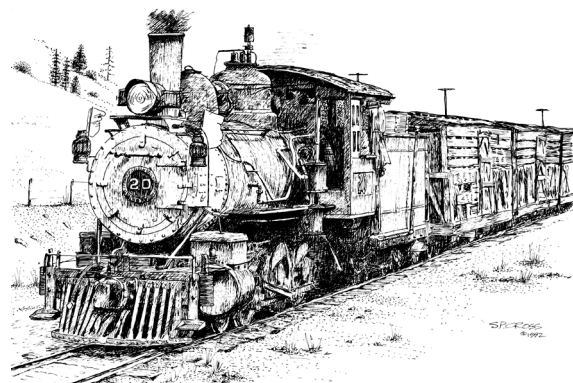


ROCKY MOUNTAIN RAIL REPORT



JUNE 2002

No. 513

ROCKY MOUNTAIN RAILROAD CLUB

What Your Father Never Told You About 4-8-4s

By Robert A. LaMessena
June 11, 2002 • 7:30 PM

Is the program title intriguing? Just a preview for you: The D&RGW 1600 4-8-2s should have been the first 4-8-4s. The #3 and #4 drivers were grossly overloaded as was the trailer. Built in 1923, if properly weighted out per axle it would have been a 4-8-4. Why? Bob will tell us. D&RGW 1700s, built by Baldwin, were actually licensed by ALCO for Baldwin to build. ALCO was swamped with orders for the NYC Hudson fleet, UP 4-12-2s and others. We will journey through the 4-8-4 roster of mainline railroads as Bob narrates the mechanical points.

Bob was president of the RMRRRC in 1951 and in 1956. He has authored many books and articles on railroads and steam engines. *Rio Grande to the Pacific*, *Colorado's Mountain Railroads*, and *D&RGW – Superpower Railroad of the Rockies* are just a few. He was born in New Jersey along the Lackawanna and Erie. His family included accomplished musicians and opera singers. Bob attended Stevens Institute in Hoboken and became a mechanical engineer. He made some trips to the narrow gauge in the forties. Apparently this all agreed with him and he moved to Denver in 1948. Bob met Betty Willson and really hit it off when her father found out they were both train nuts. Bob and Betty married in 1952.

We will meet in the southwest wing of Christ Episcopal Church in Barnes Hall, 2950 South University Boulevard at Bates Avenue. Off-street parking is available at the rear of the building, east of the meeting hall. Please use the building's south entrance.

Second Annual Club BBQ Picnic

By Steve Mason

This year's picnic on Saturday, June 15th, will have a few unusual and different features than last year. First of all the new turntable is installed and operating. The east side of the Museum has an entirely different look because of it. The Museum can turn painted equipment like coach 284 where the sun has faded one side. Operations can go either way instead of

Continued on page 8, column 1

Union Pacific Steam Special

By Steve Mason

Challenger 3985, the World's Largest Operating Steam Locomotive Departs from Denver's Union Station

We made an initial offering to Rocky Mountain Railroad Club members by special mailing and in the *Rail Report*. We are now opening up ticket sales to the public. We will depart Denver Union

Continued on page 7, column 1

2002 Events Schedule

June 15 Event:	BBQ at the Colorado Railroad Museum
July 9 Meeting:	C & S and Engine #9
July 14 and 15 Event:	Club Service Project
July 21 Trip:	UP 3985 Steam to Cheyenne
July 27 and 28 Event	Club Equipment Work Weekend
August 3 Event:	Rollins Pass Walking Tour
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	The Super Chief
September 27 to 29 Trip:	Crawford Hill Trip
September 28 Event:	D&IM Car #25 Roll Out and Operation
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the July *Rail Report* is 6/17/02.

From The President – On the Road to Cheyenne

By Mike Gailus

I remember the UP steam engine number 844 coming to view near the summit of Tennessee Pass. She was working very hard pulling her special consist. Today, I stand and view number 844 and I can see all the way through her, from the head end back to where the firebox was. I joined 62 other people who traveled to Cheyenne to tour the UP's Steam Operations and roundhouse. This club sponsored trip included the UP steam shop operations, the Fort Collins Trolley Operation and great fellowship with old and new friends.

