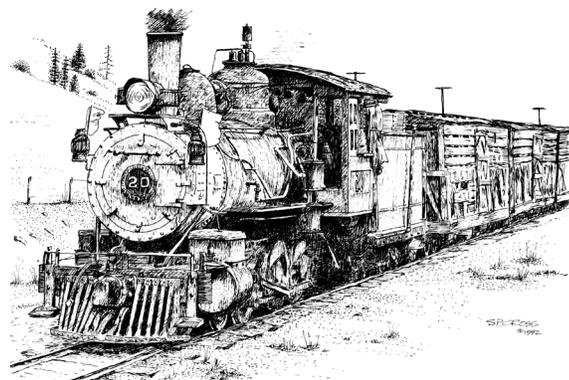


ROCKY MOUNTAIN RAIL REPORT



JUNE 1999

No. 477

ROCKY MOUNTAIN RAILROAD CLUB

Mines, Mills & Railroads

Presented by Eric Clements

June 8, 1999 • 7:30 PM

Join Eric Clements for a historic slide tour of the Cripple Creek mining district and Colorado City. Eric will discuss how mines, mills and the railroads created an interconnected industrial system to produce metals.

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.

\$10,000
Received From
Union Pacific
By Jim
Ehernberger

Richard M. Hartman, Assistant to President of the Union Pacific, presented a check in the amount of \$10,000.00 to the Rocky Mountain Railroad Historical Foundation Trustee Jim Ehernberger.



Richard M. Hartman (left) presents the check for the Rocky Mountain Railroad Historical Foundation to Jim Ehernberger.

The Foundation is very appreciative of the Union Pacific Foundation grant, as the money is targeted for various projects in connection with the restoration of historic Denver & Intermountain Car #25.

The Union Pacific Foundation has generously provided additional grants to

several Colorado communities and projects, including railroad restoration at Pueblo. This is another effort showing their "good neighbor" policy within the areas where the largest railroad is a partner.

The Rocky Mountain Railroad Historical

1999 Events Schedule

June 19 Event:	Henderson Mine Tour
July 10 & 11 Event:	Colorado RR Museum Work Days
July 13 Meeting:	Mason Built Engines
August 10 Meeting:	Denver Tramway
August 21 - 22 Event:	C&TS Excursion
September 14 Meeting:	Recap of 1998 RMRRC Trips
September 18 Event:	LC&S Excursion
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Tribute to Howard Fogg
January 11 Meeting:	To Be Announced
February 8 Meeting:	To Be Announced
March 14 Meeting:	To Be Announced

Foundation wishes to express our thanks to the Union Pacific for their assistance in making our project closer to reality.

When Car #25 is completed it will be the only fully intact and operable piece of equipment from the Denver network of street railways.

Powder River Basin Club Excursion

By Jimmy & Carolyn Blouch

Friday, May 14, 1999, was a bright and sunny day for the beginning of our trip to Gillette, Wyoming, for the Powder River Basin Rocky Mountain Railroad Club Excursion. This is the first time the club has sponsored a tour of this kind.

Members were evidently hesitant to sign up for the trip as we had twenty eight out of forty available tickets sold. However, Dave Goss and Pete West, along with Trip Committee Chair, planned an outstanding, fun-filled trip.

The bus left Denver, Colorado, right on schedule with Dave Goss and Pete West leading the bus in their vehicle. We traveled to Douglas, Wyoming, where we stopped for lunch. From Douglas we traveled north on Highway 59. Then the fun began. Photo stops, in spite of the rain and cold, proved to be exciting. First we stopped at an overpass near East Logan. We all stomped through the mud and water onto the bridge to wait for trains. We were not disappointed by two west bound trains. There was a crew change at that location and while waiting for their train, the crew came over and visited with us, entertaining us with their interesting stories about working as engineers and conductors. Then we were off to Reno Junction for more photos. If you haven't been four wheeling in a tour bus before, you don't know what you have missed. And if that isn't enough, try chasing trains

in a big tour bus! We arrived at the motel around 6:00 PM, checked into our rooms, and went off to dinner. We were blessed with the bus driver from heaven. Hans Bickling was willing to take us where ever we asked, including dinner and back.

