

# ROCKY MOUNTAIN RAIL REPORT



JUNE 2003

No. 525

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

## Why Dieselize? Electrify!

Presented by Robert LeMassena

June 10, 2003 • 7:30 PM

This program will be an illustrated lecture of the progression of high horsepower steam to equivalent electric propulsion. The question of why dieselize with the attendant complication and weight will be addressed. Bob will show the directions taken by steam technology in the US and Europe at the end of its technological development. This will be shown with consequences to axle loadings and track structure. The 1950s development of high horsepower electric traction will be shown and then the 1990s diesel equivalent.

Bob was president of the Club in 1951 and 1956. He was born in New Jersey along the Lackawanna and Erie railroads. His father asked what he wanted for his birthday when he was young and he replied, "A camera." Sometimes after being gone all day taking train photos his father would ask how many he took. Bob would say, "Seven." Film and processing cost a lot and one did not waste shots unnecessarily. Bob attended Stevens Institute in Hoboken graduating as a mechanical engineer. While in Colorado on business, Bob was introduced to the narrow gauge. Apparently this all agreed with him and he moved to Denver in 1948. Bob is a nationally known author of books and magazine and newsletter articles, the latest is, "The USRA Heavy 4-8-2 and its Illustrious Ascendants", which appeared in the Spring 2003 R&LHS Newsletter.

Join us with a guest to learn about the technology of railroads. We meet at Christ Episcopal Church, 2950 South University Boulevard, at the intersection of University and Bates. There is plenty of parking on the south side of the building. Enter into Barnes Hall, where we hold the meetings, from the south side doors. **All programs are intended to provide an educational experience. The general public are welcome to attend and there is no charge for this meeting.**

## Trip Report

By Steve Mason

The Fort Collins Trolley/Cheyenne Shops tour sold out about the end of April. We did use the waiting list so that addition is welcome. We are starting to sell the Picnic at Tiny Town and it should be a wonderful opportunity to take kids and grand kids to experience real steam in

Continued on Page 3, Column 3

## Trains Unlimited Trip Specials

By Steve Mason

If you are interested in any of these trip specials, call TUT soon!

### Rocky Mountain Splendors – July 12-27

A special additional discount was offered at the May meeting for the last four spaces at \$1,495, double occupancy (normal price

Continued on Page 2, Column 1

## 2003 RMRRRC Events Schedule

June 14 Event:	Tiny Town Picnic
July 8 Meeting:	Polish Railways at the Broncos
July 20 Event:	3985 Excursion
August 12 Meeting:	RTD FasTracks
August 23 & 24 Event:	RMRRRC Annual Work Weekend
September 9 Meeting:	SP/UP Royal Gorge and Brown's Canyon
October Event:	Annual Banquet
November 11 Meeting:	Video Potpourri
December 9 Meeting:	Blizzard of '49

## 2004 RMRRRC Events Schedule

January 13 Meeting:	La Veta Pass
February 10 Meeting:	F&CC Terminals
March 9 Meeting:	Fun With Private Cars
April 13 Meeting:	To Be Announced

The deadline for items to be included in the July Rail Report is 6/16/03.

Submit articles and digital photos (72 dpi) for the Club website to Wally Weart, Webmaster, at [wlg@nilenet.com](mailto:wlg@nilenet.com)

## From The President – Survey Results

By Mike Gailus

Last year, we included a members survey with the renewal notice. We had a very good return (57%) from the membership. Many of you took the time to write out additional comments on everything from your health issues to trips. I wanted to share a look at some of the results that I noticed on the survey.

Some interesting facts about our club: we have .03% members under 40 years of age, 41% are age 40 to 60 and 56% are over 60 years of age. As you can see, we all should be working to bring in the younger people to the club. One way this might be done is to attract modelers. In our club, 58% of you model right now. Encourage that younger modeler to come out and see what happens at the club. Take them on one of our trips.

According to the survey results, 86% of you prefer steam to diesel engines (14%). I would suspect that may be due to the fact that we have a greater number of “seasoned” members who remember steam when it was the power house on the rails.

I was encouraged that 28% would volunteer on the Club’s service projects. These railroad related service projects are where we give back to the community.

