

ROCKY MOUNTAIN RAIL REPORT



MARCH 2000

No. 486

ROCKY MOUNTAIN RAILROAD CLUB

Vintage UP Steam & Diesel Passenger Trains

By Bob Andrews

March 14, 2000 • 7:30 PM

Bob will present an all Union Pacific passenger train program featuring vintage steam and Diesel passenger trains from the late 1940's through the early 1970's. He started taking rail photos and making prints in 1946 and has shot slides since 1962. About half of the program will be black and white and half in color. Members may remember Bob's excellent Burlington train program last year. Please join us for this fine program of city streamliners, local trains, mixed trains, and doodlebugs.

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.

What Color Is Your Newsletter Address Label?

If you have a color label on this newsletter, this is your last issue as our records indicate you have not paid dues for 2000. If your records indicate that you have paid, please contact Fran Minnich, our Treasurer, to clarify the matter (phone 303-693-0664 or e-mail fkminn@worldnet.att.net). Please let us know if you think there is an error. Otherwise, send those checks in so that you do not lose your membership number! Membership questions should be directed to Jackie Pockrandt (phone 719-495-2695 or e-mail jaclyn.a.pockrandt@lmco.com).

Slide Potpourri Coming Soon

May 9th is the Annual Slide Potpourri Night. Please submit up to ten slides plus your name slide to Erwin Chaim at the March 14th or April 11th meeting. Slides may also be submitted to Erwin at Caboose Hobbies. Call Caboose first to make sure he will be working when you want to deliver your slides. April 11th is the last date slides may be submitted.

Erwin needs time to organize the show and make name slides for those who need them. We have been a bit late submitting slides, so let's all get our slides in early. If you have any slides with subjects from a different country, consider showing them.

Plan now to show your ten favorite slides to the club.

2000 Events Schedule

April 11 Meeting:	Colorado Springs Trolley Status
May 9 Meeting:	Slide Potpourri
May 13 Event:	Union Pacific Cheyenne Shops Tour
May 20 Event:	Colorado Railroad Museum Club Work Day
June Event:	RTD Light Rail Trip
June 13 Meeting:	Grande Gold Becomes Gray and Red
July 11 Meeting:	To Be Announced
August Event:	Colorado Springs Trolley
August 8 Meeting:	To Be Announced
September 12 Meeting:	To Be Announced
September 22-24 Event:	Deseret & Western Railway
October 21 Event:	Annual Banquet
November 14 Meeting:	To Be Announced
December 12 Meeting:	To Be Announced

The deadline for items to be included in the April *Rail Report* is March 20th.

From the President

By Dave Goss

Thanks to Chris Wolf

As many of you know, Chris Wolf has served as the Club's webmaster for almost two years. Chris set up our website, arranged for all registration and domain name protection and created the various pages on the site. Through the site, new people submitted membership applications, ordered Club books and videos and were treated to updates on rail happenings. Photos by Club members were also posted and links established to other websites. Chris's work as a police officer and his volunteer hours with Colorado Operation Lifesaver make it necessary for Chris to step down as

Webmaster. Chris, we thank you for all your time and creative energy that helped move the Club into the world of the Internet.

The Board is contemplating making some changes to the website. This will include adding text from the Rail Report and creating a section devoted to Car 25 and the Foundation's activities.

We will be defining website content and creating a job description for the Webmaster. Until a new Webmaster is selected, Wally Weart has been asked to serve as Interim Webmaster and to make some updates to the Club's website.

Virtual Railfanning on the World Wide Web

By Walter Weart

Recently, I was asked if I would fill in as interim webmaster while the Board determines what they want to do in connection with the website.

I have completely updated the site using Chris's design and if you haven't visited it recently, I invite you to do so. I am getting regular updates for the "Expediter" page and will be posting an edited, text only version of the Rail Report each month. The "Timetable" page will list our meetings and trips. The page will have "links" to specific trips so you can print out a ticket order form. Sorry, no e-commerce yet!

The "Officers" page has been revised to include Officers, Directors and Committee Chairs with e-mail links for those who have it. The "Interchange" page has been reviewed and a COT&S (Clean, Oil, Test & Stencil) was performed to insure that all links work. New ones may be added and if you find one that does not work, please report it to me.

