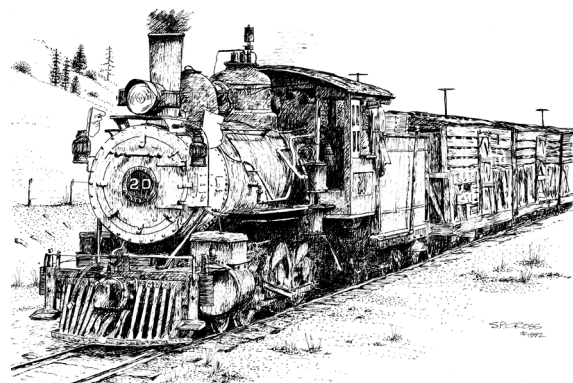


ROCKY MOUNTAIN RAIL REPORT



APRIL 2001

No. 499

ROCKY MOUNTAIN RAILROAD CLUB

CATS, A Retrospective of A Year's Operations

By Terri Shaw

April 10, 2001 • 7:30 PM

Join your fellow members at the April club meeting to hear Terri Shaw present a program reviewing the operations for the last year on the C&TS. Terri is President of the Friends of the Cumbres & Toltec Scenic Railroad, the parent organization of RGRPC. Terri was also appointed Executive Director of the Friends effective June 1, 2000, and has relocated from the Los Angeles area to New Mexico. Terri was elected President of the Friends in 1996. She is also a board member of the Association of Railway Museums.

The Friends of the Cumbres and Toltec Scenic Railroad, or "The Friends," is a nonprofit organization which shares with the Cumbres and Toltec Scenic RR Commission the stewardship of a unique railroad property of important historic significance and remarkable scenic beauty. Their mission is to preserve and interpret the railroad and to support the continued operation of the C&TS RR for the people of Colorado and New Mexico who own it, and the tens of thousands of visitors who come to be transported back in time through the beauty of the San Juan Mountains. Volunteers from the Friends have been especially active in restoring and preserving equipment and structures along the right-of-way and have recently also taken over day to day operations of the railroad.

The club meeting will take place in Barnes Hall at Christ Episcopal Church, 2950 South University Boulevard at Bates Avenue. Off-street parking is available east of the building. Please use the building's south entrance.

2001 Events Schedule

May 5 Event:	Cheyenne Shop Tour
May 8 Meeting:	Slide Potpourri
June 9 Event:	Colorado RR Museum BBQ
June 12 Meeting:	Cheyenne - 1867 to Present
July 10 Meeting:	To be announced
July 13, 14, 15	RR Museum work weekend
July 22 Event:	Union Pacific Steam Trip
August 14 Meeting:	RMRRRC 1984 Chicago Tour
August 27 Event:	D&SNG Mixed Freight
September 11 Meeting:	Rio Grande Trains
September 15 Event:	No. 25 Operation
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 *May Rail Report* is 4/16/01.

Is Your Newsletter Address Label In Color? If It Is, This Is Your Last Issue

If your newsletter has a color mailing label, our records indicate you have not yet renewed your membership. This is the last newsletter you will receive in 2001 until your renewal has been received or reconfirmed. Please contact Fran Minnich at 303-693-0664 with any questions.

Slide Potpourri

By Erwin Chaim

The April 10 club meeting will be the last day to give Erwin Chaim slides for the Annual Slide Potpourri Night on May 8.

Slides may also be submitted to Erwin at Caboose Hobbies before April 10. Call Caboose first to make sure he will be working when you want to deliver your slides. Erwin cannot accept slides after April 10 or on the May 8 meeting night.

From the President

By Dave Goss

Due to some minor problems with the bindery, the Thode book has been delayed. It is due to us by the 12th of April. Once you see the book, I think you will all agree it is a superb book. The photos and especially the updated section make this a volume that will be used many times by historians, modelers and Rio Grande enthusiasts.

A special heartfelt thanks and grateful appreciation goes to Jim Ehernberger for his work on this volume. In Jack's words, "Jim busted his butt doing this book." His modesty would not permit Jim more than passing acknowledgment of his involvement in the book's introduction. However, all members who know Jim see his craftsmanship and perfection in this outstanding book. Thanks to Jim for his meticulous professionalism and to Jack for his wonderful collection and words that permitted publishing this updated version of his original title.