Now, on to the big one on the survey, and that is trips. Folks seem to want to spend about \$100 for a trip (34%). Trips costing \$50 was favored by 9%, 21% would support \$200 and 14% would uphold the \$300 range. As I see it, the past trips the

Club has run would be pretty much out of the picture today. We can’t run trips such as main line steam for \$100 a ticket. Much of the price of a ticket these days support the insurance rider required by the railroads. By the way, I think the big trips could become a thing of the past due to the insurance liability issue.

One of the most commented areas was trips. Folks saying they are unable to attend because of age and distance. They wanted more main line steam, like the good old days. Our association this year with Trains Unlimited Tours (TUT) has been a great addition for those who live outside of the Rocky Mountain region. Chris Skow, from TUT, has provided excellent rail trips for the past 19 years. In addition to the discount he gives our members, he is giving the club \$50 for each member that books a TUT trip. Log onto our web site and click on the TUT link for more information.

One of the recurring comments on the survey was the excellence of the *Rail Report* newsletter. Many folks outside of the USA really like the newsletter and the contents. I agree with them. Editor Bruce Nall has done work of distinction on the newsletter. We are grateful for his work.

Over all we got great reviews and we are trying to improve the club to make it good for everyone. Thanks for your participation and ideas. The Rocky Mountain Railroad Club wants to keep the history alive and still have a dream for the future and with your help, we will.

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## Trains Unlimited Trip Specials

Continued From Page 1, Column 2

is \$2,995). Bookings close June 11.

### Great Brazilian Railfan Adventure August 16 to September 2

There were two cancellations last week for this previously sold out trip.

### Steam in the Andes – July 20-27

A special additional discount was offered at the May meeting for the last five spaces

at \$1,495 with air from Miami, double occupancy (normal price is \$2,195). Bookings close June 18.

### Rio Grande Photo Freight and Durango Photo Freight – Oct 7-9

Both these official RMRRC trips are sold out. If you want to go and did not get a ticket, put your name on the waiting list for a cancellation.

### Publishers Statement

#### Rocky Mountain Rail Report

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

Rocky Mountain Railroad Club  
PO Box 2391  
Denver, CO 80201-2391  
Club Phone: 303-979-2806  
Club Website:  
<http://www.rockymtnrrclub.org>

#### Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the 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. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

#### Club Officers

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

#### Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the third week every month. Please call the Club’s telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

#### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579  
Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

## Trains Unlimited, Tours

By Steve Mason

Chris Skow, owner of Trains Unlimited, Tours, gave a brief slide show on the "Steam in the Andes" and "Fall Colors Express" trips during the May 13 Slide Potpourri night. Those trips are spectacular!

The railroad in the Andes lets the passengers ride on the roof, fire the loco and ride on the pilot. The switchbacks on the Devils Nose are very steep (5.7%) and breathtaking. The food served by a UP staff from the business car on the LA-Oakland-Reno and return trip is great. All matching china and flatware with real flowers at the table with a uniformed staff serving high above the American River on the Donner Pass line.

Your Club is benefiting from this arrangement with TUT better than either TUT or RMRRC ever expected. TUT gets

riders and we get additional money into the treasury from TUT at \$50 a person. So far, 35 members have signed up for various TUT trips. Please contact us and let us know how you liked your trip.

For members who have recently joined the RMRRC, the Trains Unlimited, Tours is your Club's way of offering you trips, at a discount, closer to your home. These trips are national and International. TUT was able to run the Cuban trips in February and March. These were the last trips the Cuban government permitted. Our sources also indicate that Cuban steam is on the way out next year.

The resourcefulness of TUT to run a trip no matter what is one of the reasons your directors selected TUT. Don't wait too long to ride the JingPing line in China. Steam's days are numbered there, too.

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### Don't Forget Your Entries For The RMRRC Photo Contest

The Rocky Mountain Railroad Club photograph contest is open to members and nonmembers. Full contest details were in the April 2003 *Rail Report*.

Digital photos, color slides, black & white

or color prints should be delivered to the president at a regular meeting or submitted by mail to RMRRC - Photo Contest, PO Box 2391, Denver, CO 80201-2391. All entries must be submitted before September 15, 2003.

