

ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 2000

No. 494

ROCKY MOUNTAIN RAILROAD CLUB

Video Potpourri Night

By Sherm Conners

November 14, 2000 • 7:30 PM

The November meeting features videos from your fellow club members. Members wishing to share their videos can send their videos to Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2489. Videos should be 6 to 10 minutes in length and on a VHS format tape. Tapes should be set at the starting point for your video and should be limited to a single subject.

Sherm Conners grew up on a farm by DeKalb, Illinois, on the C&NW mainline. He lived in southern Indiana for a few years before moving to Colorado in 1972. He joined the Club about 1980. He likes to take train photos and most of us remember the dual camera arrangement Sherm has to take both color slides and B&W. He started shooting video about 1989. After thirty years as a sales manager for a fertilizer company, he retired in 1990. Sherm served on the Board from 1993 to 1994. He was vice president during 1995. Most importantly, he started the video potpourri in the early 1990s and has been our only video potpourri "chair" since.

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.

ANNUAL MEETING NOTICE

In accordance with the club's bylaws, the Annual Meeting of the members will be held on Tuesday, December 12, 2000, at the time and location specified herein for the regular monthly (December) meeting of the Rocky Mountain Railroad Club. This meeting is called for the purpose of electing officers and directors of the Rocky Mountain Railroad Club, who will also serve as Trustees (plus at least two non-board members will be elected) for the Rocky Mountain Railroad Historical Foundation; and any other business as may properly come before this meeting will be handled.

Nominating Committee Request

The nominating committee is currently seeking one additional person to fill a director slot so anyone desiring to serve as a director should immediately contact: Robert Wilson (303-420-7127) Chairman, Ron Kaminen (303-797-8537) or Ken Hampton (303-697-9309) who are the carry-over directors responsible for nominations this year.

2000 Events Schedule

December 12 Meeting: Winter on Rails

2001 Events Schedule

January 9 Meeting: Route of the Warbonnets

February 13 Meeting: Rio Grande Passenger Trains

March 13 Meeting: New York Central Steam

April 10 Meeting: CATS, A Retrospective of A Years Operations

May 8 Meeting: Slide Potpourri

June 12 Meeting: Cheyenne - 1867 to Present

July 10 Meeting: To be Announced

August 14 Meeting: To be Announced

September 11 Meeting: To be Announced

October 13 Event: Annual Banquet

November 13 Meeting: Video Potpourri

December 11 Meeting: To be Announced

The deadline for items to be included in the December *Rail Report* is 11/15/00.

From the President

By Dave Goss

The bylaws of the Club allow revisions to be made by the Board of Directors as needed (Article V, Section 6). The Club's bylaws were last revised in 1984. During his term as President, Jimmy Blouch recognized the need to update the bylaws to reflect among other things, our revised dues structure, changes to the meeting times and clarification of the process by which vacancies are filled. Additionally, the Board felt that several other revisions were timely. These changes included deleting the Past President's position on the Board, clarifying the execution of contracts, deleting the provision for Club chapters in other parts, recognizing the need for policies, guidelines and procedures and defining current membership classes (Associate, Sustaining, and Foreign memberships). The new bylaws were issued September 19, 2000, and can be reviewed at any Club meeting or by any member who contacts an officer or director.

The Board is looking for any member who

is, or knows of, an attorney knowledgeable in nonprofit organizations. The Board is planning to evaluate the relationship between the Foundation and the Club to see if changes are appropriate or necessary in order to strengthen preservation activities and enable tax-exempt fund-raising. This person would preferably live in the metropolitan Denver area. Please contact me or any officer or director if you have a suggestion for such an attorney.

Please welcome Mr. Joe Minnich as the Trip Committee Chairperson. Joe has agreed to work on this committee and seeks volunteers to help him plan Club trips and excursions. Thanks, Joe for volunteering!

This month's newsletter contains the annual dues renewal form. Please review and update your information if necessary. Please note that we are accepting MasterCard and Visa credit cards for membership dues this year.