Saturday morning, after the fog cleared off, was fairly sunny. First we traveled east to Donkey Creek where we were able to photograph a few trains passing through in both directions. At lunch time we returned to Gillette. While there we visited a mining equipment display. We were able to actually climb aboard a Burlington Northern Diesel engine, and one of the giant trucks used to haul the overburden and coal around the mines. There were also several other pieces of very interesting mining equipment to see.

The highlight of the trip was the tour of the Belle Ayr mine later that afternoon. First we were treated to an up close viewing of the equipment used to haul the overburden and coal. These vehicles have a 240-ton capacity with a tire diameter of twelve feet. They are capable of speeds of thirty miles per hour, and haul two and a half rail cars of coal per trip. The mine is a twenty-four hour a day operation with around two hundred and fifty employees. When we arrived it was dark and cloudy, and it quickly became very dark, with

Continued on Page 6, Column 1

In Remembrance

Lorin Weed

Long time club member Lorin Weed passed away April 18th at the age of 77. Lorin frequented club meetings and other activities over the years, volunteered numerous hours on the No. 25 restoration project, had been volunteer operator on the Platte Valley Trolley and was a member of the NRHS. He was a traction fan and enjoyed relating his fun experiences riding the Connecticut Company lines in his "early days". He also ran trains in France during WWII, operated locomotives in Germany after the war and loved to talk about those days. He was a sheriff for Adams County and later a probation officer for Jefferson County. A familiar "fixture" at Mizell Trains, Lorin lived in Westminster until 1998 when he moved to Virginia to be closer to his daughter, Janet, and her family. His wife Dorothy preceded him in death in 1994. Internment was in Westminster. In lieu of flowers, the family requested contributions be sent to the Rocky Mountain Railroad Historical Foundation, No. 25 Project.

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	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 July issue is June 21st.

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

Several things involving the foundation have happened in the past several weeks. Most important was the presentation of the \$10,000 check from the Union Pacific to Jim Ehernberger. We recently applied for several other grants including the Kalmbach Publishing Company, *TRAINS Magazine* Preservation Award.

The campaign for seat renovation is progressing. Three cheers to Mr. & Mrs. Ken Dempster who are the latest to participate in this part of the trolley renovation. There are still opportunities to contribute to this fund. If you are interested in this or any other part of the car, please let us know.

A contribution has also been received that will allow us to proceed with the lettering of the car which will take place sometime in June. Lettering should be completed before the planned July rollout at the Federal Center. Plan now to come and see the progress of the #25 restoration.

The Foundation is gaining momentum in the community, which will in turn help us to bring this restoration project to fruition. Darrell's slide presentation continues to be presented to interested groups. Most recently was his presentation to the Lakewood Historical Society at the Federal Center. We were also able to show the members the Trolley. There were many people in the group that had ridden the Interurban cars and one man had been a Motorman. It was a particularly interesting afternoon for all who attended.

The Foundation, especially, thanks the following people for their contributions to our on going fund raising campaign:

Robert Bartholic, Gregory Bates,
Donnelly Elliott, David Mott



FEF-3 838 is stored in the Cheyenne, WY passenger house. – Photo © Steve Mason

Cheyenne Shops Trip

By Steve Mason

Saturday, April 24th, was a rainy day. We were going to the modern Mecca of steam. All the facilities are inside so weather didn't bother us. We rode up US 85 to see U.P. freight action. "Last of the Giants II - the Cheyenne Shops" was showing on the bus video.

Jim Ehernberger and Mary and Lynn Nystrom met us at the steam shops. Lynn showed us the old back shop area. That is where 3985 and 844 were being readied for the trip to Sacramento. On the north side of the area are many power machine tools such as vertical and horizontal milling machines, drill presses, power hack saws and other tools.

The engines are set up on raised track rack for easy servicing of the running gear. Above that there are pierced steel decks at about cab level for easy access to the upper part of the locomotives. Lynn let us go in the cabs of both steamers and the 951 Diesel. They were bright and shiny from fresh paint. Of special interest was the Diesel controls in the 3985 cab. The engineer has control of the throttles and

dynamic brakes of the trailing Diesels. Lynn then announced it was time to go to the passenger house.