The UP shop is an enormous building in which the locomotives are maintained and repaired. We saw engine 3985 being readied for summer duty, the 844 was in a major overhaul. Out on the turntable Centennial Diesel number 6936 was running. Bob Fryml was the shop tour leader for the group I was in. He gave us the background and history of each piece of equipment or building. This is my third year on the shops tour and I have learned something new each time.

We also enjoyed the Fort Collins Trolley. The guide and motorman for our tour was Craig Stith, the president of the Fort Collins Municipal Railway, and the conductor was Kelly Zweifel. They made our trip very enjoyable and made many photo stops and run-bys on the 1.5-mile line that runs down Mountain Avenue.

As a member (or guest), you have some more great opportunities for club trips this year. I know one of the best to come is the trip behind the UP 3985 steam engine. I encourage everyone to get your affordable ticket for this trip from Denver to Cheyenne on July 21st. We have a photo run-by before we stop at the Terry Bison Ranch for a hot Buffalo BBQ supper.

Next on the schedule is a trip that is being planned by our director Barry Smith to Rollins Pass. This will be a sponsored walking tour over the old grade. This August trip will be a great day in the beautiful Colorado mountains.

Then, we have planned a special trip we

are calling the Crawford Hill Trip. Our plans are to leave Friday, September 27th and return Sunday the 29th. It will be a bus trip to Scottsbluff, Alliance, Crawford Hill and intermediate stops. We don't have a price yet, but will have additional information next month. Mark your calendars so you don't miss this trip.

Come on out and support the club trips. I look forward to meeting you on them.

Lets Walk in Their Footsteps Revisit Rollins Pass and Corona

By Barry Smith

Save August 3rd for this day trip. Bring lunch, a ground cloth, water, a camera, stories and warm gear. We will drive to the west access, over Berthoud Pass then just beyond Winter Park Ski Resort. We will be stopping along the railroad grade to compare today with historic photographs like of the townsite of Arrowhead or partially salvaged engines at the bottom of rock slides. A book will be provided for each vehicle. See where they got water to the top of the pass for a restaurant, hotel and tenders and ponder where these passengers thought they were!

We will rendezvous at 8:00 AM and leave at 8:15 AM from the RTD Park and Ride on the southwest corner of 6th Avenue and Simms in Lakewood. Four wheel drive vehicles are not necessary but a higher clearance vehicle is required.

The \$15.00 sign up fee will cover the printing costs with the proceeds going to the Club's preservation fund or the Boulder County Needles Eye restoration fund. Attendance and number of people will be limited to 30 people or 10 vehicles. I ask that you car pool to save our air and get to know other people. I will have a roster of riders and drivers. Riders should split expenses with their driver.

If you have specific historical trivia, bring these to share. We hope to be back about 4:00 PM. The trip leader is Barry Smith. See Barry at the meeting sign up table.

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Club Information

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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	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

Newsletter Contributions

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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.

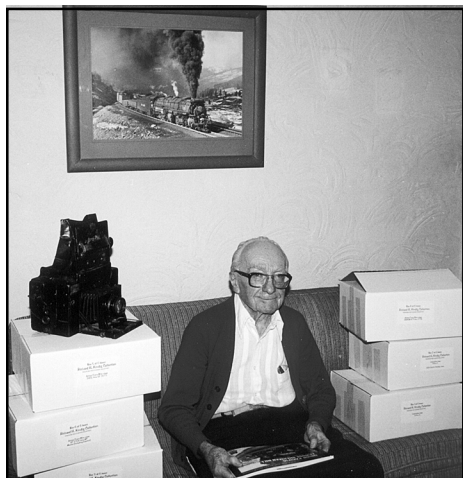
Preserving Richard H. Kindig Photos

By Jim Ehernberger

An agreement was finalized on May 17th between Richard H. Kindig and James L. Ehernberger on a plan to provide photographic images from the original Kindig negatives with a guarantee that the images will be preserved intact.

The Denver Public Library will have access to these images (over 8300) and will be able to provide scanned photographs to the public. Currently DPL has a backlog of material and it may be up to two years before scanning can take place. Normally, after DPL scans images, the original negatives go into a cold storage facility and often-times may never be used again. This will not be the case with the Kindig photos because original material will be returned to Ehernberger.