Ticket sales for Cheyenne Shops tour have been very strong and that trip may almost be sold out by the time the newsletter gets

Call for Programs

By Mike Gailus

I am asking members or guests who would like to present a railroad related program, to please contact me with a short description of the program. The length should be about 45 to 50 minutes. The club will provide a slide projector and sound system. I am booking programs for fall and winter of 2001 and most of 2002. Please telephone me at 303-788-0403 and leave a message or e-mail me at mgailus@qwest.net.

to you. More than 65 seats have been sold on the July 22 excursion behind Union Pacific 3985. One dome car is sold out. We have travelers from as far away as Japan joining us on this trip. The Trip Committee has done a great job on these excursions.

Please also note that if you have a color mailing label on this issue of the Rail Report, this is your last issue until we receive your 2001 dues. If you think we are in error, please call me at 303-693-9933.

Looking For A Service Project

By Bob Wilson

The Rocky Mountain Railroad Club is searching for a suitable service project and weekend dates for the service project. As Chair of the Service Project Committee, I would like to coordinate this activity with other Colorado-area activities. Please call me at 303-420-7127 or e-mail me at bwilson@rmi.net with your suggestions for service projects and dates.

We would like a railroad-related project within one day's drive of the greater Denver area, which could involve one or two nights in a motel or camping. The ideal project could involve historic preservation or interpretation, and possible to accomplish and finish in two days. Various Club members have historical, track work, or equipment expertise. The Club had a good time in 1999 performing track work and general restoration at the Alpine Tunnel. In 2000, we enjoyed improving the DSP&P interpretative area on Kenosha Pass with Cindy Dean of the South Platte Ranger District.

In Remembrance

Carl Helfin

Long-time Club member Carl Helfin in died on March 11, 2001. Carl had the flu, and was hospitalized before he went to a nursing home where he died. He had been associated with Bob Richardson at the Narrow Gauge Museum south of Alamosa before Bob established the Colorado Railroad Museum at Golden. In later years, Carl was instrumental in organizing the summer theater in Creede.

Publishers Statement Rocky Mountain Rail Report

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

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

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Club Website:
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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	Mike Gailus
Secretary	Freund John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

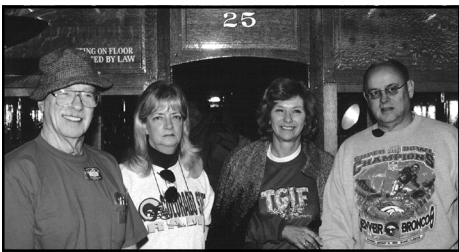
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Littleton, CO 80162-0579

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.

D&IM No. 25's 90th Birthday

By Darrell Arndt



Visitors included Paul "Doc" Thode and his daughter Susie and Paula and Ted Haley. Paul and his brother Jack are long time club members and Ted is the son of the late Ed Haley. – Photo © Darrell Arndt

About fifty people of all ages stopped by Building 78 at the Denver Federal Center on Saturday, February 17th, to wish No. 25 a happy 90th birthday. There was cake and plenty of goodies for all to enjoy, a feature that seemed to be particularly attractive to the youngsters!

New developments to see since the last open house were the completion of the ceiling trim and most of the molding below the clerestory windows. The molding allowed for the display of the "new" advertising cards that were acquired from the Association of Railway Museums. These excellent, color reproductions depict transit ads from the 1920's, 30's and 40's.

Mat Anderson donated the cake and helped with providing our refreshments. Cyndi Trombly, Ardie Schoeninger and Tom Peyton provided floor lamps to light the interior. Tom Peyton and his brother, Ted, created a special handout that featured photos of No. 25 operating in various locations along Route 84. The General Services Administration saw to it that the snow was plowed away from the building. Fortunately the weather improved quite nicely over what it had been a few days prior. A special thanks is due those folks who were generous with monetary donations during the open house.

Thanks to our volunteers who have been making recent contributions to the project. Mel Ott assisted Tom and Darrell with installation of molding work and Hugh



Keri (left) and Michael Burkholder are ready to enjoy No. 25's birthday cake. – Photo © Darrell Arndt

Alexander did some more of his artistic work to hide wood repairs. Dick Kremers has worked on "housekeeping" chores and parts cleaning among other things. Terry Courtright donated more of her time to acquire glass for the sliding doors that are now being prepared for installation. Frank Navarro has begun painting the wooden bench seat frames.

Our thanks to Lowe's Home Improvement Warehouse of Arvada for the donation of material to hold the new advertising cards in place. Olympic Metals, Inc. donated special brass and cut it to fit our sliding doors. Fred Swoveland will machine this metal, once again providing an invaluable service to the project. Frontier Mechanical, Inc. also cut and donated a piece of steel for an interior door.