On the way over to the passenger house we saw some of the heritage fleet. The Rotary was spotted on the turntable. We also saw a spare E-9, some cabooses, a centipede tender and F-7's, and a D&RGW FB-7.

Lynn let us walk around to see the 838 which is used for spare parts for 844. Next to that is 2-10-2, 5511, unique in having Young valve gear and not the Walschaert gear normally favored by Union Pacific. Mary Nystrom was selling souvenirs on the "Sherman Hill".

Next was a stop at Holliday Park to photograph Big Boy 4004. Everyone was cold so we went to eat. After that we went through the Cheyenne depot. The depot is undergoing a major overhaul and face lift. Our tour guide showed the considerable progress made towards a working Wyoming transportation museum.

On the way home we watched the 1938 film "Union Pacific". All of us went through the packet Jim Ehernberger thoughtfully provided. Many thanks to Jim for arranging most of this trip. Everyone on the two busses enjoyed the trip.

A Reminder for Father's Day

Looking for a gift for a father, son or grandfather? How about a trolley T-shirt or cap? For the computer user, a mouse pad featuring the trolley would be a great gift. Contact Tom Peyton at 303-466-3980 to order trolley merchandise.

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.

Amtrak Acela Testing Completed

Amtrak’s Acela high speed testing was completed at the Transportation Technology Center (TTC), Pueblo, CO, in mid-April 1999. With the testing done, the train was deadheaded east starting 4/20/99.

The westbound California Zephyr arrived Denver 4/18/99 with an extra F-40PH locomotive, #408, and a Amfleet dinette car #20231. They came off at Denver Union Station. BNSF crews manned the short train, Amtrak #408 and the dinette car, and operated it south via the Joint Line to Pueblo, CO, that Sunday afternoon. This was a positioning move for the Acela equipment move.

A BNSF Amtrak special train with the Acela power unit operated east from Pueblo (Avondale, CO) to La Junta, then on Amtrak’s #4 route starting 4/20/99. The train fueled at Argentine, KS, in the wee hours of 4/21/99 then east to Chicago via former BN.

- Steve R, David & Pat Flynn

UP 3985 Test Run

In preparation for the UP 3985/UP 844 California trip in May, 1999, UP 3985 made a test trip with 8-cars on 4/21/99.

The engines will return to Cheyenne on the following schedule with departures at approximately 8:00 AM:

June 28	Roseville to Sparks
June 29	Sparks to Winnemucca
June 30	Winnemucca to Elko
July 1	Public display at Elko
July 2	Elko to Ogden
July 3	Ogden to Rock Springs
July 4	Rock Springs to Cheyenne



Union Pacific’s overhauled Challenger (4-6-6-4) #3985 made a test run from Cheyenne, Wyoming, south to La Salle, Colorado, on April 12, 1999. It stormed out of Cheyenne to the delight of the photographer. – Photo © Jon Bockelman

UP Steam Double Header



UP doubleheaded 4-8-4 #844 and 4-6-6-4 Challenger #3985 west from Cheyenne, WY, on Friday, 5/14/99, departing about 9:00 AM. The UP 3985 and UP 844 operated over Sherman Hill via track two. They made a 25-minute stop east of Dale Junction to check on a malfunctioning injector and water pump. They then continued west into a hailstorm west of Hermosa Tunnel.

– Photo © Chip Sherman.

The UP’s 4-6-6-4 #3985 was freshly painted in late April 1999. The first day segment took them from Cheyenne west to Rock Springs, WY. 5/15 it ran from Rock Springs, WY, to Ogden, UT. 5/16 it was on display at Ogden’s Union Station.

The train has five dome cars:
CHALLENGER, COLORADO EAGLE,

MISSOURI RIVER EAGLE, COLUMBINE & CITY OF SAN FRANCISCO. Business car ARDEN was on the rear. – Trey

In California, the engines will participate in UP’s Roseville Yard Rededication. The yard has been virtually rebuilt to expedite UP’s West Coast operations. Several fan trips are planned including one up the old Western Pacific’s Feather River Canyon. – The Colorado Zephyr

Denver RTD Southwest Corridor



Denver’s Regional Transportation District (RTD) Southwest Corridor’s Littleton, CO, station is taking shape. Passenger platforms are under construction on May 2, 1999. BNSF SD70MAC 9895 South was moving another Houston Power & Light coal load to Texas, train C-CRMSLP-015, via the adjacent Joint Line. – Photo © Chip Sherman.



