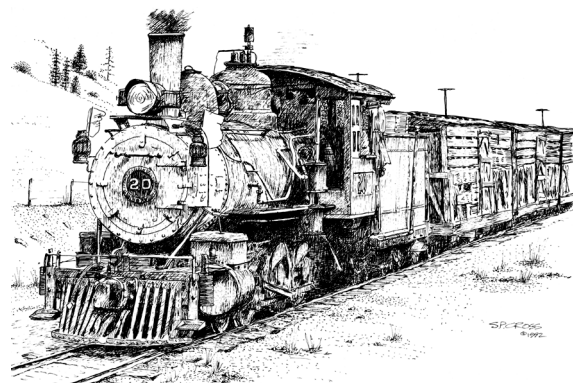


ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2001

No. 497

ROCKY MOUNTAIN RAILROAD CLUB

Rio Grande Passenger Trains

By Bob Andrews

February 13, 2001 • 7:30 PM

Our February meeting will feature a great slide program on Rio Grande passenger trains. Many members will remember the excellent programs that Bob has presented at past club meetings including last year's fine program on Union Pacific passenger trains.

Bob Andrews is one of the rare people in Denver, a Denver native. He graduated from South High School in 1941. He served in the US Army Signal Corps in World War II. While stationed in Hawaii in 1945, Bob purchased his first really good camera. He found that the three-foot gauge Oahu Land and Railway was just right to start shooting with his new camera. This was the beginning of the railway photography hobby that has lasted him a lifetime. He has been taking slides since 1962 and prints before then. Please join your fellow club members for what is sure to be a great program.

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.

Cheyenne Shop Tour

By Jim Ehernberger

Mark your calendars and join us for another charter bus trip to Cheyenne on May 5, 2001. We will visit the Union Pacific Steam shop and the former Union Pacific depot museum complex. At the depot the Cinco-de-Mayo celebration will also take place, along with food and entertainment.

Only Rocky Mountain Railroad Club charter bus passengers are permitted on Union Pacific property. Bring your camera and have a good time.

When final details are complete, a flyer will be included in a future newsletter.

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

An Update on the Jackson Thode Book

By Jim Ehernberger

After many refinements and delays, this publication will be printed shortly and will then go to the bindery. If we can maintain the present schedule, with luck, finished copies should be in the mail by mid-March.

Remember, if you order your book through the club and your order is postmarked on or before February 28th, you will save \$5 with the special pre-publication offer.

2001 Events Schedule

March 13 Meeting:	New York Central Steam
April 10 Meeting:	CATS, A Retrospective of A Year's Operations
May 5 Event:	Cheyenne Shop Tour
May 8 Meeting:	Slide Potpourri
June 12 Meeting:	Cheyenne - 1867 to Present
July 10 Meeting:	To be announced
August 14 Meeting:	RMRRRC 1984 Chicago Tour
September 11 Meeting:	Rio Grande Trains
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 *March Rail Report* is 2/19/01.

Potpourri Night – May 8, 2001

An early reminder. Please select your slides for Potpourri night and submit them to Erwin Chaim no later than April 10th. Thanks very much for your cooperation.

From the President

By Dave Goss

Like many of us, this is the time of year for the Club to start thinking about how last year's income and expenditures need to be reported to the IRS. And the news is good. We lost \$2,113.00 last year. The reason that is good is because we have over \$4,100.00 in video inventory to be sold. That means our real profit last year was about \$2,000.00 on expenses of over \$47,000.00.

Detailed copies of last year's income and expenses will be available at the February meeting or may be obtained by contacting Fran Minnich, our treasurer.

By now many of you have received your memberships cards. We converted over 900 records into a new bookkeeping/data

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In Remembrance Frank Hancock Blanchard

Frank Blanchard, a member since 1957, died recently at age 73. He made the club trip from Alamosa to Silverton in 1957. He and his wife attended the winter trip to Durango more than fifteen years ago. He was very proud of his low membership number.

A lifetime resident of Dallas, Texas, he graduated from S.M.U. in 1954 with a degree in Industrial Engineering. He was a past Boy Scout Scoutmaster and was the Past President and Rallye Master of the Mercedes-Benz Club.