Be sure to check out the "Photo Album." I found pictures on our site and posted them for your enjoyment. There are no captions on the old ones but there will be for new ones which will come over from the

"Expediter" page. Please remember that many of these pictures are copyrighted by the photographer and should not be used without permission.

I am looking for a few high quality pictures of the Club's equipment in service to enhance the Equipment page. I would also like to receive photos, news and stories from our members regardless of location. There is no reason why our Website cannot be a worldwide news and resource for the railfan community.

The Board will be reviewing all aspects of the website, including its design and mission. If you have any thoughts, comments, suggestions or ideas please let the Board know. I know that some of the pages load slowly but please bear with us as the site evolves. In the interim, I will make some minor technical improvements and would welcome comments or suggestions.

By the way, if you do not have a computer or Internet access, visit your local public library. Nearly every library has computers available and people to help you get started "surfing the net." Who knows, you might become a "Webhead."

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Club Information

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Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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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

Car #25 Progress

Volunteers and visitors have been enjoying visible progress while working on #25. On January 29th, it was a great thrill for everyone involved to successfully operate the air brakes! This was the first time the brakes were tried since 1953 when the car went out of service. A great milestone to be celebrated by all! Meanwhile, projects such as the installation of seat heaters, hardware installation and painting continue.

A great deal has been accomplished in researching the compatibility of the car to the light rail system. We hope to have more to report on this at a later date. The progress of work on the electrical system is continuing, and it is hoped that heavy progress will be done in March and April. The closer we get to completing these projects, the more enthusiastic the volunteers become! It also means more hours spent trying to figure out the intricacies of these operational technicalities. Thank you to all who have given so much time and expertise in the last two months to the continual challenges involved in this restoration.

Trustees

At the last Foundation meeting, the new Board of Trustees elected the officers of the Foundation. Trustees are Dave Gross, Mike Gailus, Tom Peyton, Rich Loveman, Ron Kaminen, Art Ives, Ken Hampton, Fred John Miner and Robert Wilson. Dave Gross will continue as president. Steve Mason was elected vice-president and Carolyn Blouch as Secretary-Treasurer. Darrell Arndt will continue to be project manager for the #25 and Jean Gross will continue as fund raiser. Jon Esty and Rich Loveman will continue to be involved in community contact.

Appreciation is extended to the outgoing trustees and board members Mat Anderson, Jim Ehernberger, Phil Klinger, Don Zielesch, and Ruth Koons for their hard work and personal contributions to the Foundation. The year 2000 should be very active and looked forward to by the

Foundation board.

Fund Raising

Fund raising efforts continue, however, the response from the membership has been slow this last month. We have achieved the \$5,000.00 mark, but we have to get to \$10,000 to match membership contributions of last year. The contributions that have been received have been very generous, yet we need everyone to participate to reach our goal.

The Union Pacific grant request for this year was denied as was the request for Kalmbach Publications Preservation Award. Rejections are to be expected, but it means that we all have to work a little harder and participate as best we can.

The contributions by your employers through matching funds was most rewarding; think about this again this year. Birthdays and memorials are still a good way to contribute to this project while remembering someone special to you and the Club.

A special thanks goes out to the following people this month for their donations:

General donations were given by William & Ruth Youder, Gerald Pool, R. D. Cristal, Dave Conrad, Jim & Janice Titsworth, Louie Hunt, Mr. & Mrs. Hugh Wilson, Herbert Goldstein, The LeMoine Family Trust, Barbara Sausa and Frances Derick.

Mr. & Mrs. Art Ives donated to the seat restoration project.

Dennis Leonard donated to the restoration of a shade.

The shade restoration is our newest opportunity to contribute to the project and receive recognition permanently in the car. Each \$250.00 donation will restore one complete shade. There are quite a few shades to be restored and only two have been funded! As with the seats, contributors will be acknowledged in the car.