The Boeing train, BNSF symbol J-WICLAU9-04 (Wichita, KS, to Laurel, MT, and onto Seattle, WA) had two business cars on May 5, 1999. MISSISSIPPI RIVER and TOPEKA were rolling north on the Front Range Subdivision at Longmont, CO, on Atwood Street. The train is seldom seen in daylight across northern Colorado. – Photo © Chip Sherman

BNSF Replaces Hoehne, CO, Semaphore with 3-Light Signal

Amtrak's Chicago to Los Angeles, CA, Southwest Chief, train #3 of April 26, was the last train to use the semaphores at Hoehne (a.k.a. Hoehnes in the timetable), CO, milepost 620 on the Raton Subdivision. Amtrak #3 passed the intermediate semaphores at 9:48 AM, 4/27/99. BNSF signal crews then went to work removing the semaphore between 10:05 and 10:10 AM, Mountain Time. The crew said the semaphores were going to a museum, but didn't specify which museum. BNSF then placed a three-light signal into operation at the site.

– C.W. via cell phone



On April 6, 1999, a westbound BNSF intermodal train was passing these semaphores. The replacement 3-light signal is at the left. The Spanish Peaks are in the distance. – Photo by C.W. Edinger.

BNSF Boeing Train

BNSF's 8-car Boeing Train (symbol J-WICLAU9-04) had business cars TOPEKA and MISSISSIPPI RIVER on the rear crossing Colorado on 5/5/99. BNSF 9-44CW #4394 (Heritage II scheme) and SD40-2 #7839 (Heritage I scheme) were the power. Normally, only one unit is used for this hot move. The train carried two Boeing 737 fuselages. Its ultimate destination is Seattle, WA, via BNSF's Front Range Subdivision (via Fort Collins, CO, and Cheyenne, WY) then the Montana Rail Link west to Washington State.

The train was noted by Monument, CO, at 8:05 AM moving north via the Joint Line. It made a quick crew change at Rennick Yard, Denver, CO, departing at 10:45 AM. Tie replacement, grade crossing replacement and surfacing crews were in the clear to expedite the train's movement on the Front Range Subdivision. The train was by Longmont, CO, at milepost 46 at 12:25. – Thanks to C.W. and Jon for their assistance, *The Colorado Zephyr*

GE Demo AC4400CW #4400

BNSF moved General Electric's

demonstrator unit #4400, a model AC4400CW, across Colorado on 5/10 and 5/11/99. Wearing GE's distinct "check mark" silver, red and blue paint scheme the GECX AC4400CW #4400 was the trailing unit on a BNSF Albuquerque, NM, to Denver, CO, train. That train's lead unit was BNSF 9-44CW #1010. With it were test car GECX 100 and two CSX fuel tenders which arrived Denver, CO, via the Joint Line the afternoon of 5/10/99. CSXT fuel tenders were 993368 and 993369.

The GE equipment and CSXT fuel tenders were just passing through from Pueblo, CO, going back east. They departed Denver early 5-11-99 on the Z-DENCHI9-11 (hot intermodal train from Denver to Chicago). Power on the Z-train departing Denver was BN 7838, BN 7160, BN 3120, BN 7876, the two CSXT fuel tenders, GECX test car #100 and GECX #4400.

– *The Colorado Zephyr*

Third Track Construction Powder River Basin, WY, May 1999

BNSF and Union Pacific continue to add track capacity to the Wyoming Powder River Basin, Orin Line, southern end in 1999. Construction dust continues to fly as a third track is added south of Bill, WY. The railroads are sharing the cost.

The new third track begins at East Bill, WY, milepost 85.70, and continues south to Walker Siding, milepost 103.5. New concrete ties and 136 pound rail are being used to handle the growing coal business. A new three track signal bridge was erected in early May 1999 south of Bill, WY, south of Trinity Railcar. Grading for the third rail was underway in mid-May. Bridges over Lightning Creek and Wyoming Highway 59 were still under construction. Track construction should be underway this summer. Construction crews were working 6-days per week with Sundays off.