In Remembrance Katherine Marie Compton

Katherine Compton, a former longtime club member, died December 23rd at age 95. She was born in St. Joseph, Michigan, and was a lifelong Colorado resident thereafter. She spent her first five years in a log cabin in Cripple Creek. Her fond memories of the mining district included the Short Line and the Interurban. Her family moved to Denver's Baker neighborhood in 1910. She graduated from the University of Denver in 1926. She taught junior high math in the Denver Public School system for the next 43 years, starting her career at Skinner. Besides being a Rocky Mountain Railroad Club member, Miss Compton had a railroad club for her students - Compton's Engineers at Merrill Junior High. Many club members, former students and friends attended her memorial service at Fairmont.

Miss Compton had a photographic memory and was always willing to share her recollections of rail trips long-past. She would tell of riding the C&S narrow gauge to Forks Creek, Idaho Springs and the Georgetown Loop, the Denver, Boulder and Western (Colorado and Northwestern) to Eldora and going over Rollins Pass via the Corona snowsheds in 1911.

In Remembrance Jack Udick

Jack Udick, a member since 1984, died recently at age 84. He was interested in woodworking, wood carving, railroad item collecting and reading. He served during WW II as a Captain in the Army Air Corps.

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Club Information

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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	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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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.

90 Years of History on February 17th

By Darrell Arndt

On Saturday, February 17th, our interurban car No. 25 will be celebrating its 90th birthday. No. 25 was built right here in Denver by the Woeber Carriage Company along with "sister" car No. 24. The Woeber Carriage Company was well known for quality construction of horse drawn vehicles, horse cars, cable cars, trolley cars and Denver Tramway narrow gauge cars. The two cars were placed into service on February 17, 1911 and joined Cars No. 21, 22 and 23 that had been purchased from the McGuire-Cummings Company of Illinois in 1909 when the line to Golden was electrified. In 1950, when the Tramway system shut down, No. 24 made its way to St. Francis, Kansas, to be a roadside diner while No. 25 was purchased by the club for \$150.00.

All are encouraged to "stop by and say hi" between the hours of 10:00 AM and

2:00 PM. Cake and refreshments will be served and a special commemorative handout for the day will be provided. The party will be an opportunity to have a relaxed visit with volunteers of the project and see the additional ceiling work that has been done since September. If you were unable to make the September "rollout" or if you know of someone who has not seen the car, this would be a fine opportunity to see it. The car will remain inside the heated environment of Building 78 since the weather can be so unpredictable this time of the year.

Enter the Denver Federal Center at Gate 1 off Kipling south of West 6th Avenue and follow the signs. Remember, pets and firearms are not permitted and there are no convenient rest room facilities. Questions may be directed to 303-797-8444 and the Building 78 phone is 303-232-6386.



No. 25 is back on its original paint scheme, as it appeared 90 years ago. It has been repainted to honor the transportation of yesterday.
 Rocky Mountain Railroad Historical Foundation
 Denver & Intermountain Interurban No. 25
 No. 25 was built by the Woeber Carriage Company of Denver, Colorado, an excellent grade manufacturer. It is built upon the No. 11, 12, and 13 cars from American. These vehicles were purchased by the Denver Tramway Company in 1909. The car was purchased by the Rocky Mountain Railroad Historical Foundation in 1991. The club has the car on display at the Denver Federal Center, Building 78, on Kipling street and 26th Avenue. The car is available for all general events. Call 303-797-8444 or 303-232-6386 for more information.

Denver & Intermountain Railroad Co.
 Rocky Mountain Railroad Historical Foundation | **2001** | Denver - Lakewood - Golden Route 84

January							February							March							April						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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15	16	17	18	19	20	21	14	15	16	17	18	19	14	15	16	17	18	19	20	21	22	23	24	25			
22	23	24	25	26	27	28	21	22	23	24	25	26	21	22	23	24	25	26	27	28	29	30	31	29			

May **June** **July** **August**

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22	23	24	25	26	27	28	21	22	23	24	25	26	21	22	23	24	25	26	27	28	29	30	31	29			

September **October** **November** **December**

S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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8	9	10	11	12	13	14	7	8	9	10	11	12	7	8	9	10	11	12	13	14	15	16	17	18			
15	16	17	18	19	20	21	14	15	16	17	18	19	14	15	16	17	18	19	20	21	22	23	24	25			
22	23	24	25	26	27	28	21	22	23	24	25	26	21	22	23	24	25	26	27	28	29	30	31	29			