UP Wings to Return

From UP On-line magazine, 1/24/00

Provided by Dan Hanna, George Hinds and Erwin Chaim

One of the most famous icons in American railroading is returning: the Union Pacific Railroad "winged" shield. The winged shield logo will be applied to 1,000 new SD70M locomotives scheduled to begin arriving at UP in April from the Electro-Motive Division of General Motors Corporation. It will be applied to older UP "wide nose" road units as they move through their overhaul and rebuild cycles. Union Pacific rosters more than 7,000 locomotives, the largest fleet in the nation.

The art deco design was started by Union Pacific in 1939 on its streamlined diesel passenger locomotives. The blue wings swept back from the red, white and blue UP shield logo on the locomotives' noses. As UP replaced steam engines with diesels, the winged shield was applied to all passenger and freight road locomotives.

In later years, rail buffs dubbed the wing-wearing passenger E-unit locomotives as "smiling E's" -- because of the look the wings gave to an approaching train. UP maintains three of the distinctive 1950's-era streamlined locomotives for special passenger train trips. As diesel locomotive design eventually changed during the 1960's to a more utilitarian appearance, the wings were dropped.

Modified over the years from its introduction as a company emblem in 1887, the UP shield is one of the oldest corporate logos in the United States. The armour-yellow color scheme also is the longest-lived paint livery in railroading, introduced in 1934 on UP's first streamlined train.

The basic yellow has been applied to Union Pacific diesel locomotives ever since. The high-visibility yellow was selected for safety reasons. UP locomotives also have "harbor mist" gray rooflines and frames, along with a bright red safety reflective stripe separating the two colors.

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 Roadrailers Coming to Denver



Amtrak Roadrailers are taken off the rails by Quality Terminal Services for the first time at Denver Union Station, Denver, CO, on 1/26/00. The two trailers, AMTZ 460149 & 460103, were switched to track 5 (western most track remaining at the station), where they are prepared for the road. They had the two trailers ready for the road before Amtrak's California Zephyr departed Denver on time at 9:20 AM. – Photo by Chip Sherman.



Amtrak's train 5 had P42's #24, 1 & 37 on the point on track one at left. Ansco operated Ski train has F40PH's on track two, units being 403, 311 & 392. Note fill material used to cover track 5 for Roadrailer usage at right. New floodlights were also installed by Hale Electric. – Photo by Chip Sherman.

Amtrak sent its first Roadrailers on the rear of the California Zephyr, train 5, to Denver on 1/26/00. The US Postal



Union Pacific's distinctive E-units, 949 & 951, started the year 2000 off getting some repairs by the Burnham Shop forces at Denver. On 1/7/2000 the units were near the wash rack awaiting their turn inside the shops. Photo by Mike McGowen.

Service is the Roadrailer customer.

Amtrak has been moving Roadrailers across Colorado on the Southwest Chief, trains #3 & 4. They are not taken off in Colorado, but are destined for points further west like Albuquerque, NM.

Union Pacific E-units 949 & 951

The two Union Pacific E-9 “A” units, 949 & 951, have been at the Burnham Shops, Denver, CO, since late December 1999. Reports indicate that one unit was pumping oil, while the other needed spring work on the trucks. UP 951 had its fuel tank removed during the work. The “B” was in Omaha, NE, being repainted, and when the mechanical work is done with the two “A” units, they also will be repainted. They were still at Burnham on 2/14/00. The E units will be attending the Republican National Convention in Washington, DC, this summer. – *UPRF1*

Union Pacific 3985 Operations

The Union Pacific 3985 steam schedule for 2000 will be as follows:

June 10-13; Cheyenne to North Platte (display 2 days) to Cheyenne.

July 15th; Cheyenne to Laramie to Cheyenne for UPHS Convention.

July 20-23; Cheyenne to Denver for Denver Post round trip to Cheyenne on 7/22, then back to Cheyenne.

July 30th; Depart Cheyenne for Los Angeles taking about a week en route; on display at Los Angeles Union Passenger Terminal (LAUPT) during the Democratic National Convention; then return to Cheyenne via the same route returning late August.