Rocky Mountain Railroad Club Trips in 2001

By Joe Minnich, Trip Chairman

The Board of Directors appointed me as Trip Chairman, effective October 18, 2000. I am looking for volunteers to serve on the Trip Committee. We need members to volunteer who have had some experience in planning trips and we are also looking for new club members who can bring fresh ideas to the mix.

This will, in fact, be a team effort. Planning and executing trips is a lot of work and requires a lot of time and talent. Both exist in an organization as large as

ours. I am open to ideas for trips and will be actively seeking destinations which will include possible mainline trips, low cost local events, traditional favorites and new places to visit. This last goal is going to be difficult for a club as old as the Rocky Club (been there, done that syndrome).

I am looking forward to hearing from our membership and from persons willing to volunteer. Your efforts will make our club a more enjoyable experience.

The Rocky Mountain Railroad Club Now Accepts Credit Cards

Fran Minnich, Club Treasurer, has announced that you can now use Visa & MasterCard to pay for any Rocky Club related activity.

You can pay your dues, buy videos and books, purchase excursion tickets and any

other reason that you might have to remit money to the club. This service will be available at Club meetings, over the phone, by fax or by e-mail.

If you have any questions, please feel free to call Fran at 720-535-1805.

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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 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:

Bruce Nall, Editor
Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

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.

News From the Foundation

by Jean Gross

October was a very busy month for Car #25. Finishing work continues to go well thanks to the continual volunteer work of Darrell and crew. The weekend of October 7th was especially busy as it was the weekend of the Woeber family reunion here in Colorado. It began in Ft. Collins on Saturday with festivities that included a slide presentation given by Darrell Arndt and Tom Peyton involving a brief history and the restoration of car #25. The Woeber family members came from as far away as the East Coast to partake in a very enjoyable gathering.

As a result of their enthusiasm and contribution, Darrell and crew rolled out #25 for the family's enjoyment. Woeber descendants filled the car, which proudly rolled up and down the track in magnificent light on Sunday. It had been two years since the family had seen the restoration project, and they were quite impressed with the progress that has been made. The weekend ended with a dinner at The Old Spaghetti Factory where, again, the family filled Car #54 which is part of the restaurant.

The foundation wishes to thank the Woeber family for its encouragement and eagerness to share with the Foundation and Club in the perpetuation of the history

of such an important part of Denver and urban transportation.

Other news of the foundation concerns the opportunities still open to support the current project of the Foundation, which is restoration of Interurban Car #25. The holidays are coming and the time of gift giving. Why not remember the foundation in your giving?

Remember a friend or relative with a donation from the following possibilities:

Restoration of the window shades – \$250.00 enables the recipient's name to be placed permanently in the car.

Memorial gift in the name of a fellow club member or relative.

Honorarium gift to celebrate a birthday, anniversary or friendship at holiday time

Remember, a matching gift from your employer will double your pleasure of giving to the foundation!

We thank Mr. & Mrs. Tom Abbott for their participation in restoration of the window shades and thanks to Marjorie Braisted for her undying enthusiasm and financial support.

In Remembrance

John Dolan

Mr. John Dolan, a member of the Rocky Mountain Railroad club since 1980, died October 7, in Englewood. A retired employee of the Colorado Department of Highways, John was also active in the Denver Rail Heritage Society. Our condolences to his widow, Dorothy, an associate member of the Club.

Harold Biddinger

Mr. Harold Biddinger of Osceola, Missouri, recently passed away. He was a member of the Rocky Mountain Railroad Club since 1998.

A Century of Passenger Trains ...And Then Some...

A book by Jackson C. Thode

The revised, expanded edition of the study of 112 years of passenger service on the Denver & Rio Grande Railway is on its way! The quality 8-1/2 by 11 inch, 144-page hardbound book features over 200 photographs. Many photographs have never been published and have been selected with the historian and modeler in mind. There are also maps, timetables, equipment lists and much more.

Look for the order form in the next Rail Report. There will be a \$5.00 pre-publication discount on retail orders placed before March 1, 2001.

Woeber Family Reunion Thanks

Darrell, I want to thank you for the nice time you and the other volunteers provided for the Woeber Family reunion at Ft. Collins and Denver. I am very proud of my family heritage, the nice restoration on Woeber car #25, the research you did and the excellent slide presentation you gave. I personally can't thank you enough. Many e-mails have passed among family members since the reunion and all who attended were very pleased.