Woeber Carriage Co. 1911

No. 25 Calendar

Through the efforts of Tom Peyton and Toltec Images, a 2001 calendar is now available that depicts No. 25 in its 1911 livery. The unique, full color, single sheet calendar measures 11" by 17" and may be purchased at any club meeting for \$3.50 (tax included) or can be ordered by mail for \$5.00. Send your request to Tom at 13561 Sheridan Blvd., Broomfield, CO 80020. Displaying the calendar is a great way to publicize the project!

KRMA-TV Fundraiser

By Steve Mason

December 6th, Wednesday, was railroad night at channel 6. Ten of us from the Rocky Mountain Railroad Club helped raise funds for the December money drive for KRMA TV. Those volunteering from the Club were Doug Groton, Darrell Arndt, Jim Ehemberger, Ken Gow, Harold Topping, Mark Tomon, Beyer Patton, Tom and Marge Moss and Steve Mason. Beyer, Darrell, Tom and Marge and Steve are in other groups as well.

They fed us supper at 5 PM and then taught us how to use their computer system before we went on at 6 PM. We had breaks while they ran programs and

Continued on Page 7, Column 3

From the President

Continued from Page 2, Column 2

base management system. If we made any mistakes please let us know immediately and we will send you a corrected card. In the future, the numbering will be done automatically, rather than manually as has been done for 62 years.

In our accolades in last month's newsletter to Dave Gross, we incorrectly stated that Dave was involved in the conversion of the Otto Perry films to D-2 masters. Bill Gould and his committee were involved in converting the Otto Perry films to one-inch tape format. Dave was responsible for converting the Irv August films to D-2 masters. The Otto Perry tapes have subsequently been converted from one-inch tapes to "Beta" format and are now on DVCam format.

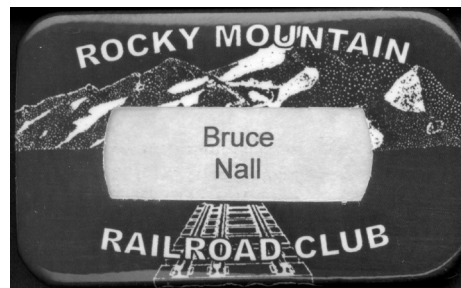
Thanks to those who have worked on our film archives, we have published some great new videos and generated a substantial revenue stream to the club.

Please note the important dues renewal information and look to see if you have a color mailing label.

Color Newsletter Label

If you have a color label on the newsletter you received this month, then as of January 19th we have not yet received your renewal. If you believe this is in error, please call Fran Minnich at 303-693-0664 or e-mail her at fkminn@worldnet.att.net.

The membership cards are still being mailed out and were sent separately from the name tag holders.



Name tag holders have been sent to those whose dues had been received prior to the end of December.

Inserts for the name tag holders with the member's name are included with the membership cards.

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

Ski Train Power Troubles

I spent 12/26/00 with the Ski Train on the West Slope. It was not a stellar day for the Ski Train. Because of engine problems, the 14-car train departed Union Station almost two hours late. It was two hours late when it popped out of the west end of the Moffat Tunnel at 11:03 AM.

I understand some of the passengers weren't too thrilled about the tardiness.

After unloading, the train left Winter Park for Tabernash to turn on the wye. En route, they discovered the dynamic brakes were not operating. The train turned on the wye at Tabernash and was heading east on the Tabernash siding toward Fraser when they discovered the No. 4 axle on the middle unit, 242, was squealing and about to seize up. So, with much difficulty (frozen switches, etc.), they set the 242 out on the equipment spur at Tabernash. At 2:00 PM, the train was finally ready to head to Fraser, but they had to wait at the east end of Tabernash siding for a late-running No. 5. At 2:45 PM they were stopped in the siding at Fraser, where they waited 30-minutes before heading down to Winter Park to pick up passengers.

The Ski Train still did not have operative dynamic brakes, so they picked up UP 6649 off a coal train at Rollins and continued to Denver, arriving there about 1-1/2 hours late. The 6649 was on the point of the Ski Train followed by the 283 and 289.