Near Guernsey, WY, 6.22-miles of second main track is being built. This line is from Grattan to Guernsey, WY. This section will require three right-hand #20 switches and two left-hand #20 switches.

– VLGB

Powder River Basin Club Excursion

Continued from Page 2, Column 2

thunder and lightning cutting our opportunity to watch the mining operations short. But, being the true hard core railfans we are, we still got off of the bus to take pictures of the coal loading operation in a real downpour. This was an exciting and educational experience any railfan would be delighted to participate in.

Sunday morning the weather was a little dryer, but cold. We traveled south from Gillette on Highway 59, stopping at Bill Yard. Mr. Larry Anderson, Trainmaster, boarded the bus and gave us a very interesting overview of the operations. They run approximately fifty-seven trains a day through there. Rooming facilities for twenty-six crew members are available. Then it was on south to Guernsey where we enjoyed one of the more unique photo stops at the "day lighted" tunnel number two northwest of town. Very impressive with two trains passing through for our photographers and videographers. A stop next to the Guernsey yard gave us an opportunity to see several engines of various paint schemes. We also saw a crew changing out wheels on a bad order coal car.

An unexpected treat was a stop at the Oregon Trail Ruts and the "signing cliffs". We spent about a half hour walking the trail, viewing the ruts, and looking at the cliffs. While there, Jimmy remarked "just think, we were walking in the same place Buffalo Bill walked." This was the first time many of us have visited this area and the stop was well worth the time spent there.

We viewed a total of seventy-eight trains, saw several mines, and an array of mining equipment new and old. Every paint scheme of the BNSF and Union Pacific railroads passed our way. Dave Goss and Pete West are to be commended for their efforts to make this a very worthwhile trip. If you thought of going, but didn't for some reason, you really missed an outstanding tour.



The tour bus chartered by the Rocky Mountain Railroad Club seems "dwarfed" by the mine truck being inspected by club members during the club's tour of the Belle Ayr Mine south of Gillette, Wyoming, on May 15, 1999. This particular model is used to carry overburden in the coal pit area. Similar 240 ton models carry coal from the pit to the loading area. – Photo by J. A. Blouch



Rocky Mountain Railroad Club members were treated to this meet during the Powder River Basin Tour. Two BNSF trains are in the "day lighted" tunnel northwest of Guernsey, Wyoming, on May 16, 1999. – Photo by J. A. Blouch

Videos Are Still Available – But Not For Long

The club still has a few copies of "Around the Narrow Gauge Circle" video. We also have a number of the Pikes Peak Route video covering the Colorado Midland and Midland Terminal railroads. This video includes early scenes of Ute Pass, Leadville, Aspen, the great blizzard of 1899 and the last train to Cripple Creek.

We are not planning to reorder these videos, so when they're gone, they're gone.

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

Casey Jones Opens the D&SNG Season - Freight Yard Museum Dedicated

By William R. Jones

To stirring music from the Silverton Brass Band and cheers from the crowd, "Casey Jones", the granddad of narrow gauge rail "motors" pattered past the Silverton Depot Saturday morning, May 8th, to inaugurate the D&SNG's last season of the 20th century. Aboard were D&SNG president Allen C. Harper, guest of honor Charles E. Bradshaw, and members of the San Juan County Historical Society. Dressed in period attire, local folks and rail officials posed by veteran railcar built from a 1915 Cadillac, much as they must have done in 1918 when it first took to the rails of the Silverton Northern in Eureka, Colorado.

The Durango shop crew spent two months repairing the rare 314 cubic inch V-8 engine, the first ever used in a Cadillac, making repair parts from scratch. The basic engine block was sound but peripheral equipment such as starter, generator, magnetos and other items required work. A fresh coat of white and black paint with red trim rounded off the job, complete with an Edison Mazda light bulb in the headlight! Due to its age and overall fragility, Casey won't be making long excursion trips anytime soon, but may be run in the yards again during Railfest August 27-30 when its larger cousin RGS Goose 5 will be in attendance.