Bob Immergluck of the Western Railway



Birthday balloons decorated the display showing some of the history and restoration of No. 25. – Photo © Darrell Arndt

Museum in California has been counseling us on the design of light fixtures for the car and our own Bob Wilson has also been doing research. We benefited from "Doc" Thode's woodworking skills again when he made car card molding and a new oak window trap cover. Our focus in the coming months will be installation of interior end walls and sliding doors, remaining ceiling molding, luggage racks, miscellaneous brass hardware and fabrication of light fixtures. As can be imagined, the continued support of our membership is most appreciated.

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.

A Strange Amtrak Meet

On February 23, 2001, Amtrak 5 (Westbound) and Amtrak 6 (Eastbound) had a meet at the Shoshone siding. Both stopped and some boxes were transferred between the trains. What was going on? Amtrak 6 had run out of napkins and dinner rolls. Even as early as Grand Junction, UP’s dispatcher started acting as a go-between relaying the requests for the rolls to Amtrak 5. The meet was successful and the rolls were really good, too! – *Eva Hoffman*

New Ultra Domes Enter Service

Royal Celebrity Cruises RCIX 1001 was at Denver Union Station for display. The Ultra Dome Car built by Colorado Railcar Manufacturing, LLC, in Fort Lupton, CO was one of two cars recently completed for the Cruise Line. The cruise line may receive up to ten cars. The two level car is 18’-1” high and consists of an upper dome level with swiveling seats that can be arranged to face each other. The car is reported to be 8” longer than the Princess Cruise Line Ultra Domes.

The lower level consists of a dining area and full sized stainless steel kitchen. The car is Americans with Disabilities Act (ADA) equipped. Seven channels of stereo sound are available at the seats.

This car and mate RCIX 1002 (arrived Denver on 3/1/01) toured the West before heading to Seattle at the end of March for barging up to Alaska.

The car was open to invited guests at Denver Union Station on 2/28 and 3/1/01. The new owners were glad to show off their new car. The Royal people were very friendly.
– *MMM*



Royal Celebrity Tours received their ultra dome cars from Fort Lupton based Colorado Railcar Manufacturing, LLC, in late February 2001. RCIX 1002 and 1001 were starting a six Western city tour prior to moving to Alaska. BNSF Z DENCHI9 02 was passing Keenesburg on March 2, 2001. – Photo © Chip.



Two Colorado Railcar Mfg., LLC, cars for Alaska Cruise service start touring the West. Celebrity Cruise and Royal Caribbean International bi-level cars RCIX 1001 and 1002 departed Denver 3/2/01 on BNSF Z DENCHI9 02. Seen at Keenesburg, CO, about 8:00 AM. ATSF 8-40CW 921 and BN SD60M 9250 were the power. Photo © Chip.

Royal Celebrity Tours Launches Six-City Whistle Stop Tour

Royal Celebrity Tours has taken possession of the worlds largest and most accessible domed rail cars in the world, at Colorado Railcar Manufacturing, LLC, the Denver-based builder of the custom rail cars.

The new rail cars, called Wilderness Express, are the first products launched by Royal Celebrity Tours, the land tour company created last year by Royal Caribbean Cruises Ltd., which owns Royal Caribbean International and Celebrity

Cruises. The company unveiled the new rail cars during a six-city Whistle Stop Tour which began on 2/28/01 in Denver.

“These magnificent new rail cars will significantly enhance our guests vacation experience in Alaska,” said Richard Fain, chairman and CEO, Royal Caribbean Cruises Ltd. “The rail cars themselves, combined with the depth of experience and knowledge that the Royal Celebrity Tours team brings to this new company, will provide our guests with an even broader array of exciting Alaska experiences.”

Royal Celebrity Tours Wilderness Express rail cars spent March traveling to selected cities in the West and Pacific Northwest en-route to Alaska. After debuting in Denver, they continued to Dallas/Ft. Worth (Grapevine), Los Angeles, San Jose, Portland and Seattle. Travel agents and media viewed the new dome cars in each city, and Royal Celebrity Tours executives were available to discuss the unprecedented features of the rail cars and the new Alaska programs.

The Wilderness Express rail cars boast the most dome glass of any double-deck rail cars in the world, outdoor 360-degree viewing platforms, extra wide seats that recline and rotate and onboard dining. The



Royal Celebrity Tours ultra dome RCIX 1001 with leather seats during its visit to Denver Union Station, March 1, 2001. Car features an elevator for folks needing to avoid the spiral stairs in the car. – Photo © Chip.

cars are also equipped with dome-level ADA-compliant seating, allowing physically challenged travelers to access both levels – a first in the industry.