On the morning of 12/27, the Ski Train left on time with RG 3154 on the point, followed by the 283 and 289. The train did not run on 12/31/00.

On 12/26, while the Ski Train was picking up UP 6649 at Rollins, Amtrak No. 6 was behind it with a critically ill passenger. An



The last Colorado Christmas of the 20th Century provided snow in Denver. The Ski Train didn't run 12/25/00, but was getting a light coat of snow on track two. Leased Amtrak F40PH 242 watched as Amtrak's train #6 with #825 and 127 was made ready on the adjacent track. – Photo © Chip.

ambulance was called to meet No. 6 at Rollins to remove the passenger. Interestingly, they have it set up now so that the train crew can talk directly with the ambulance. At least they can do so in Gilpin County where this took place. The dispatcher told the train crew the ambulance identification would be “Gilpin County 3” and from that point the crew could talk directly to the ambulance to further direct it to the scene. Now that's progress! – *Joe McMillan*

Ski Train Variety

The Ski Train had run more times with borrowed Union Pacific Rio Grande units then with the Amtrak leased F40PH's as of early January 2001. Amtrak 242 had a locked number four axle develop on 12/26/00. It was set out at Tabernash, CO (where the train wyes) for repairs. Union Pacific provided Rio Grande lettered GP60 3154 as its replacement. It held down the assignment the rest of the week including the Saturday run on 12/30/00.

Amtrak 242 was moved via the Ski Train from Tabernash to Denver on 12/29/00. Power leaving Winter Park that afternoon was DRGW 3154, Amtrak 283-242-289. The 242 was moved to Union Pacific's

Denver Diesel Shop where the cut pinion was repaired.

All Amtrak units were on the Ski Train 1/7/01. Amtrak 242-283-289 were elephant style (all facing forward). The private Anasco cars, dome sleeper CALIFORNIA, lounge UTAH and business car KANSAS also made their first charter trip and appearance of the season. They had just had truck work and new wheels put on the cars. Amtrak 242 had loading problems between Leyden and Rocky where the train was stopped briefly. Resuming westward, the train set a fire in Coal Creek Canyon just to the west of tunnel one. Fortunately, a hy-railing track inspector was following the train and called in the local fire department to extinguish the fire. Further west, the train went into emergency due to the air hoses coming apart.

Sunday, 1/8/01, Amtrak 242 was left at Denver Union Station replaced by DRGW GP40 3105. The 17-car train made a perfect trip despite the rather busy Moffat Tunnel Subdivision train traffic. The only delay was at 23rd Street crossing in Denver where the BNSF delayed the Ski Train 15 minutes.

– *UPRF1, Louie and The CZ*



The Forney Transportation Museum finished their railroad equipment move in January 2001. Photographer Frank Gill caught their biggest exhibit, former Union Pacific 4-8-8-4 Alco built "Big Boy" 4005 rolling towards UP's 36th Street Yard on 1/3/01.

DRGW 3154 at Tabernash, CO



Amtrak's F40PH 242 leased to AnSCO's Ski Train developed a locked axle problem on the 12/26/00 Denver to Winter Park, CO, run. It was set out at Tabernash and repaired. The Ski Train retrieved it Friday, 12/29/00. Power leaving Tabernash was DRGW GP60 3154, Amtrak 283, 242 and 289. Amtrak 242 went to UP's Denver Diesel Shop (AKA Burnham Shops) over New Year's holiday for further repairs. Photo © Chip.

DRGW 3154 Wyes Ski Train at Tabernash, CO



The Ski Train ran between Christmas and

New Year's weekend with Union Pacific's DRGW GP-60 3154 most of the week. Power wying at Tabernash was DRGW GP60 3154, Amtrak 283 and 289. Amtrak's F40PH 242 returned to Denver on 12/29/00 on the Ski Train. Photo © Chip.

Rock & Rail Operation Leasing Norfolk Southern Power

The Rock and Rail has at least two major contracts to haul rock out of the quarry at Parkdale, CO, to Kelker, CO (Colorado Springs), that is about 82 miles one way using BNSF tracks, and another train to Aurora, CO (Denver), which is 176 miles one way using UP tracks. The RRRR uses their own locomotives.

These trains generally operated on a five day a week schedule through November 2000.