I have a Woeber family history page with some pictures of the reunion at

<http://www.dw.net/~dconrad/woeber/woeber.html>

I also found a picture of car #25 in use at

<http://donross.railspot.com/dr061.htm>

Thanks again,
Dave Conrad, RMRRRC member #423

Video Tapes Available

The new *Uintah Railway* tape is available for a limited time at the November and December meetings. The special price to club members is \$20.00.

The following tapes are also available with the proceeds benefiting the video committee:

Otto Perry's Santa Fe	\$20.00
Around the Narrow Gauge Circle	\$15.00

From Machines of Iron:

Moffat Route	\$20.00
Sherman Hill	\$20.00
Durango and Silverton Railfest	\$15.00

A recent donation to the Foundation makes the *Last of the Giants* by Pentrex available for \$10.00. The proceeds benefits the Rocky Mountain Railroad Historical Foundation.

If you can't pick up the tapes at the meeting, we will ship the tapes for \$4.00 per tape for postage and handling.

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.

New SD70M UP 4236

Only a week in Union Pacific service, UP SD70M 4236 hustled the Los Angeles, CA, to Denver, CO, intermodal (Z-LADV-19) into Denver before dawn on 10/21/00. The 4236 went into service at Houston, TX, on Saturday, 10/14/00. It was manufactured at Sahagun, Mexico. Power on the train arriving Denver was UP 4236, CNW C41-8 8577 and SP SD40T-2 8498. – *The Colorado Zephyr*

Kodachrome BNSF Red & Yellow 5185

BNSF’s autumn grain moves brought out stored this year Burlington Northern C30-7’s. One unit still in the aborted Santa Fe/Southern Pacific merger “Kodachrome” red and yellow paint scheme is among that group – BNSF 5185. A rare sight nowadays.

The BNSF’s Laurel, MT, to Denver train rolled across Utah Junction on 10/19/00 about 10:55 AM with BNSF 9-44CW pumpkin scheme 4839, BN SD40-2 7148, red and yellow with large SF on long hood C30-7 BNSF 5185 and BN C30-7A 5099 in BN green scheme. BNSF 5185 was Santa Fe 8142.

– *The Colorado Zephyr*

UP 6936 West on Engineering Special

Union Pacific’s 8-car engineering inspection special rolled across Colorado on 10/17/00. Centennial (DDA-40X) 6936 was the sole unit handling cars like power car UPP 208, dome City of Portland and ex-Chicago & North Western inspection car FOX RIVER, UPP 203. The train started its 10/17 trip from Sharon Springs, KS, well before dawn. They inspected the Kansas Pacific through Cheyenne Wells and Limon, CO. At Denver, UP 2140 and 2189 pulled the train



The UP Board of Director’s Special highballed out of Denver shortly before noon on 9/28/00. C.W. Edinger caught UP 4167 West hustling around the curve near Tennyson Street. Train went to Salt Lake City, UT, and returned to Denver on 10/1/00. It deadheaded back to Council Bluffs, Iowa, the next day.

around UP Junction and across the Belt Line to position the train for westward movement on the Moffat Tunnel Subdivision. The train highballed up the Colorado Front Range and dove into Moffat Tunnel at 2:50 PM. Its westward trek took it to Oakland, CA.



UP 6936 was highballing the 8-car engineering inspection train through Rollinsville, CO, on the Moffat Tunnel Subdivision on 10/17/00 enroute to Oakland, CA.



What a chase! UP 6936 and the 8-car engineering inspection train on the Limon Subdivision (aka the Kansas Pacific Line) and the Moffat Tunnel Subdivision all in one day, 10/17/00. Recent track undercutting had the train kicking up dust east of Deer Trail, CO.

– Two photos by Chip

UP BOD in Gore Canyon



Union Pacific’s Board of Directors were treated to the scenic Colorado Rockies for their annual outing. The UP 4167 was transverse Gore Canyon along the Colorado River west of Kremmling, CO, on 9/28/00. – Photo by Mark Bau

Power was SD70M 4167, E-units 951, 963B and 949.