The rail cars allow guests on Celebrity Cruises and Royal Caribbean International's Alaska cruises to take advantage of premium land tour programs beginning in May, with the 2001 Alaska season. Guests can select pre- or post-cruise land packages ranging from two to six nights featuring cities such as Talkeetna, Fairbanks, Alyeska, Denali and Anchorage. All Royal Celebrity Tours are hosted by expert tour directors and have been carefully designed to offer guests the best of Alaska's wildlife, culture and outdoor activities.

-World Celebrity Tours Press Release

GM-92 SD89MAC on BNSF to Pueblo

GM-92, the first SD89MAC, was moved by BNSF to the Transportation Technology Center near Pueblo, CO, the weekend of 3/3 and 3/4/01. The all white unit with very little lettering moved south on BNSF's Denver to Barstow, CA, arriving Pueblo on 3/4/01. Under the DOT reporting year for 2001, the model is listed as "SD90MAC" with year built as

2001. Last inspection was done 2/16/01 at LaGrange, IL.

A quick inspection of the unit indicated the air reservoir spit valves were located at the rear of the fuel tank and over the rear truck, hence the rust over that area.

Looked at the modified "H" engine, and there were oil leaks around the engine, and sizable oil accumulations in the sump area. Looks like there had been exhaust leaks too as the compartment doors were covered with soot.

Noted in the air compressor area were another exhaust stack and some sort of equipment for air intake. Of course neither of these systems were connected.

Awfully big engine frame for a 4500 hp engine. There is some indication from EMD representatives that this engine will receive a new frame if successful.

On the history of this engine, I do remember that the locomotive was built several years ago, the 4500 hp installed, and then it was sent to Paducah, KY. I saw it there last year, and as I recall it was not painted. It was apparently painted and returned to LaGrange for modification.

The body does appear to be similar to the UP Phase II Mac 90's. The UP paint does wonders for the looks of these units with regard to the front.

This unit is the lone SD89MAC. For those who do not know, this is a new locomotive based on the SD90MAC-H, but it is powered by a 12 cylinder 265H prime mover rated at 4500 horsepower. Glad you got to see it again UPRF1, this time with paint and after the locomotive was actually completed (it didn't have a prime mover when you saw it at VMV last year). Builders plate shows unit was built 6/00. Serial number 996135-1.

– UPRF1 and Bryan

BNSF Grain Train to Hereford, TX

Sharp and clean looking BNSF 9-44CW 748 in warbonnet scheme was on a southbound unit oxide red grain hopper train along the Joint Line 3/4/01. Power was 748, SD75M (warbonnet, ex-ATSF 202) 8202 and Heritage II painted 4646. Train made great time down the Joint Line. Train symbol was G FUNHER9 03 going to Hereford, TX.

– CW and The Colorado Zephyr

Andesite Rock Company SD-45's

Andesite Rock Company had worked on the Dakota & Iowa Railroad (DAIR) which operates freight service from Dell Rapids, South Dakota to Sioux City, Iowa. The line is 138 miles long and connects with the BNSF at Sioux Falls, South Dakota and the Union Pacific Railroad at Sioux City, Iowa. Traffic is sand, gravel, grain and fertilizer.

DAIR operations started in April, 1982. The line from Dell Rapids, South Dakota to Sioux Falls, South Dakota is owned by the L.G. Everist Company. The rest of the track is owned by the State of South Dakota, and the Sioux Valley Regional Railroad Authority.

Andesite Rock Company began using their new Colorado arrivals Dakota & Iowa (DAIR reporting marks) SD-45 2701 and 2801 in early March 2001. The ex-Denver

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

& Rio Grande Western RR 5339 and 5331, sold by Southern Pacific, sport a light brown and green paint scheme. The units moved from their Dell Rapids, SD, operation to Colorado in February 2001. They will be evaluated this year at the Commerce City, CO, operation. The ANDX SD39's 4027 & 4028, ex-Southern Pacific painted Rio Grande for a movie, but never owned by Rio Grande, will likely go back to the South Dakota operation in April 2001. Heavier tonnage at the Colorado operation (trace cars LGEX 4717, 4738 and 4744) was one reason the SD-45's were moved west. However, the SD-45's 20-cylinder engines are fuel guzzlers.

