where their crews sand blast the exteriors with recycled pellets. The cars then move to the paint booths.

Interiors are given at least two coats of phenolic spray. Heaters set to 240 degrees are set inside to dry that material. Most tank cars are painted black. Other colors are sometimes requested by the client. Decals are applied and various code numbers and letters (which are assigned by the AAR) and the car is rolled outside and given more final checks.

Cars are x-rayed to look for flaws. If they find a problem they go back three cars and forward three cars to find where the quality control failed. Once final inspection was complete, a truck mover was used to pull a number of cars out to a switch off a Santa Fe industrial line.

When I was there they were doing a number of long tank cars which had a full length walkway lettered NATX and someone stated they were made for GE and leased to Farmland. The big order they were producing was for 240 tankers for Procter and Gamble carrying PGTX symbols. The PGTX cars had a built date of 11/98 and the years 2008 and 2018 in the decal service blocks.

No. 25 Update

By Darrell Arndt

It is most appropriate to begin this No. 25 update with a big THANK YOU from those of us directly involved with the project to our members and friends for their financial support. It is most gratifying not only to see the amount of the contributions but who has made them. The list of folks, as provided by Jean Gross in her newsletter updates, is a much appreciated endorsement of the project. Like it or not, it takes dollars to execute a project like this. We encourage all members to consider the No. 25 as a worthy recipient of their tax deductible, charitable donations for the year.

This year, it is our goal to conclude major work on the car. To accomplish this, we will engage outside contractors to supplement our volunteers for selected work items. The first example of this is the car's seats. It is a pleasure to report that all twenty-two of the rattan seat backs and cushions have been refinished by Gil Garcia and his staff at Kustom Trim in Cortez, Colorado. This included replacement of all rattan with the appropriate "trolley weave" pattern, repair of broken seat frames and springs and polishing of brass trim. Foundation president Dave Gross displayed a seat at the last club meeting and the Jeffco Rail Show.

In another work area, we have contracted with John Russell of Colorado Trim and Fixtures to replace the aisle area of the car's floor. It was decided that to do spot repairs would cost almost as much as redoing the entire floor. The safety benefits were also a consideration. Even though removal of the old floor and painting of the new one with special paint is being done by volunteers, the new installation will be very labor intensive. Approximately 200 pieces of 3/4" by 3/4" and 3/4" by 1/2" oak strips totaling 1,800 feet have to be cut and fitted. The strips must then be installed with 600 screws and 600 nails. John has contributed many volunteer hours making wood roof trim, floor wood for the rotted ends and hundreds of feet of window molding.

Our electrical volunteers led by Desmond Sainsbury, have consulted on site with Bruce Thain of Connecticut and Fred Perry of Maine on the ultimate rewiring design. It was decided, for a variety of reasons including safety, to modify the car's electrical system to keep most of the 600 volts DC high voltage under the car. In addition, a 120 volt AC / 12 and 36 volt DC system will be added. We hope to engage their services this summer to help install this system if adequate funds can be raised.

Started several months ago, we have been putting an extra effort into publicizing the restoration project to the general public. This is being accomplished in three ways. First, we are selling items with the No. 25 image such as caps, tee shirts, place mats, mouse pads, cloth carry bags and Joe Priselec's print. Second, a display of these items along with historic photo's and hardware from the car went to events such as Lakewood Cider Days at Belmar Park, Boulder County Railroad Days and the Jeffco Train Show. These efforts are the direct result of Tom Peyton's inspiration and management. Third, a dual projector, forty-five minute slide show was prepared that gives a brief history of the Denver-Lakewood-Golden interurban line and illustrates the restoration of the car. Since October, this program, accompanied by Tom's display, has been shown to several retirement groups, AARP and historical organizations and an Optimist Club. Darrell Arndt, Dick Kremers, Les Nelson and Joe Priselac made the presentations.



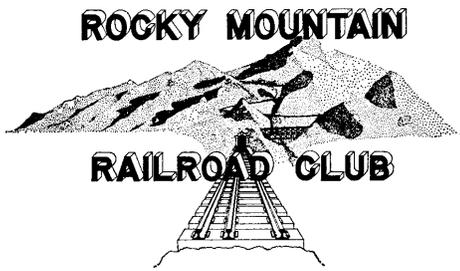
Denver & Intermountain #25 on display during the April 29, 1998 open house. - Photo © 1999 Bruce Nall

Although the program is entertaining, the intent is to generate support from the community including contributions of time and/or dollars. We are also interested in locating artifacts and data regarding the Route 84 line including reminiscences of the experience of riding the line for a future publication about the history of the line!

Rocky Mountain Historical Foundation Elections

At the January 7, 1999, meeting and in accordance with the bylaws, the trustees of the Rocky Mountain Historical Foundation elected officers for the current year. The previous years officers were reelected:

President	David Gross
Vice President	Darrell Arndt
Secretary	Ruth Koons
Treasurer	Ardie Schoeninger



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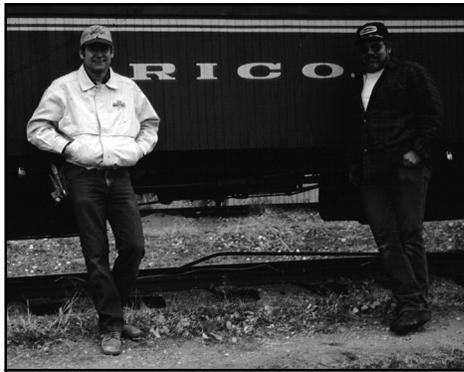
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Out At The Museum - Equipment Committee Report

By Steve Mason

During the “warm” weather prior to the recent arctic blast, the brake cylinder was removed from the RICO. The triple valve, air reservoir, and brake cylinder will be overhauled through the Museum. The window shades were mounted in the caboose and the tree roots and shrub roots were grubbed out under the supply car. Work stopped when the arctic weather arrived.

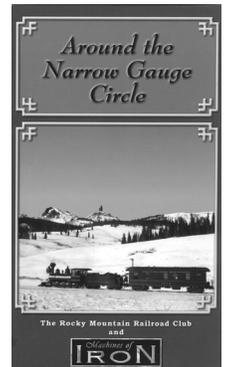


Steve Mason (left) and Duane Fields at the Colorado Railroad Museum - Photo © Steve Mason

A number of the museum volunteers, including Andy Dahm and Mark Campbell, worked at the Forney Museum on their railroad equipment move. The bolted complexity of the front engine steam joints on the Big Boy was a concern. Fortunately, the use of a cutting torch to remove offending parts was not required.

Around the Narrow Gauge Circle Video Available

Travel Colorado’s Narrow Gauge Circle through the spectacular 16mm films of Otto Perry and Irv August from the archives of the Rocky Mountain Railroad Club. This 60-minute video starts at Salida and takes you over the D&RG original main line via Marshall Pass, then west of Gunnison, through the Black Canyon to Cimarron and over Cerro Summit. From Montrose it takes you south to Ouray, then over the Rio Grande Southern route to Durango. Great views of the famous San Juan passenger train to Chama and over Cumbres Pass to Alamosa are included. Scenes on the Alamosa to Salida “Valley Line” completes the circle.



Special price to members is \$15.00 plus \$2.50 shipping. Send checks to PO Box 2391, Denver, CO 80201-2391 or pick up the tapes at a club meeting and save the shipping cost.