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#### *In Remembrance* **Alexis McKinney** 1907-2003

Alexis McKinney, a member of the Rocky Mountain Railroad Club since 1985 and holding card number 383, passed away in Denver on March 26, 2003. Alexis served in the US Navy in the 1920's, after which he became a newspaperman in southern Colorado. He was city editor for the Pueblo Chieftain for a time, and also worked for papers in Rocky Ford and Alamosa. He joined the Denver Post staff in 1942, where he was instrumental in organizing rail excursions including the Denver Post Frontier Days trains. After he retired, Alexis worked with the D&RGW in Durango, managing the Silverton Train, among other duties. He returned to Denver, where he served as Director of Public Relations for the railroad until 1973.

Alexis was very active at the Colorado Railroad Museum, and was well respected for his guidance and support of many museum projects. The completed museum loop track is named for Alexis and his late wife Irene. Alexis left a major impact on railroading in Colorado through his efforts to preserve sections of the former D&RG narrow gauge. The Club sends its condolences to his family.

## Trip Report

From Page 1, Column 2

one-quarter size. There is no limit to the number of members we can accommodate.

The 50th Anniversary July 20 steam trip is selling very well. We were given six domes this year. We have a large train holding over 600 seats. We have 163 dome seats, 22 parlor/observation seats and the rest in coach. As of press time, we have sold 1/3 of the dome seats and that many parlor seats. Don't wait, buy now! When you read this we will be nearly out of dome seats. If you want a dome or parlor seat, phone in your order or order on the Internet at [www.rockymtnrclub.org](http://www.rockymtnrclub.org) and go to excursions page.

Usually we get about 15% members riding the train or about 140, and we think this is a good showing. One can easily see that there are many more seats to be sold to fill the train. We will make every effort to fill member orders first. However, we are a national organization and market nationally so there are many tickets sold through national advertising. If you don't get your preferred seats, you must buy a coach seat and ask to go on a waiting list to upgrade and specify the upgrade on the form as provided. If you have any questions on this trip please call me anytime at 303-772-6418.

We have a trip committee formed and are asking for volunteers. Currently, in addition to myself, we have volunteers Mike Tinetti, Barry Smith, Ron Kaminen, Don Hulse, Jeremiah Herderich, Dick Price, Jim Ehernberger, and Ed Gerlits. The idea is to get a committee with enough members to spread the work load around to make everyone have a fun time doing whatever they pick out to do.

Our aim is to model the committee on the famous and competent Bud Lehrer Trip Committee. We have the steam trip as our key note trip. This is the Club's 65th year, the 50th year we have been running Union Pacific steam trips and the 60th birthday of Union Pacific 4-6-6-4 #3985. We have a lot to celebrate and we intend to do just that track side on July 20, 2003 at Denver Union Station.

## OS Colorado

### Current Railroad Happenings

By Chip Sherman

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

#### Amtrak #5 Detoured

Union Pacific's line through the Colorado Rockies was closed by a good size rock slide in Gore Canyon at milepost 108 about 6:30 AM on Mother's Day, 5/11/03. This was between Gore and Azure Sidings, west of Kremmling, CO. No train was involved. The slide damaged three track panels. Coal, manifest and Amtrak trains were held while maintenance crews removed the rocks and repaired the track. The line was closed about 10 hours.