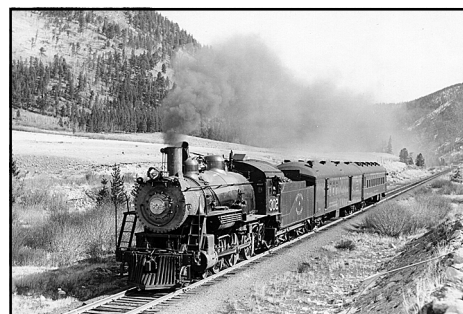
Except for a short duration (sometime in the future) while DPL is scanning, photographic prints from the original Kindig negatives will continue to be available upon request through Ehernberger. Kindig indicated a desire for the collection to be kept active and made available from the original negatives. This agreement will benefit the general public, especially publishers, video producers and railroad historians. A printed brochure



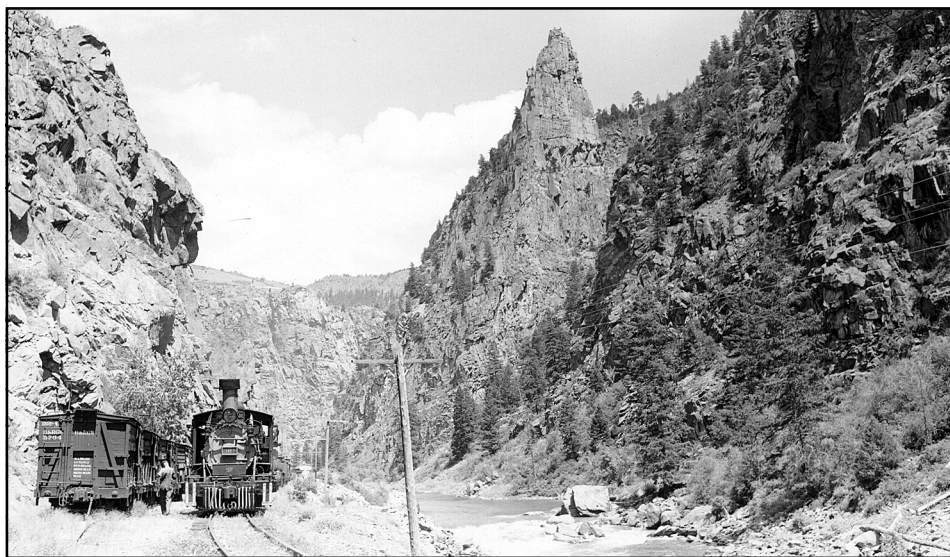
R. H. Kindig on May 17, 2002. The boxes contain over 8,000 negatives of Kindig photos. The old post card size camera, a Graflex, is one of seven used to produce over 20,000 images. The photograph on the wall is D&RGW 3602 on Tennessee Pass (reproduced at right).
– Photo by J. L. Ehernberger.

will be prepared and made available in the near future by Ehernberger.

While it was not intentional, this agreement was made on a red letter day for both individuals. It was 49 years ago, on May 17, 1953, Kindig and Ehernberger were on the Rocky Mountain Railroad Club's Union Pacific 3967 excursion over Sherman Hill. Since that date they have maintained a close friendship.



Denver & Salt Lake 302, a ten-wheeler, heads up the 2% grade near Tolland, CO, with train No. 1 on November 5, 1939.
– Richard H. Kindig Photo.



Denver & Rio Grande Western 361 in the Black Canyon at Curecanti, CO, on June 6, 1940. The "Curecanti Needle" was famous as an old D&RG Trademark. Dick Kindig and John Maxwell were riding the caboose and the train set out the stock cars. They both wanted this view even if the train left them as they could flag it on the return. They made the photograph and made it back to the train. – Richard H. Kindig Photo.



Denver & Rio Grande Western 3602, a 2-8-8-2, climbs Tennessee Pass at 15 m.p.h. near Mitchell, CO, on March 24, 1940, with a 48-car train. – Richard H. Kindig Photo.

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.

AOE's Full Length Dome NEW ORLEANS

The American Orient Express (AOE) now offers passengers a full length dome lounge on their luxury passenger train. Originally delivered to Great Northern as 1392 MOUNTAIN VIEW, the dome entered AOE service in April 2002, and is the first dome to enter service on AOE's trips. It visited New Orleans, LA, Houston, TX, and Los Angeles, CA, on its inaugural trip, the “Great Transcontinental Rail Journey”.

Great Northern purchased the Budd Company built car in 1955, one of six full length domes ordered by GN and CBQ for Empire Builder service. The car had 57 coach seats and an 18 seat lounge under the dome. It also contained 34 bar-lounge seats downstairs.