In addition, they do all of the switching from Pueblo to Canon City including the big cement plant at Portland, CO. They bring coal in to the cement plant as well as the power plant in Canon City. They are also hauling out radioactive waste from the former Uranium Mine at Cotter. This is a very busy line, they were doing major switching even on Christmas Eve.

The roster of locomotives includes 201 GP9, 301 GP30, 401 GP40, EMD leasers GP40's 193, 183, 185, Utah Railway painted Omitrax leasers 2959, 3108 - both

SD 35's, newly acquired ex BHP of Nevada SD9's 205, 202, and 203.

Norfolk Southern units noted on Rock & Rail were 8717, 9217, 2538, and 8421. These units were switching at Canon City, CO, the afternoon of 12/24/00. You would think that they were going to pull the mountain down in one movement with all of this horsepower. This is not the same RRRR that started operations about a year ago with three locomotives.

- MIKE

Modern-Day Rail Confrontation in the Royal Gorge

In 1877 construction crews of the Santa Fe and the Denver & Rio Grande railroads were at war to reap the silver-hauling business in Leadville, Colorado. Each gang laid tracks in different areas of the gorge by day and each night, they would dynamite the other's progress. The struggle progressed to shootings and rock forts were built by the competing crews. The courts eventually ruled in favor of the D&RG.

A modern-day railroad war has erupted over the same tracks the D&RG constructed and will probably end in the courts. What seemingly was a working railroad partnership between the Rock & Rail quarry train under partners Bill Fehr and Mitch Albert and the Canon City & Royal Gorge (CC&RG) tourist train under control of the Lindsey Ashby family prompted Union Pacific officials to sell the 12 mile stretch of track from Parkdale to Canon City to the two businesses in 1998.

Eventually the Rock & Rail operation was sold to Ray Marshall of Colorado Materials, based in Colorado Springs. Marshall continued running trains laden with rock and gravel from the Parkdale quarry to Colorado Springs, while providing rail service to the Cotter Corp. in Canon City and Portland Cement near Penrose.

During the summer months, the tourist train makes 3 daily runs, and noon runs on

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OS Colorado

Continued from Page 5, Column 3

weekends. This past weekend, the tourist train run was abruptly halted because a Rock & Rail hy-rail maintenance vehicle blocked the track.

Lori Manning of the CC&RG said "I've never seen anything like it.....". The UP dispatcher ordered the Rock & Rail truck equipped with rail wheels (hy-railer) to move, but the Rock & Rail employees didn't budge. Mark Greksa, who is a co-owner with Ashby in the tourist train business said, "It is hurting our businesses. People come from all over the world to ride what we feel is one of the most scenic railroads in the world."

The good will between the companies was probably dismantled when CC&RG's Greksa sent Marshall a \$50,000 bill for Rock & Rail's portion of the track maintenance expenses. "If it were not for us doing track maintenance and the track inspections, they could not function," Greksa explained.

Marshall did not deny that his crews blocked the tourist train, but countered that the tourist train parks on the main line even after it is finished with a weekend run. "They shouldn't be there. They just can't block the main line," Marshall said. "When we have to transfer over to a siding, carrying heavy rock, it's extremely dangerous. In the summer, it's worse because there are people crossing the siding to load on to the train," Marshall said.

Greksa said the CC&RG parks on the main line because the Rock & Rail crews blocked their access in the past. Ashby said safety is not an issue since the rock trains have to slow to get on to the siding. Marshall said "our big concern is safety and we can't jeopardize that." However, both sides agree that it is a legal issue now and a government agency is suppose to hand down a decision sometime soon. – *Bob Vicker*

Editors note: We understand the Royal Gorge issue has since been resolved to the satisfaction of both parties.



Union Pacific "Big Boy" 4005 and C&NW 444 on display in the new Forney Museum in Denver, Colorado. – Photo © Darrell Arndt

Utah Railway Buys Six MK5000C Locomotives

The Utah Railway at Martin, Utah, bought the six (6) MK5000C's from MotivePower, AKA Boise Locomotive. The three MK5000C's at Boise, ID, will have work done to them to get them ready for the Utah Railway. Numbers will be 5001-5006 and will be painted into the present Utah Railway colors.