The ANDX 4027 and 4028 received Dash 3 electronics in 2000. They would be the preferred power if they could upgrade them with cab control signals for usage on Union Pacific's Wyoming main. Andesite Rock Co. gets rock from Granite, WY, and prefers to use their own power to avoid UP power shortages.

Thus, the ANDX 4027 and 4028 will likely be in South Dakota the majority of the year 2001. These sharp looking SD-45's will be running the unit rock trains from Old Rolla over UP's Greeley Subdivision (Denver Pacific line) to Carr, CO, and Granite, WY.

The Denver Metro area's appetite for asphalt and concrete will see two additional tracks built by Andesite Rock Company at Old Rolla. Andesite serves Asphalt Specialties Company and Aggregate Industries from their East 88th Avenue and Quince Street location in Commerce City. Aggregate Industries will expand their concrete operation, thus the increased rail traffic is prompting the additional tracks to be constructed this year. – *The Colorado Zephyr*

EMD EPA Tests on UP SD70M 4637

Union Pacific moved an EMD test set north over the Joint Line from Pueblo, CO, 3/8/01. The EMD power was moved



Private car IORP 800290 was headed west on Amtrak No. 5 on 3/3/01. The Budd car is ex-Chicago, Burlington & Quincy 558, a pool car on the North Coast Limited. Tom McOwen out of Cincinnati, Ohio, owns the car. The car ran on the Grand Canyon Railway for a while. – Photo © Mike McGowen.

to Plainview, CO, for EPA emission testing on UP SD70M 4637. This unit has flared radiators to meet stricter emission requirements. Three new switchers in blue with CIT lettering accompanied the train. They were GP15D (CEFX 1501) and GP20D's (CEFX 2001 and 2002). CEFX 2002 was the lead unit. These are EMD's new switchers built by Motive Power at Boise, Idaho with Caterpillar prime movers.

Static testing was done at Plainview and East Portal, CO, along Union Pacific's Moffat Tunnel Subdivision.

– *The Colorado Zephyr*



EMD was performing high altitude emissions tests on Union Pacific flared radiator SD70M 4637 when Amtrak 242 on the Ski Train passed it at East Portal, CO, on 3/17/01. The train is on the West leg of the wye at East Portal, CO. Units were CEFX GP20D 2002, EMD test car ET 820 and UP 4637. The Ski Train had leased Amtrak 242, 283 and 289. Photo © Chip.



The train testing UP 4637 was on the West leg of the wye at East Portal, CO. Units were CEFX GP20D 2001, GP15D 1501, UP 4637, EMD test car ET 820 and CEFX GP20D 2002. Photo © Chip.



Union Pacific loaded coal train C WEMS 08 with GE AC4400CW 7125 was rolling by on the siding to meet westbound Amtrak's California Zephyr at Plainview, CO. Photo © Chip.

BNSF SD70MAC 9623 Fire

A fire broke out in the lead turbocharger area of BNSF SD70MAC No. 9623 while



Rebuilt CalTrain bi-level commuter coach 3820 was deadheading behind the Amtrak California Zephyr power on westbound train #5, 2/26/01. – Photo © Chip.

it was leading a 100-car coal train south on the Joint Line. The incident occurred at approximately 9:30 AM on 3/5/01. The crew was unaware of the fire until they were alerted by a passing train. Observers reported seeing flames shooting 6 to 8 feet in the air behind the cab. The engineer brought the train to a stop at a road crossing about five miles south of Castle Rock, CO.

The locomotive began running hot while pulling the loaded train up Monument Hill on a 1.45 percent grade. Castle Rock Fire Chief Robert Brown told the Denver Post that a leak, presumably either oil or diesel fuel, ignited when it dripped onto the hot engine. Approximately 50 gallons of fuel spilled from the engine onto the ground.

BNSF uncoupled the locomotive, and the train, en route from Wyoming's Powder River coal basin to a power plant in Arizona, continued south with its two trailing SD70MAC's, both of which were unaffected.

– Tim Tonge, from *Trains.com*, March 7, 2001 *Newsline*.

UP KP Line 24-Car Derailment

UP had a sinkhole derail an eastbound coal load east of Boyero, CO, on the Kansas Pacific Line, the afternoon of 3/12/01. Two hopper cars buckled as their loads bounced up and down passing over the sinkhole. The mid-train DP's stayed on, but 22 other cars hit the dirt. The line reopened on 3/13/01. Train C CVCSH 09 was from Converse Mine, CO.