The car became the property of Burlington Northern in 3/70 (same number) and was sold to Amtrak in 1971 where it was renumbered 9362. It was rebuilt with head-end power (HEP) in 2/85 and renumbered 9301 (second car with that number). Amtrak used it in Amtrak Auto Train service and the car name was retained. Amtrak renumbered the dome 10030 in 1998 during another rebuild (name still retained) and the car was assigned to the Special Services Unit. Amtrak had the car in “San Diegan” pool service in 2000, as well as seeing a large amount of “special train” service (moved to Seattle in fall 2000 for football specials, excursions, and Reno Fun Train in winter). The car was moved to Amtrak's Beech Grove Shop in mid-2001 for truck replacement, and then was sidelined due to budget cuts.

It was sold to Henry Hillman/Oregon Rail Corp. for American Orient Express service



Union Pacific moved numerous retired locomotives from Denver Locomotive Shop, AKA Burnham Shops, starting in April 2002. The North Yard, Denver, CO, to Green River, WY, train M NYGR 24, had four retired units when it left Denver on 4/24/02. New General Electric C44ACCTE 5790 & 5834 were on the point with AC4400 6783, dead in consist units followed; UP SD40-2 3505, DRGW SD40T-2 5405, DRGW 5345 and SP SD40T-2 8569. Train was on the Belt Line having just departed UP's North Yard. The retired units were moved to Yermo, CA. – Photo © Chip.

in 9/2001 and moved to AOE at Western Junction, WA. AOE renamed it NEW ORLEANS (Amtrak movement number 800742) and its first trip with AOE was in 4/2002. Ex-CB&Q 1395 RIVER VIEW, a matching car, is under restoration by AOE to be used soon on a second train.

–Thanks to Web Lurkers DOMEmain
–http://trainweb.org/web_lurker/GNf/

Dome Car BELLA VISTA

The privately owned dome car BELLA VISTA was on Amtrak's California Zephyr, train 5, arrived Denver via BNSF on 5/16/02. The car was originally one of Union Pacific's dome, lounge, square end observation cars.

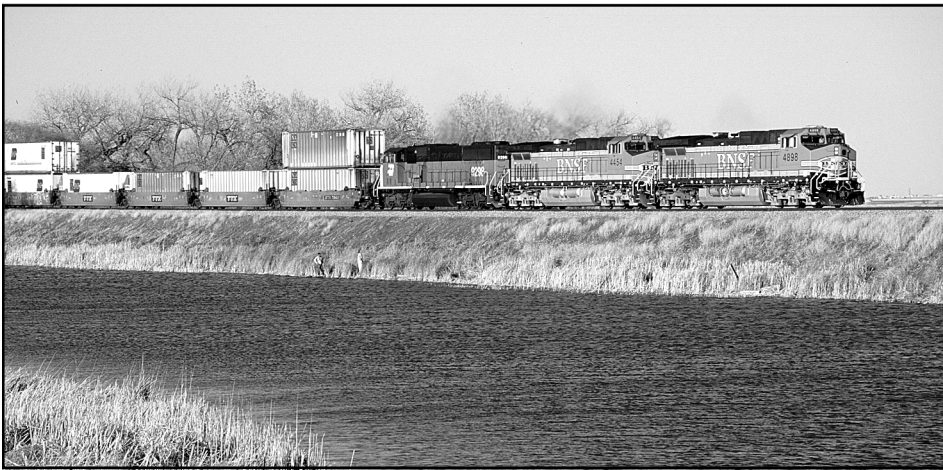
The car was Union Pacific's 9006 CITY OF PORTLAND, delivered to Union Pacific in 3/55. It was sold to Auto Train in 2/69 becoming 905.

ANBX 2041 purchased the car in 12/81. Golden Spike Rail Tours, Inc. NATIVE SON (1985) rebuilt and repainted the car as UPRR (800212). It was leased to Northwestern Pacific RR/North Coast Rail Authority in 1997-1998. Rail Ventures purchased and rebuilt it in 1999-2000 at Northern Railcar in Milwaukee as a sleeper-dome.