UP BOD train consist:

Power car UPP 207
 Staff car UPP 202 CARBARTON
 Sleeper UPP 315 LITTLE ROCK
 Business car UPP 102 ST. LOUIS
 Business car UPP 114 FEATHER RIVER
 Exercise car UPP 5779 PROMONTORY
 Power car UPP 208
 Sleeper UPP 1610 PORTOLA
 Sleeper UPP 1602 GREEN RIVER
 Sleeper UPP 200 OMAHA
 Sleeper UPP 201 WYOMING
 Sleeper UPP 1605 POWDER RIVER
 Dome lounge car UPP 9005 WALTER DEAN
 Diner UPP 5011 CITY OF DENVER
 Track inspection car UPP 420 FOX RIVER



Union Pacific's Board of Directors train sported new SD70M "Wings." UP 4167 was ahead of the E-9A units, 951, 963B and 949. Photographer Mike McGowen was up early at Denver Union Station to capture this outstanding view on 9/28/00.

Tennessee Pass UP Work Train

UP 5718 (ex-SP No. 9615) and UP 3926 were working on Tennessee Pass, 10/9 - 10/14/00. This train was working at Pando as of 10/12/00 and then tied up overnight at Malta. The work train departed Malta at 7:00 AM on 10/13/00 and headed east to Americus Siding where it continued tie clean-up operations. As the train was photographed heading south (east) through Buena Vista, there was a confirmed count of 38 loads trailing behind!

The train departed Parkdale for Pueblo and highrail MOW crews once again removed rail behind the train west of Parkdale to make the Tennessee Pass route "out of service." The latest "rumor" is that the work train will once again proceed west beyond Parkdale in about two weeks for additional loads.

– Steve R

Last American Orient Express Denver, CO, Departure for 2000 Season

The American Orient Express (AOE) departed Denver westward over the Union Pacific's Moffat Tunnel Subdivision at 2:00 PM behind Amtrak motors 805 and 814. The train got off to a rocky start, however. It stalled between switches at Leyden Siding (Arvada) account locomotive problems. After about 20 minutes they were underway again.

The 16-car train passed over Blue

Mountain crossing west of Clay at 3:30 PM. At Tunnel 1, three teenagers, who had earlier piled debris on the track, rocked the train as it entered the tunnel. They also rolled a 40 to 50-pound rock off the tunnel entrance onto the third or fourth AOE car. The crew called the police.

– Joe McMillan

Ski Train Power

The Ansko Ski Train staff confirmed on 10/10/00 that they will be leasing 3 Amtrak F40's for the upcoming ski train season. The units will definitely be painted in the Grande Gold Scheme. They are scheduled to be delivered about 11/15 with the first official revenue run 12/16. There will be a special run for 4H'ers on 11/9 with conventional power.

– Dr. Five Chime

BNSF Moving Grain to Texas

Grain traffic on the Burlington Northern Santa Fe increased sharply in late September and early October. BNSF is expecting a banner month in grain shipments, placing the credit with their new grain shuttle guarantees. The grain shuttle contracts specify a lower rate and guaranteed transit time, but the shippers have to agree to load/unload the cars in a certain amount of time or be penalized.

The increased grain traffic is great news for Stampede Pass, as that route will see much more use with empty grain trains returning east. Expect the current 2 to 4

trains a day to jump to as many as 8. This is the first time since the Stampede Pass project was completed that grain traffic is at normal levels for this time of year.

Union Pacific's grain traffic on the other hand is still in the doldrums with several cars stored for the time being.

On 10/12/00, BNSF had a 109-car grain train rolling south on the Joint Line between South Denver and Palmer Lake, CO. Power was BNSF 4423, ATSF 912 & BNSF 4585. Train symbol G SPLHER9 10 (grain from Split Rock, MN, to Hereford, TX).

BNSF at Clear Creek Junction



BNSF's Laurel, MT, to Denver, CO, train is reflected in pond at Clear Creek Junction, north of Denver on 10/17/00. Train had run south on the Front Range Subdivision, the ex-Colorado & Southern line. Power was BNSF 4530, 1065, BN SD60 9262 and ATSF 848.