– *Bob Krieger, UP Steam Crew*

BNSF California Maintenance

BNSF bare table trains (empty intermodal cars) and probably some others' trains were routed via Union Pacific's Central Corridor (Salt Lake City, UT and Denver) because of the BNSF Stockton Subdivision maintenance blitz in Northern California. Most BNSF trains operated between Stockton and Fresno, CA, were routed over the Union Pacific former Southern Pacific San Joaquin division. There are only a limited number of slots, however. Union Pacific granted BNSF 18 slots, which was quite accommodating, but not enough to handle the repositioning of bare table stack cars going to the Long Beach and Los Angeles, CA, harbors.

BNSF has plenty of stack cars in the Pacific Northwest and deficit in Southern California, so this routing was used for at least the seven or eight days. The



Alaska Railroad is getting 15 new SD70MAC's. On 1/18/2000, at UP's Cheyenne Yard, Alaska Railroad (ARR) 4001, an SD70MAC was en route west. The 4001 is the first road number of the ARR series which goes from 4001-4016. Photo by Mike McGowen.

Stockton subdivision was closed for two weeks starting 1/24. The only exception was a nightly intermodal operation in both directions between Empire and Stockton to get the intermodal traffic to and from Valley Lift on the Modesto & Empire Traction. – *Rollin B. & CW*

One detoured train was the Richmond, CA, to Willow Springs, IL, train, B-RICWSP3-27. It moved east across Colorado on 1/29/00. Power was BN SD60M 9288 and SD40-2 6744 in Heritage I paint. The train had empty truck trailers moving to Los Angeles, CA. The train arrived Denver and was given a Denver to Los Angeles, CA, symbol, B-DENLAC3-30.

The bare table train helped another BNSF trackage rights train make it over the Colorado Rockies. The Provo, UT, to Denver train, M-PVODEN1-28, had electrical problems with ATSF 917. Power was BNSF SD75M 8298, ATSF 917 and Dash 9-44CW 960. They reported trouble at Granby, CO, saying they could not make the Tabernash to Winter Park, CO, hill with only two working units and a heavy train. Discussions between crews, dispatchers and the mechanical desk resulted in BN 9288 & BNSF 6744 being used as helpers.

BN 9288 East was already at Tabernash for meets with Amtrak and UP trains. They tied their train down on the main, and waited for BNSF 8298 East to run

around them using the Tabernash siding. BN 9288 & 6744 coupled onto the rear and pushed the ailing Provo to Denver train up to Winter Park. There they stopped, and cut off. They then returned to their train. Once the train had its air and the brakes were taken off, UP dispatcher 82 moved them east to Winter Park. After the Moffat Tunnel had vented, they ran through the tunnel ahead of the Ski Train.



BNSF's Richmond, CA, via Denver to Los Angeles empty truck trailer train was at Tabernash, CO, 1/29/00, using UP trackage rights. BN SD60M 9288 and SD40-2 6744 were the power on the 55 car train moving east to Denver, then Southwest back to California. BNSF track maintenance in northern California prompted this unusual intermodal move. – Photo by Chip Sherman.

BNSF Stores Older Power

During January 2000, BNSF placed all SD40's, SD45's, SD45-2's, SD45-2B's, SDF40's and C30-7's into storage.

All will remain in storage unless there is a "surge" in traffic. Call them the "Surge Fleet." If there is no surge these units will probably eventually be gone. Helping the 45-series fleet into storage was EPA emission restrictions, as these units are 20-cylinder units and emit more. Most are laid up in good order. – *LUGO*

The B30-7A fleet is also in storage, most returned during late 1999. It is highly unlikely that these will ever be brought back into service unless there is a surge.

All units are in storage all around the system, i.e., Havre, MT, Springfield, MO, Topeka, KS, West Burlington, Iowa, Barstow, CA, Richland (Pasco), WA, etc.

All told, 593 units are in storage "laid up." Discounting those requiring repairs and getting back on the road, that's still a lot. Many more models are included on the list, i.e., GP7, GP9, GP15-1, SD9 and have been there for quite some time.