The interior is entirely new – an open platform at the rear – two large bedrooms in the former rear lounge space – two smaller bedrooms and a crew room under the dome, and a large kitchen in the forward end of the car. All lounge and dining space is in the dome. The car was renamed BELLA VISTA and painted to match their non-dome YERBA BUENA. John Kirkwood/Rail Ventures is a director of AOE but the NATIVE SON/BELLA VISTA was a completely separate Rail Ventures joint project with Dave Rohr. The car may see some limited use on AOE trains, but the primary purpose is for public charter on Amtrak trains. BELLA VISTA's first recorded trip occurred in 8/01 on Montana Rockies Daylight (also a John Kirkwood venture).

Features: Totally rebuilt in 2001, the BELLA VISTA introduces a new standard in rail travel. 2 master bedrooms each with shower, 2 staterooms (lower beds only) under the dome, each with bathroom, share a shower and dressing room. Dome-lounge dining room, full kitchen, open platform. A complete video and sound system.

History: ACF-built in 1955 as Union Pacific 9006. Initially assigned to the “City of Portland.” Acquired by the



The sun had moved far enough into the western sky to provide great light on BNSF trains passing Barr Lake, CO, in late April. The Chicago, IL, to Denver train, Z CHIDEN9 22, had 9-44CW 4898, 4454 and SD60M 9298 hustling their train towards the Mile High City on 4/23/02. Photographers will have to contend with pesky mosquitoes around this location. – Photo © Chip.

original Auto-Train in 1973. Converted to private car by Golden Spike Tours and named NATIVE SON. Completely rebuilt to dome-sleeper 2000-2001 and named BELLA VISTA.

–Rio Gnow and Web Lurker Dome Main

Smooth Operations in the Powder River Basin

BNSF and Union Pacific's huge investment in the Wyoming Powder River Basin has trains running smoothly. A visit to the BNSF's southern end of the Orin Subdivision found trains rolling and mines humming.

Union Pacific's former Chicago & North Western yard at Bill, WY, was void of coal empties. They were all at the mines loading. A half dozen EMD and GE units were all to be found at the lonely rail holding yard. Union Pacific noted in February 2002 that an average of 32.1 coal trains operated per day in the Southern Powder River Basin. In contrast, the UP's South Morrill yard was full of trains and power. The recently expanded yard offers longer tracks for UP's 130-car plus trains.

The UP's coal traffic is great considering that nationally coal traffic was down in March 2002 by 9.7% compared with March 2001. Association of American Railroads Vice President Craig F. Rockey noted, "Stockpiles at coal-fired power

plants are relatively high, export demand for U.S. coal is relatively weak, and natural gas prices have come down." A mild winter across the U.S. also kept power plant coal consumption at less than expected levels.

Take a spring break and watch UP move coal trains across eastern Wyoming by visiting the former Chicago & North Western line northwest of South Morrill, NE. The Lusk, WY, water tank still stands along the double track speedway. Bring a lunch and full tank of gas, as convenience stops are few in Wyoming.

Operation Lifesaver Officer on the Train Trip and East Portal Exercise

Thirty law enforcement officers from communities along Burlington Northern Santa Fe Railway's Front Range Subdivision near Denver recently participated in an Officer on the Train (OOT) exercise sponsored by BNSF's grade crossing safety and division operations groups. The officers from Westminster, Thornton, and Boulder, CO, rode a BNSF train between Westminster and Louisville during the 4/25/02 OOT event.

"The officers were amazed at the size and weight of the locomotives and at how long it takes a train to stop," according to Steve Patterson and Jerry Rector, the BNSF

grade crossing safety coordinators who helped stage this event. "The officers also learned how brakes on freight cars work. Plus, we covered safety guidelines for investigating a grade crossing collision, including how to cross safely from one side of a standing train to the other side of the train at an incident scene."

An added bonus was a signal demonstration by Signal Inspectors Ray Sallee and Randy Davis, who opened a roadside cabinet to show the officers how grade crossing warning devices work. "The officers especially appreciated learning about the signal system," Patterson says. - *BNSF Today*

Numerous emergency rescue personnel participated in an Operation Lifesaver coordinated exercise at East Portal, CO, on Union Pacific's Moffat Tunnel line on 5/5/02. Amtrak, Union Pacific Railroad and fire districts that attended participated in the exercise on the East Portal Wye. Amtrak locomotive P42 63, Amtrak coach 34024 and Ski Train coach MOUNT BIERSTADT made up the exercise train.