– Photo by Chip

Ringling and Barnum & Bailey Circus Train

The Ringling Brothers & Barnum & Bailey (RBBB) Circus Train operated over Union Pacific's Salt Lake City, UT, to Denver, CO, line (train symbol S-SCDV-02) on 10/2 & 10/3/00. The UP 3345 east arrived Denver before sunrise on 10/3/00 rolling into UP's North Yard about 6:30 AM via the Moffat Route.

At North Yard, power came off the front and two winged SD70M's, 4034 & 4177 were put on the other end for the move east via the Belt Line to 36th Street Yard, Denver. These units switched the circus train into the West most tracks at 36th Street Yard during the day.

Continued on Page 6, Column 2

Annual Banquet

By Charles Moffat



Members attending the annual banquet.
– Three photos © Mike Gailus

This year's annual Banquet celebrating our 62nd year as a club was a big success. We bypassed last year's attendance with a full house of 106. The evening was enjoyed by all with excellent food and lots of door prizes.

We also enjoyed a wonderful slide presentation by former club president David Salter. Immense thanks to all who came and a special thanks to the many club members who gave their time and effort.



Program speaker,
David Salter.

A special thanks to the numerous businesses and club members who kindly donated a total of over sixty fantastic gifts for door prizes.



A member reviews
door prizes.

In recognition, the club thanks club members, Tom Klinger, Jim Ehemberger, Fran and Joe Minnich, Mike Gailus, Hugh Alexander, Dave Goss and David Salter. *Ed note: Charles and Selena Moffat planned and coordinated the banquet.*

Also for their generous support, thanks to The Colorado Railroad Museum, Caboose Hobbies, Mizells Trains, The Georgetown Loop RR, The Ski Train, The Durango and Silverton RR, The Pike's Peak Cog RR, The Verde Canyon RR, The Army Transportation Museum and Edward Wright.

OS Colorado

Continued from Page 5, Column 3

The RBBB circus performed some of their shows at the new Pepsi Center for the first time. The circus performances, 10/4 - 10/9, were at the new Pepsi Center south of Denver Union Station and 10/11-10/15 were at the Denver Coliseum this year. They've performed at the Denver Coliseum in recent years which is closer to UP's 36th Street Yard. The circus unloaded the elephants at Denver Union Station which is only three blocks from the Pepsi Center. The Rocky Mountain News ran a photo in their 10/4/00 edition showing the elephants walking across Speer Boulevard on 10/3 from Union Station.

Union Pacific moved the Ringling Brothers and Barnum & Bailey Circus Train from Denver to Cleveland, Ohio, on 10/16/00. Train had 56 cars measuring about 4960 feet and carried UP symbol S-DVCX-16. The train had UP 3148 and UPB 4294 for power. It departed Denver about 8:15 AM. At Hazeltine Siding, north of the Rolla automotive distribution center it met UP 6467 south. That was the Los Angeles, CA, to Denver Z-train (Z-LADV-14) with UP 6467, leased CIT Finical CEFX SD90MAC 128, UP SD90/43MAC 8261 and UP 7314 with over 100 cars, both piggyback and auto racks. – *Jon Bockelman, Joe McMillan & BNSF Man*

Out at the Museum

By Bob Tully

If you haven't been to the Colorado Railroad Museum during the past several years you need to make a visit. There have been outstanding accomplishments such as the library, the roundhouse, the "new" Rio Grande Diesels, a circular track, with more track and a turntable in the near future. It's a pleasure to work on the Club's equipment in these surroundings where there are positive improvements monthly. Quite a change since 1959 when the agreement was made between organizations which permits RMRRC to store and maintain our equipment at the Museum. Over forty years of cooperation is an outstanding accomplishment that I hope is appreciated by every member.

For their respective ages and historic uses, as well as life outdoors in all types of Colorado weather, our sedentary "rolling stock" is in very good condition. At the same time continual maintenance is mandatory to fulfill our obligations to the Museum, Club officers and members who obtained and maintained the equipment for these many years and for current and future generations who now and in the future enjoy living history. If you have some time or can make some time to assist in working on your equipment let me know. There is something for everyone and this committee needs a hand from

time to time. There are jobs which can be done by anyone – no experience or special skills necessary!