When the three MK5000C's come from Boise the three units on the railroad as of January 2001 will go to Boise for work and repainting. At present, Utah has three units, MPEX 9901, MPEX 9902 and MPEX 503 which is still in SP colors.

– *Ryan Ballard*

UP's Latest Winged Units

Union Pacific has expanded their winged nose heralds with lightning bolt on long hood to their latest General Electric order. UP's train Z APSE 06 from Chicago enroute to Seattle, WA, had three new General Electric AC6000CW's on the point with the new UP "Wings" Monday, 1/8/01. The units were 7565-7564-7563 which departed Cheyenne, WY, at 10:05 AM – *Bob and UPRFI*

UP Wings on Central Corridor, WY



UP SD70M 4247 was on a westbound Q NPFRRP 21 (North Platte, NE, to Fresno, CA, Express Lane, empty produce train) at Speer, WY, climbing Sherman Hill, 1/21/01. – Photo © Chip.

UPP 210 Mobile Lab on KP

Union Pacific's Mobile Laboratory car UPP 210 tested three Johnstown built aluminum hoppers on the Kansas Pacific Line starting Saturday, 1/13/01. The cars were UP 28716, UP 29445 and CTRN 602550. The four cars were coupled directly behind the C WEHVR 08 (Arco's West Elk Mine, CO, to Havana, IL) power, UP 7229 & 7333. Cars were tested between Denver and Kansas City, KS.

Herb Votaw

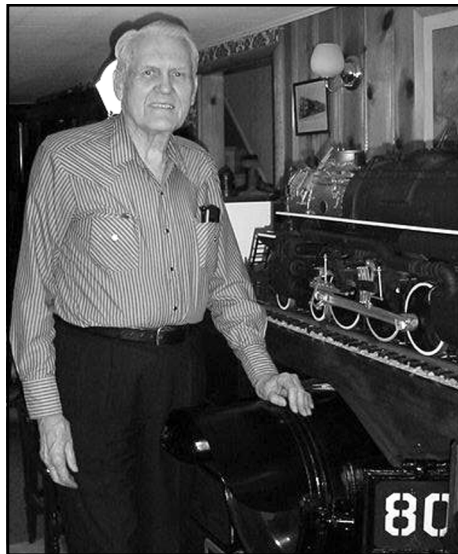
By Dave Goss

The first time Herb Votaw met Otto Perry, Otto threw rocks at him. That's because Herb, who was 19 at the time, was standing in front of a beautifully lighted D&RG 1800 series Northern admiring the engine. The problem was that Otto had set up his camera behind Herb and was yelling at him to move. Otto finally came over to Herb, who was deaf, to see why he didn't hear him. That began a long and friendly relationship between the two.

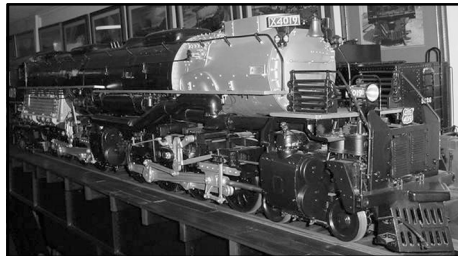
Herb, however, was not interested in photos, but building locomotives, scale locomotives, and he started doing that in 1943. He visited the Union Pacific shops in Cheyenne to take pictures of the Big Boy for his first model. Since it was wartime, the shop foreman would not let him use a camera, but allowed him to spend days measuring and sketching. Over the course of a week, Herb gathered the detailed information that allowed him to try his first scale model. It was entirely of wood and consisted of just the front running gear and pilot truck. Herb was frustrated and not satisfied with his work.

A friend reminded him that if he quit on the first attempt, he'd never amount to anything. Herb persevered and eventually completed the Big Boy. It is a marvelously detailed reproduction. It took nearly thirteen months to build and weighs over 400 pounds. All of his models are made of thousands of pieces of aluminum, steel, bronze, wood, plastic, and Masonite and are incredibly realistic. Many of the parts such as rods, wheels and frames were first made from wood. Molds were then constructed and the parts cast into their final shape. The exact number of rivets on tenders and all manner of piping are faithfully and accurately reproduced.