The first few months during each year railroad traffic falls off as being cyclic. The only surge might be grain traffic later in the year. – *Robert C. Del Grosso*

BNSF M-KCKDEN Train Derails

BNSF's Kansas City, KS, to Denver, CO, train derailed 23-cars of its 86-car train about 1930 hours on 2/6/00 just north of Palmer Lake, CO, in Douglas County. This was on the northbound Joint Line track. The derailed cars included six empty Amtrak passenger cars (Amfleet type). One Amfleet car was turned on its side. The line was blocked delaying trains on 2/7/00 such as Union Pacific's Pueblo to Denver, CO, train. The line reopened 2/7/00. – *Darrell & The Denver Post*

The following Amtrak Amfleet cars were picked up at Palmer Lake, CO, on 2/11/00:

Cafe 20041, Coach 20225 and Dinnette Club 48158 (all Northeast Direct Service Scheme); Club 20977 (Northeast Scheme but lettered Metroliner Service); Cafe 20238 and Cafe 20039.

Another Amtrak car, ex-Fruit Growers

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BNSF's Kansas City, KS, to Denver train derailed 23-cars just north of Palmer Lake, CO, on the northbound (Main 2) track 2/6/00. The train's derailed cars included seven Amtrak cars. An Amfleet Club car is rerailed on 2/7/00. – Photo © John Finch

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Express reefer now numbered AMTK 74000 was also involved in the BNSF M-KCKDEN3-04 derailment at Palmer Lake, CO, on 2/6/00. It was still among the 15-cars at the derailment site awaiting disposition. It might be scrapped as one side was ripped open.

– *The Colorado Zephyr*

New Amtrak Acela Units Shipped East

Two new Amtrak shoveled nosed electric locomotives built by Bombardier were noted at Union Pacific's North Yard, Denver, CO, on 2-4-00. Bombardier Transportation (reporting marks BBRX) HHL-8 locomotives 650 and 652 had been at the Transportation Technology Center east of Pueblo, CO, undergoing tests. They were shipped north on their own trucks. Their ultimate destination was Plattsburg, NY. The distinct shovel nose cabs were covered in white plastic and the units had idler flatcars on both ends.

BBRX reporting marks are used by Bombardier when shipping newly manufactured cars and locomotives. These two units are some of the 15 electric "High-Horsepower Locomotives" being built to pull refurbished Metroliner and Amfleet equipment in Amtrak's "Acela Regional" service. The "Acela Express" locomotives are being called "power cars" and will be numbered in the Amtrak 2000-series.

– *The Colorado Zephyr & Bill*

RTD Runs Southwest Corridor Tests

The Regional Transportation District's new Southwest Corridor (South Broadway Station Denver to Mineral Avenue, Littleton) will start running test trains 5/15/00. The operator bids are due March 15th. The track laying was completed in early February 2000. The catenary was going up rapidly in February 2000 to finish sections still needing completion. Trains will start running south all the way to Mineral Avenue, south of Littleton, CO, to familiarize train operators and managers with their new extension. Passengers will

Yreka Western Railroad

The Yreka Western Railroad in Yreka, California is alive and well. The 111 year old short line railroad was saved from the auction block and possible cutting torch. On 1/21/00, the deal was closed and all of the assets of the railroad were sold to the Rocky Mountain Railway and Mining Museum (A Division of the Colorado Central railroad) based in Denver, Colorado.

A statement issued by the President of the museum, Troy Hubbard, said that the Museum and its committees are committed to preserving historic railroad and mining treasures, properties and artifacts. The Blue Goose will continue all of its freight operations and plans to reinstitute the historic Blue Goose Steam Excursion in May of this year. He also added a special thanks to the citizens and to the Save the Goose Committee in Yreka and Timber Products, the last lumber and wood chip shipper on the line.

The main attraction of the Yreka Western Railroad is the Blue Goose, a 1915 Mikado 2-8-2 steam locomotive. Historic Locomotive No. 19 has been in the movies *Emperor of the North* and *Stand By Me*.

The Blue Goose Steam Excursion takes its passengers on an historic three hour tour through the historic Shasta Valley with great views of the majestic 14,162 foot Mount Shasta, a sawmill & wood processing plant, cattle ranches, wildlife and the Century Old Railroad-Cattle Town of Montague. Passengers can tour the historic town and even have time for lunch in one of the historic restaurants before getting back on the train to Yreka.

not be carried on the test trains. The 8.7-mile line extension is scheduled to open July 15, 2000. The \$177.4 million dollar project is under budget.