The exercise allowed fire, police and ambulance response units exposure to the rugged Colorado Rockies which Amtrak's California Zephyr and Anasco's Ski Train transverse on Union Pacific's rails (ex-Denver & Rio Grande Western RR). Several made up "victims" were placed around the simulated accident to enhance the realism. Valuable training was gained by this multi-agency and railroad exercise. Part of the exercise included stopping Amtrak's westbound California Zephyr with a red flag. Amtrak P42's 100-172-127 were the power on train number five that day. It stopped and then was sent westward by on scene railroad officials.

Tennessee Pass "Storage Yard"

Union Pacific is using the "railbanked" Tennessee Pass line to store empty unit coal trains. Reports indicate several train sets are on both ends of the out of service line. Thus, UP's Tennessee Pass line is now a "storage yard." Believe this started in late 2001.

–*The Colorado Zephyr answering a question from member Steve Haynes*

Cheyenne Tour Report

By Steve Mason

On Saturday, May 4th, we rode the Fort Collins Birney and toured the Cheyenne Shops. This was the best tour yet.

The Fort Collins Municipal Railway people did an outstanding job running Birney #21 for us. We could get on and off where we wanted and we had plenty of photo run-bys. They arranged a good run-by on Mountain Avenue to take advantage of the light. A big thank you goes to the morning crew: Motorman Bob Hutchison and Conductor Al Jackson as well as the afternoon crew: Motorman Craig Stith and Conductor Kelly Zweifel.



Conductor Kelly Zweifel talks to the afternoon group. – Photo © Mike Gailus.

Jim Ehernberger piloted us around Cheyenne to take best advantage of road construction and sights. We went to Frontier Park to photograph UP #1242, a 4-6-0, that ran on the Saratoga and Encampment. We also went to Holliday Park to see Big Boy #4004.



Centennial 6936. – Photo © Mike Gailus.

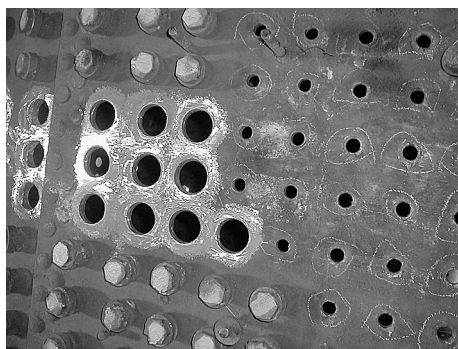
Did I mention Centennial #6936 spotted on the turntable? Bob Fryml rotated the turntable so the sunlight caught the side of the engine. The engine was running, so Lynn Nystrom let us go in the cab and in the engineer's seat so we could see it all.



Fort Collins Municipal Railway #21 at Roosevelt and Mountain. – Photo © Steve Mason.

At the shops, each group split into two little groups. One to the back shops and one to the passenger roundhouse. The passenger roundhouse has several items of interest. The pistons, superheater units, cab and tender of #844 are there. The #5511 2-10-2 is stored there. It is unique in all the world – it is the only engine with Young valve gear still preserved.

The best was the back shops. The 3985 was nearly ready to go and it steamed out on a test run on May 9th. We observed it had a floating bronze bearing out on the front engine #1 driver right side rod. Then there was the #844. The outside of the boiler was bare to the shell. Gone were appliances, running board, hand rails, wrapper (or cleading) all piping, throttle linkage were all gone.



844 Boiler work. – Photo © Mike Gailus.

Nearly all the staybolts both flexible and fixed were gone. They were not needed as the firebox and combustion chamber were scrapped. The #1, #3 and #4 drivers were removed so all the motion work is off.

On closer inspection, the sleeves were removed for the flexible staybolts. At the point where the boiler transitions from circular boiler courses to the firebox wrapper sheets, there are deep cracks in the steel – steel which is nearly 1" thick, double that on overlap seams and triple that on welts. It is readily apparent that in steam days a patch was put on the right and left sides.

The bottom of the cast steel frame of #844 was interesting. Visible were items not normally seen like the supply lines for lube oil, the cast steel air reservoir integral with the frame, the foundation for the brake gear and plenty of dirty grease.

Remember back in the 70s and 80s when we ran trip after trip over Sherman Hill behind #844? These shops tours are like that – each one is different. Each one could be the last. Our thanks to the Union Pacific, Bob Fryml and Jack Wolff and Lynn and Mary Nystrom of the UP steam crew for keeping us out of the pits. Next year will be "#844, The Reconstruction". See you then.