Many times it is beneficial to have someone present solely to explain to visitors who owns the pieces, when and where they were used, and what we are doing. And we can always tell folks about RMRRC and take memberships and donations, particularly during special events such as "steam ups."

During the past month or so we have put together a list of over 50 items, large and small, that need to be accomplished. You will see more on this in a future newsletter or at a meeting. For now, our priority is to complete caboose 0578 with a new paint job and lettering after the letter boards are installed. By the way, we need help scraping the loose and old paint. One of these years it may run again! With your help, maybe in 2001.

On September 23, Roger Sherman, Ralph Vance and I started cutting the letterboards with a dado along the edge of the 64 feet of lumber. Work by Dwane Fields, Ken Gow, Roger Sherman, Russ Stuska, Ralph Vance and myself continued on Saturday

Continued on page 8, column 1

Kenosha Pass – Part Two

By Steve Mason

7:30 AM found us at the Crow's Foot Restaurant in Bailey. After we all had breakfast together, Pat Mauro took us over to the historical park in Bailey. Pat is Vice-President of the Park County Historical Society. We all assembled at Kenosha Pass at 9:00 AM to start work.

Bob Tully made a switch target and painted it green so it would not be a "target." He also painted the switch stand black. Bob and Ralph Vance mounted the target. The rest of us grunted removing the near concrete consistency road base from over the ties. The first crew picked loose the road base. A following crew removed any loose road base. The next group matted the road base down to the ties and under the rail ball. A following gang removed the rest of the road base cleaning the ties.

Dave and Connie Henker brought their two kids, Brittany (the older one) and Trista. They watched the kids as they worked. The people working were as follows: Cindy Dean-ranger in charge, Dave and Connie Henker, Barry Smith, Dick Eaton, Mike Gailus, Bob Tully, Roger Sherman, Ken Gow, Pat Mauro, and Steve Mason.

We had a picnic lunch at the grove by the interpretive trail we were working on. Barry Smith brought *Narrow Gauge in the Rockies* and Pat Mauro brought *Denver, South Park, and Pacific-Memorial Edition* for us to look at during lunch. Mona Tully brought some goodies for us all.



Kenosha Pass Service Day workers from left: Mike Gailus, Pat Mauro, Bob Tully, Cindy Dean, Ralph Vance, Roger Sherman; Brittany, Trista and Connie Henker, Barry Smith, Dave Henker and Ken Gow. – Photo © Steve Mason.



The Kenosha Pass track before the service day. – Photo © Bruce Nall.



The Kenosha Pass track after the service day. – Photo © Steve Mason.

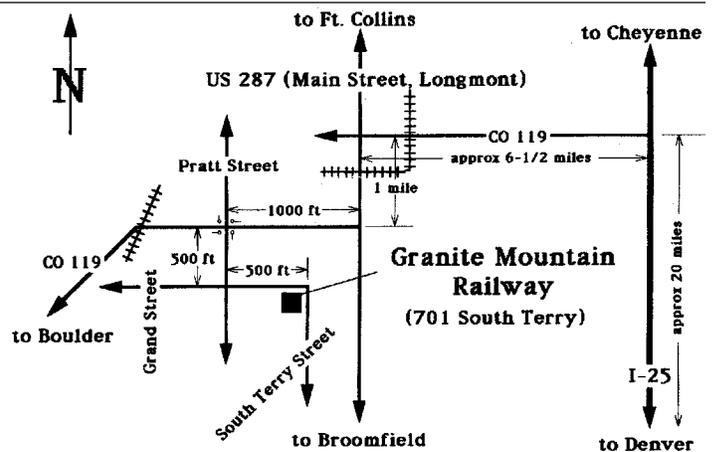
Cindy Dean worked steadily without breaks. We were given a good example by the "boss" to set the pace. When we started in the morning it looked like we had a long way to dig. We just focused on the area in front of us and kept to Cindi's pace. We finished by 4:00 PM.