RTD LRV #107 was the "car" that was pulled in both directions by a cab type hi-rail tractor seen on the new Southwest Corridor 2/2/00. They were checking clearances on the new extension. They

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Operation Lifesaver Very Active in Colorado

by Chris Wolf, North Region Coordinator, Colorado Operation Lifesaver

Most railfans are probably familiar with the LOOK, LISTEN, and LIVE slogan of Operation Lifesaver. Something that club members may not be aware of is the very active group of volunteers in Colorado that work daily to get this message out.

Operation Lifesaver began in 1972 when some Union Pacific employees in Idaho recognized the need to educate the public about the dangers they may encounter at highway-rail grade crossings and around railroad property in general. Since then, Operation Lifesaver has grown to a nationwide organization with programs in 49 of the 50 states.

Colorado Operation Lifesaver, or CO-OL for short, is fortunate to have a very committed individual serving as its state coordinator, Eric Sondeen. Eric is a fire fighter with the City of Littleton and in his spare time oversees the efforts of almost 100 volunteer presenters. These volunteers made almost 900 presentations during 1999. Presentations were made to diverse groups of people in every age group.

CO-OL is becoming so popular that we are having a hard time meeting all of the requests that we receive for presentations. The organization is always looking for new presenters. Presenters are trained in how to deliver the Operation Lifesaver message as well as what delivery methods work best for each group. The training usually takes place during a two-day

session, but can be covered in a long one-day session. The training is free and CO-OL provides the presenter with all of the support and materials he/she needs to make the presentations. Once trained, presenters are required to make four presentations per year to remain active.

The biggest benefit of being a presenter is knowing that you may save a life! Active presenters also have the opportunity of participating in ongoing training, such as regional and national symposiums. These venues give presenters an opportunity to learn and share with presenters from other states.

CO-OL has established close working relationships with several of the tourist railroads in Colorado. There are opportunities for presenters to present the OL message to tourists visiting those lines. Presenters involved in these efforts may be treated to a behind-the-scenes look at how the company operates.

If you do not feel comfortable with public speaking, but still would like to be involved with this important endeavor, you may consider becoming an associate member. Associate members help with such things as setup and take down of displays, computer support, fund-raising, and clerical support.

For more information about becoming a CO-OL presenter or associate member, go to our website: www.co-ol.org.

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were preceded in each direction by an RTD Hi Ranger (cherry picker) hirailer. It appeared that quite a few people were in RTD's car #107. They went south by the Joint Line's milepost 12 about 1:50 PM, returning north about 2:05 PM. – *Herb*

Denver City Cable Railway Company

On May 8, 1888, the Denver City Cable Railway Company was incorporated, and in that same year work started on the West

Denver, Welton, and Larimer Lines.

In 1900 on March 28th, the West Denver Line was converted to electricity. The next day, March 29th, saw the conversion of the Welton Line to electricity. Finally on April 1st the Larimer Line was converted to electricity.

One of the survivors of the Denver City Cable Railway is the power house built in 1889 at 18th and Lawrence Streets. It survives today as "The Old Spaghetti Factory" restaurant. – *Mike*

Out At The Museum

by Steve Mason

January 22 found a number of us working on various projects. First, I have to thank my wife Cindi for helping me load my radial arm saw on the truck. I am lending the saw to keep the project moving. We have not been able to use the wood shop because Lee Ritterbush has been making roundhouse doors there.

Roger Sherman is working on a signage project to better explain what our equipment did, who worked in it and what they did. This will help meet our education part of our "mission statement" in the club roster.

Duane Fields and Bob Tully came to help on the framing. They helped wrestle the radial arm saw out of the truck. Roger, Bob, Duane and I did preparation work on the old framing to receive the new oak pieces.

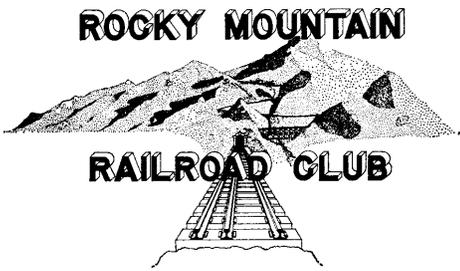
Russ and Sue Stuska came with a piece of stove pipe for the inside of the Rico. The stove in the kitchen was sitting there without a pipe. I appreciate Russ and Sue taking the initiative to make things look like they should.