Union Pacific Steam Special

Continued from page 1, column 2

Station at 1:00 PM on Sunday, July 21, 2002. Charter busses will bring passengers back to Denver Union Station in the evening.

The consist will have a number of the long distance 5400 series flat top coaches, four dome cars, a baggage car for photographers, a concession/souvenir car, and a parlor/observation car.

The last photo stop will be opposite the Terry Bison Ranch. Passengers getting off the train at the Terry Bison Ranch will be shuttled to the buffet. Passengers are given the option of continuing onto Cheyenne (with a chance of delays getting into the yard) then bussed back to the Terry Bison Ranch. We will not get off the train at the depot.

The buffet has BBQ ribs, open-pit grilled chicken breast, cole slaw, baked beans, bread, tea and water. There will be a cash bar for pop, beer and other drinks. This buffet is included in the ticket price.

This is the most affordable steam trip in the United States. Coach seats are \$99.50 and Parlor / Observation tickets are SOLD OUT. The dome is SOLD OUT. Sorry, we are not able to offer discounted fares for children.

If you want to ride this trip, order your tickets now using the enclosed order form or order online with MC or Visa!

C&S Branch Line Memories

By Richard J. Moore

Editor's note: In the April Rail Report, President Mike Gailus encouraged members to share their memories and railroad stories.

Mike, your story in the April 2002 edition of the *Rail Report* about the Colorado and Southern railroad branch line in South Denver was great, and I really enjoyed it. I'd like to respond to your encouragement to write some memories of a railroad story by telling you my memories of that branch.

I am 65 years old now, so my memories of the Colorado and Southern railroad branch line in South Denver go back into the late 1930s when I was about three years old. My parents lived in the 2300 block of South Lincoln Street, which was one block east of the No. 3 streetcar on South Broadway. I clearly remember riding the streetcar to downtown Denver many times with my mother. One of those memories is when the car crossed the C&S South Denver branch just north of the Gates Rubber Company. The motorman had to stop the car at the crossing and I remember him having to open the car's front door, step out, and look both ways before conducting the car on across.

The C&S tracks east of South Logan Street ran in the center of Buchtel Boulevard from that point to University Boulevard. We had family friends who lived right off Buchtel Boulevard on South

Pearl Street, on which the No. 8 streetcar line ran. Sometimes when visiting these friends, a C&S freight train would pass, and I remember the steam locomotive and ten or so cars clanking across the double set of streetcar tracks on South Pearl – clank, clank clank ... clank, clank, clank. The streetcars made a different clanking sound when crossing the railroad, and their clanks had a different rhythm to them.

By the mid 1940s, the Denver Tramway's safety rules must have changed because by then the streetcar motormen no longer had to get out and check for trains. They just had to stop. When I was a teenager in the early 1950s and I heard a train coming along Buchtel Boulevard, I sometimes used to get on my bicycle and ride along side of it, as far as University Boulevard. It was a perfect way to get to watch the side rods and pistons of the steam locomotive working. East of University, the tracks ran onto a private right-of-way on the north side of Buchtel Boulevard, and it was harder to keep up with the trains on a bicycle there.

About 1960, the steam locomotive was retired, and replaced by a Diesel that had an amazingly annoying horn. That was a milestone in the decline of the romance of the route. Well, it's good that at least the C&S tracks are being replaced by the double tracks of the Denver light rail passenger cars. It could be otherwise.

Club Service Project for 2002 – The Alpine Tunnel Historic District

By Bob Wilson

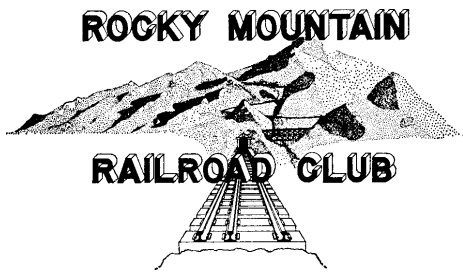
On the weekend of July 13-14, 2002, Club members have a special opportunity to help preserve and learn about Colorado railroad history. This year's project will involve track and other lighter-duty work along the Alpine Tunnel Historic District at the Woodstock Siding, Sherrod Loop, or the west portal of the Alpine Tunnel. All sites were once on the fabled Denver, South Park and Pacific Railroad. During this educational service project, Ray Rossman, the driving force for recent restoration work, will share his vast

knowledge of the Alpine Tunnel and the historical district.