Herb went on to create a stable of five steam locomotives including the Big Boy. They include an ATSF 2-10-2 (number 5029), a CB&Q Northern (number 5626), the UP 844, and Denver and Rio Grande 4-6-6-4 number 3712. Rounding out the collection are two cabooses and a fully functional scale reefer. The Pacific Fruit Express reefer holds 31 cans of beer (or



Herb Votaw. – Photo © Dave Goss



Herb Votaw's UP 4019 "Big Boy" model. – Photo © Dave Goss

soda) and five ice cube trays which can keep the liquid refreshments cold for many days. For each model, Herb produced a complete set of blueprints and line drawings, which he used to guide his fabrication. The models are so finely balanced that very little pressure is required to move the three and four hundred-pound reproductions along scale track in his basement.

Even though Herb is 81 years young, he actively attends Club meetings every month and spends a lot of time with his extended family. Herb's wife and lifelong companion died eighteen months ago. Herb's selection of specific locomotives to model were based in large part on locomotives that he and his wife found held special meaning in their lives together. This master craftsman's work continues to amaze school children and visitors that Herb periodically hosts. These replicas are museum quality and a testament to one man's determination not to quit when things weren't going right.

KRMA-TV Fundraiser

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Volunteers raise funds for public television. – Two photos © Darrell Arndt

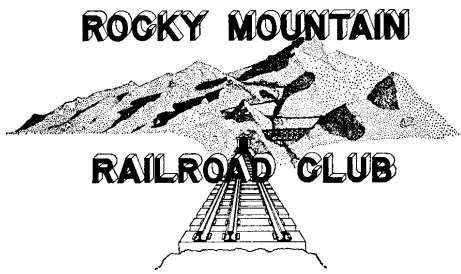


Steve Mason with a KRMA staff member. – Photo © Darrell Arndt

before anyone quite knew it 10:30 arrived and we were finished.

The railroad program was Dick Luckin's tape *Silver Thread Through the West – The California Zephyr* which ran from 9:10 PM. Former Zephyrette Susan Hill was also there and appeared on the show.

This was a multi-club effort from the area railfan organizations. In addition to the Rocky Mountain Railroad Club, the Intermountain Chapter NRHS, Denver HO Club, Colorado Railroad Museum, and MediaPro of Denver participated. When all the groups turn out together we have a lot of fun and accomplish a lot.



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Out at the Museum – Equipment Committee Report

By Bob Tully

Three of us, Ken Gow, Roger Sherman and I, celebrated the end of the year with a short work day on December 23rd. It was satisfying to complete installation of the letter board on caboose 0578 as well as replacement of a couple of the upper grab irons. We removed two pieces of deteriorating and split window trim for a pattern. Over the holidays I made new trim which was nailed around the three lower windows the first sunny work day in January.

We also put together a narrow six foot table in the open end of the Rico that will help us in displaying material. While the table is not a historic railway artifact, it will be beneficial in better serving the public. When the work was completed we sat down, visited and had a party of bread, cheese, crab and Christmas cheer. Our one and only visitor added to the donation jar and expressed thanks for having the car in such great shape.

During the past year nearly 1,000 hours were spent by Club volunteers restoring and maintaining your equipment at the Colorado Railroad Museum. About 725 hours were spent replacing wood on the short caboose. Some 70 hours went to repairing and repainting portions of the Rico, 30 hours on Engine 20, 30 hours on the live steam locomotives and nearly 1,200 hours on a variety of projects were spent to help the Club prosper.

These hours do not include the several days of track effort on the summit of Kenosha Pass nor the hours spent by volunteers traveling to and from home, writing reports or articles, making phone calls and in other ways working for the Club.

Throughout the entire year there were only 15 Club members who participated in ongoing work. I hope others will join us in 2001.

It is very gratifying to each of us who spent time on the equipment to see each phase of a project completed, but it is even more enjoyable to know that the visitors to the property benefit and appreciate our efforts. While we are at the Museum to work, we are also there to visit and have fun. Hopefully a few more Club members will join us from time to time during 2001. The equipment committee could sure use more help.

We would benefit by visiting and working with others who may have additional talents and experiences that could be passed on. Come out on the second or fourth Saturday of any month or give me a call at 303-428-2322 to find out what is planned. Participate to have some fun, help the Club, talk with some of the visitors while scraping paint, cutting a board, holding a bolt or telling us how to do it better.