We have a new member, Mike Spera, a young man about 13 years old. Surprise, he likes trains! We first saw Mike rodding out flues on D&RGW engine No. 346, polishing the smoke box, shining up the bright work, and not afraid to get dirty. He agreed to join the club and volunteered to polish up C&S engine no. 4, one of our three live steamers in the basement of the museum.

Bob, Duane and I used epoxy to laminate oak pieces onto the old framing. We also started pre-laminations for the center sill splices. We will mill these for the lap joint and the draft gear cheek plates.

The original right and left center sills are oak. The side sills and intermediate sills are pine. We think the oak will make these stronger. We further plan to bolt a 3/8 inch gusset plate onto the sides of the

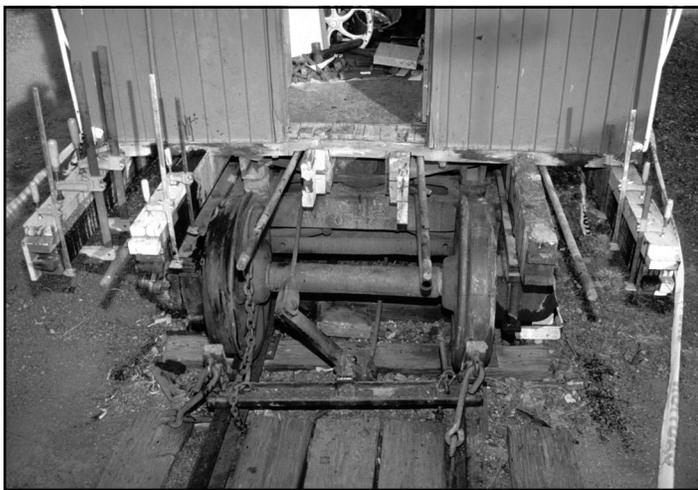
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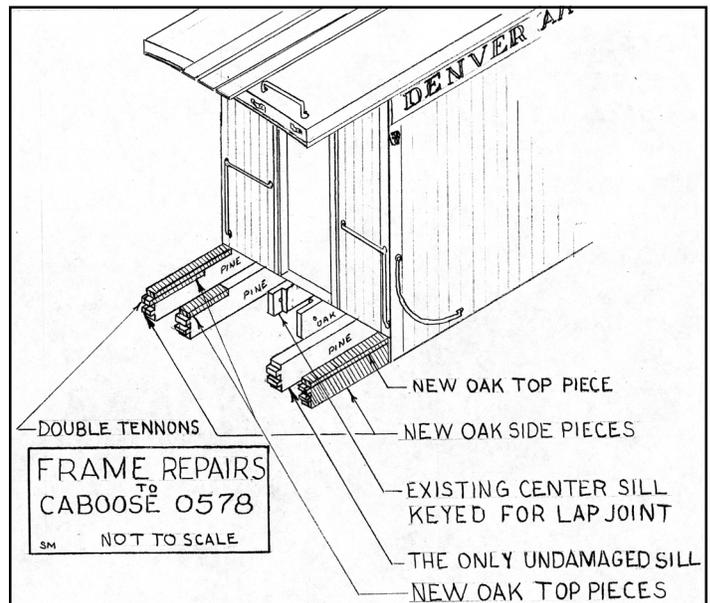
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New oak pieces were epoxied and clamped to the old framing on Caboose 0578. The center sill is missing in this photo.
– Photo © Steve Mason



Out At The Museum

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center sills for reinforcement. Because the original center sills had long cracks from years of service and dry rot on top of the

wood, we have elected to replace the center sills under the rear platform of the caboose.

Duane Fields came out Saturday, February 5th, and did fitting of the center sill pieces

until the weather went cloudy and cold.

We welcome any volunteer no matter what your skills. Call 303-772-6418. We work on the 2nd and 4th Saturdays of the month.