New Amtrak P42 Leads Train 5 Across Colorado Rockies

Leading Amtrak's westbound California Zephyr, train 5, out of Denver on 3/17/01 was an Amtrak recent arrival, P42 143. The unit wears the new Amtrak Regional paint scheme. Behind Amtrak 143 were 19 and 44.

– C.W.

BNSF Sheridan, WY, Helpers

Change happened overnight again and a few more of the SD60M's are in town.

Rocky Club Trips Sell Well

By Joe Minnich

The 2001 trips are selling well. The UP Cheyenne Shops Tour on Saturday, May 5, 2001, is nearing sell out. The first bus is full and the second bus has only 20 seats available as of this writing. Please order your tickets as soon as possible. Mail your check for \$38.00 per seat with the insert in last months newsletter or a note to the club P.O. Box or order online via the club web site. Tickets and instructions will be mailed April 15th

The First Annual Rocky Club BBQ in June is also selling well. Since there is no limit as to the number of people, we are sure we can accommodate your family. The reservation deadline is June 9th. The flyer is included in this month's *Rail Report*. Once again, we accept Visa and MasterCard. You may order at any time using the club web site or by mail using the Club P.O. Box.

Most are set up in SD40-2/SD60M sets with one all SD60M set including:

BN 9211-9231, BNSF 7214 (H1) - BN 9264, BN 9208 - 7270, BN 9252 - 7261

Fortunately, there's still plenty of BN green in Sheridan, WY.

– Paul, website paul@mtnwestrail.com

U.P. Loads 100,000th Powder River Basin Coal Train

On 3/17/01, The Union Pacific Railroad loaded its 100,000th coal train out of southeast Wyoming's Southern Powder River Basin (SPRB) coal field since Union Pacific and the former Chicago & North Western completed a 107-mile rail line to the region in August 1984.

The average number of daily loaded trains being moved out of the SPRB continues to improve. Union Pacific is currently averaging over 34 trains a day, two trains a day better than the all-time high of nearly 32 a day set during January 2001. A new two-day loading record of 78 trains was set on March 8 and 9, surpassing the old record of 76 trains set on July 12 and 13, 2000. – *UP Railroad*, 3/19/01

The Union Pacific 3985 Trip from Denver to Cheyenne on July 22nd will be a sell out. There are, as of this writing, plenty of coach seats left but the dome is 70% sold out. After May 14, the trip will be offered to other organizations and individuals. We would suggest that you order now to assure yourself a seat on this trip. Visa and MasterCard are accepted. Tickets and instructions will be mailed on June 15th. Overseas orders will be mailed earlier.

Remember to mark your calendar for the Durango & Silverton Mixed Train Trip on Monday August 27th. You may order now by mail to the Club P.O. Box or via the club web site.

The Club address is PO Box 2391, Denver, CO 80201-2391

The club web site is:

<http://www.rockymtnrclub.org>



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Equipment Committee Club Equipment Maintenance Weekend

By Bob Tully

Your equipment committee has planned a Club Equipment Maintenance Weekend for July 13, 14 and 15th at the Colorado Railroad Museum. Lunch will be provided for all volunteers. Drinks and snacks will be available throughout each day.

The following projects are my highest priority:

- 1) Remove and replace the north siding on RGS # 021 "Rico" along with trim on all windows. Do some work on the roof to keep it waterproof. Install wood underlayment and new linoleum throughout the interior. Reinstall the entire brake system.
- 2) Pressure wash RGS Locomotive #20. Do some minor wood work and touch-up painting. Replace hoses and various fixtures inside the cab.

- 3) Pressure wash the tender to Loco 20. Replace rusted out steel and old wood sides around the top of the bunker and repaint.
- 4) The Storage Boxcar needs minor repair, sealing of splits and cracks and painting to prevent water damage.
- 5) The Fairmont speeder could use a protective wood box over the engine and clutch, a new window and paint.
- 6) Develop improved information and educational material on each piece of equipment to be used for new signs, plaques, drawings and photo displays.

There is a great need to enhance the Club's image and let visitors know about each piece of our equipment: who owns it, where and when it operated, what it was

used for, and why we preserved it. We need good displays with photos showing each unit in use and signs explaining various equipment and parts. Many of you have the knowledge and sources of information that could be used, as well as ideas on photo and interpretive displays.

It would be a tremendous benefit if five or six members would work on this project starting now so we could have new displays and signs completed this summer. I would greatly appreciate hearing from you regarding this project as well as a good response to our proposed July work days.

Sign up with Bob Tully at a Club meeting or call 303-428-2322 for any half day, full day or more, depending on your interest and availability. What we do will depend on your desires and participation.