After Casey tied up on the siding, officials of the D&SNG held a reception in the Depot, and dedicated the Silverton Freight Yard Museum. Owner Allen Harper invited former owner Charles Bradshaw to cut the ribbon in honor of Mr. Bradshaw's extensive efforts to preserve and rebuild the Silverton line into a world class attraction. Harper stated the new museum was going to be an "evolutionary process over time" but the goal was to build "the finest collection of narrow gauge freight equipment in the country". Sporting a new roof, the Depot itself now houses displays of artifacts and historic photos as well as functioning in its traditional role as a ticket office.

D&SNG section Crews labored during an abysmal snowy April setting panel track and moving freight cars by crane to create



Restored Silverton Northern Railbus, "Casey Jones" on 5/8/99. – Photo by Bill Jones

the displays. In early May, K-37 number 493 with "Flying Grande" lettering was hauled up the line and placed on display next to the Depot together with ex-Uintah water car 0469 and a track crane. Other equipment includes Rotary OM bunk car 04965, two standard gage UTLX tank cars, stock cars, flats, and gondolas. Casey Jones will remain on display with the 493. Painting and lettering of the equipment is planned for the summer and warmer weather.

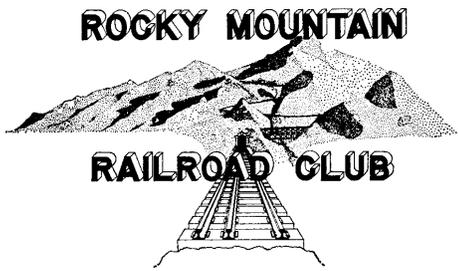
In other D&S news, Tuesday, May 11th, was the scheduled day for arrival of the 486 from Royal Gorge, having been delayed by CDOT concerns over bridge weight loadings. 499 is to be returned on the truck to Royal Gorge for permanent display. The railroad's new owner, Allen Harper, has exciting plans for the future in addition to restoring the 486. Business cars B-7 William Jackson Palmer and B-3 Nomad are scheduled for rebuilding and a return to revenue service.

Harper also stated they are now in the design stage for a future new car, recreating the famed "Silver Vista" dome car! As many club members may remember, the old Silver Vista tended to



Allen Harper (left) and C. E. Bradshaw dedicate the Silverton Freight Yard Museum on 5/8/99. – Photo by Bill Jones

be a rolling hothouse on sunny days and Harper advises the new version will be air conditioned! This new car will be built after the business cars are completed and will probably only be used in special service.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873



Out At The Museum - Equipment Committee Report

By Steve Mason

During the April 17th anniversary for the #20, we found that a platform from the pilot beam to the steam chest had fallen onto the ground. This was caused by a stud crystallizing and snapping in half. Duane Fields and I drilled out the broken stud and tapped it for a new 7/8" stud. We made a new stud to hold up the platform which took half a day.

Russ and Sue Stuska have measured for the gutters we are going to put on the north side to keep water out of the walls of the RICO. These will be small and unobtrusive. They have finished the windows on the RICO. There is new quarter round holding in the glass, brass wood screws holding the bottom of the upper sash, and all has been painted. Otherwise the weather prevented work at the Museum due to the mud.

On May 7th, Stubby, the long time museum cat, died. There doesn't seem to be any plan to get another cat. For as long as I can remember



Duane Fields tapping the #20 for a new 7/8 inch stud.— Photo © Steve Mason

there has always been a cat there. It won't be quite as homey without a depot cat.

If you would like to work on Club equipment call me at 303-772-6418 for information. We get together once or twice a month at the Colorado Railroad Museum. We all think it is fun. It is rewarding to see things accomplished. No matter what your talents, we can find a spot for you. We generally have lunch together in Golden with the museum volunteers and that is fun also.

Annual Workdays at the Colorado Railroad Museum July 10 & 11, 1999

**PLEASE NOTE THE
DATE CHANGE**

Volunteers are needed during the Club's annual work weekend at the Colorado Railroad Museum. The equipment Committee would welcome and greatly appreciate your help. None of the work scheduled to be done requires any special talent.

We think you would enjoy working with fellow club members in getting our club's equipment in tip top shape. Lunch will be provided on Saturday. If you have any questions please call Steve Mason at 303-772-6418.