The weather was perfect. Scattered clouds made for good photos, breathtaking vistas in all directions and still quite a bit of color in the aspens. Good company, a fine day, a worthwhile project. What could be better than that?

Granite Mountain Railway Open House

The management of the Granite Mountain Railway invites you to our annual open house on Saturday, 11/11/00, from 10:00 AM to 5:00 PM and on Sunday, 11/12/00, from 1:00 PM until 5:00 PM. The railroad is located in the basement of 701 South Terry Street in Longmont. Directions are given by the accompanying map.

The GMRY is a modern-era HO/HOn3 model railroad of about 2000 square feet, with multiple levels, DYNATROL command control, three large staging yards, four spirals, freight and Amtrak passenger operations, and six interchange railroads. We try to run the railroad as realistically as possible with about 18 people.





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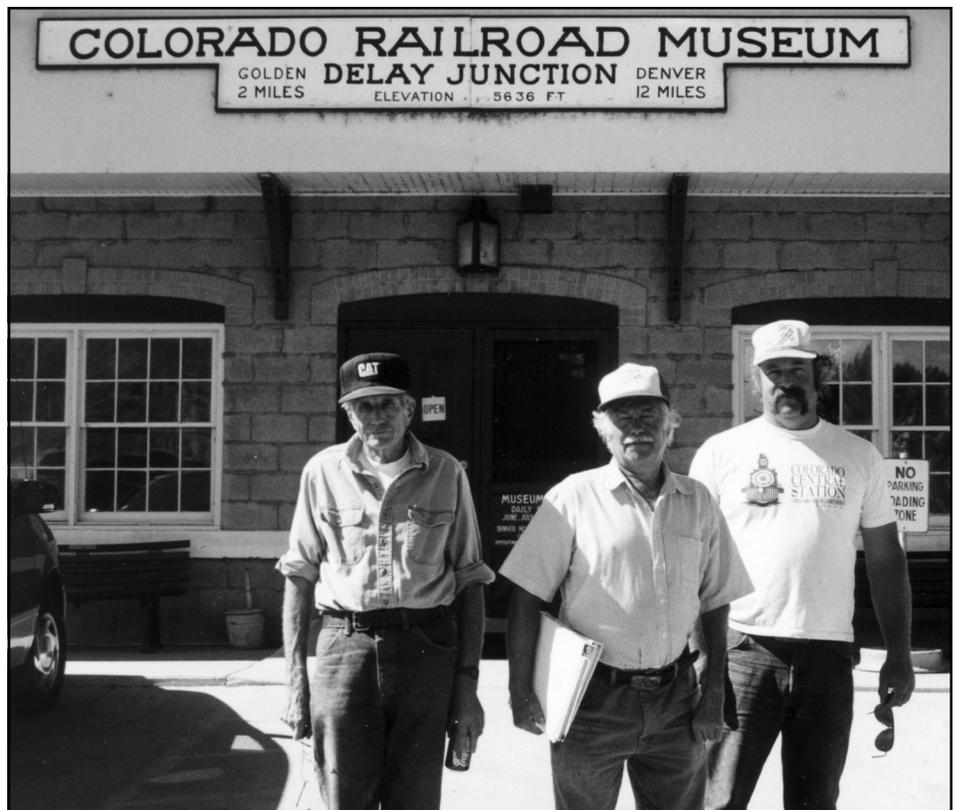
Out at the Museum

Continued from page 6, column 3

October 14. The letter boards were primed with high quality latex then lots of measuring and a bit of cutting and fitting. Final cuts were made on the west door sill and then it was screwed down. We represented the Club at an excellent lunch with Museum directors, staff and volunteers, about 100 people in all. No speeches but we sure talked about railways past, present and future.

On September 29, Sue and Russ Stuska worked on the Rico. Sue put a second coat of paint on the kitchen while Russ continued to repair and make sure all windows were water tight and secure. As always, they left with every piece of glass clean and sparkling.

Workdays the rest of 2000 include October 28, November 11 and 25, December 2, 9 and maybe the 23rd. December 2 and 3 is a steam up weekend.



From left: Ralph Vance, Bob Tully and Denny Haefele leave the museum after working on Rio Grande caboose 0578.