Members should make their own arrangements for lodging. Lodging in Pitkin is available at the time of writing, see: www.pitkincolorado.com. Leave a message on the Club telephone (202-979-2806) if you do not have Internet access. Gunnison has many hotels and motels. Five (5) free campsites at the Quartz Campground near Pitkin have been reserved for volunteers. To reserve a

campsite (first come, first served), leave a message on the Club telephone or e-mail me at bwilson@rmi.net. We will have a "no host" group dinner and breakfast will be provided. Everyone will need to bring their own lunches.

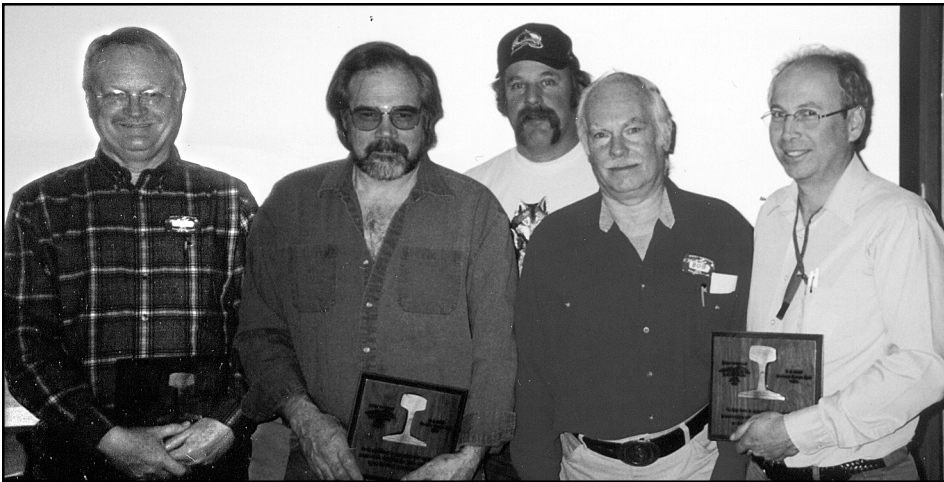
If the national forest is closed, the project will be cancelled. Check the Club telephone after July 10 for any final details. Please join us for this educational service project to a beautiful and historic part of the route of the South Park.



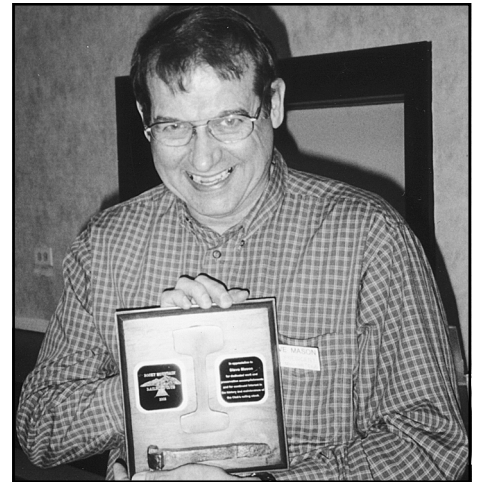
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Several members received awards from Bob Tully for work on Club equipment at the CRRM. From left: Roger Sherman, Duane Fields, Denny Haefele, Bob Tully and Ken Gow. Russ and Sue Stuska (not shown) also received awards. – Two photos © Bob Tully.



Steve Mason also received an award for meritorious interest and efforts on Locomotive 20 and the Club's rolling stock.

Second Annual Club BBQ Picnic

Continued from page 1, column 1

only counterclockwise. There will be a narrow gauge Diesel operating. The world famous Galloping Geese will be running. World famous? Yes, there is a big following of the RGS in Japan and Britain.

The best idea is to come out and relax. For kids and grandchildren this is an ideal spot for climbing and exploring. The Denver HO Club will be running and the Garden Railway group will be operating. Bob Tully and the equipment group will have the Club equipment open. There is lots to do at this fun picnic.

We will also have period costume judging. Prizes will be given for first, second and third places.

Order your tickets with the order form on the enclosed flyer or online. Adult tickets are \$9.95 and kids are \$6.95 for a full, catered hot BBQ meal.