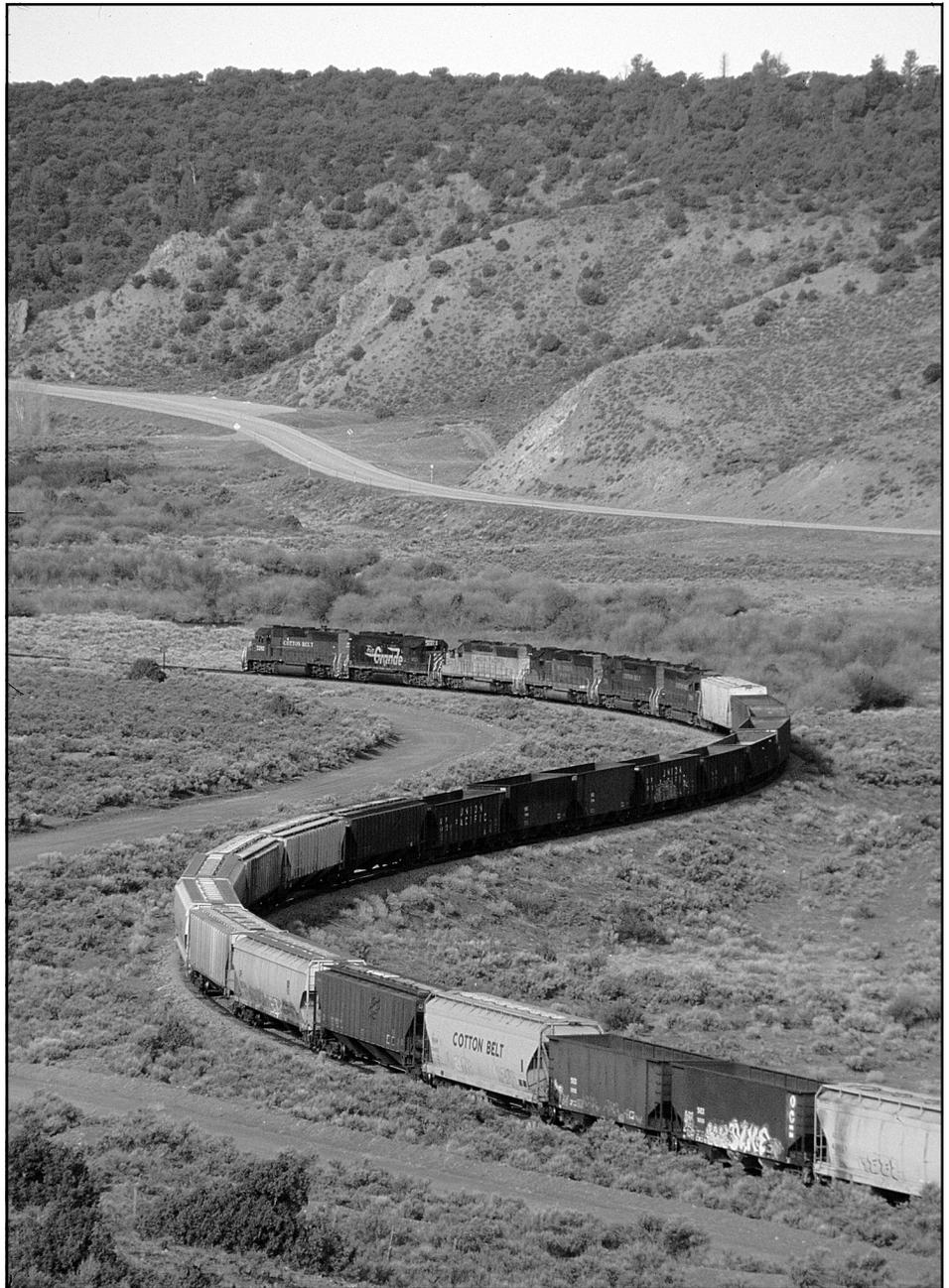
Amtrak's California Zephyr detoured across Wyoming due to the blocked line in Colorado. Train #5 departed Denver, CO, 5/11/03 about 11:00 AM northward on the Union Pacific's Greeley, CO, and Laramie, WY, Subdivisions. Thus, passengers had to forego the former Denver & Rio Grande Western RR through the Colorado Rockies.

Amtrak's eastbound California Zephyr, train 6, stayed on its Colorado route and was one of the first trains through the repaired track in Gore Canyon. It was several hours late into Denver that evening.

#### Fort Collins Trolley Begins Operations

The Fort Collins Municipal Railway Society began its 2003 operating season on 5/3/03 with jazzy tunes. The Birney built car 21 began running at noon that day. The Poudre River Irregulars sent the trolley off with jazz tunes.

The society operates an original restored Birney Safety Car on its restored right-of-way in Fort Collins, CO. Car 21 is one of four single-truck Birneys purchased by the City of Fort Collins in 1919. Along with additional Birneys, they provided daily



Union Pacific's Alamosa bound train rolls through Sierra west of Walsenburg, CO, on April 29, 2003. RailAmerica will purchase this UP/DRGW line into the San Luis Valley on or about June 1, 2003, contingent on resolving EPA concerns. They will call the operation San Luis & Rio Grande RR. – Photo © Chip.

service until the lines were replaced by buses in 1951. After Car 21 sat in a park for almost three decades, the society restored it and rebuilt the line down Mountain Ave. The car has operated each summer since 1985.

The trolley society operates noon to 5:00 PM on weekends and holidays. Fares are only \$1 per adult, 50 cents per child and 75 cents for senior citizens. A great

way to enjoy an afternoon. There is a fine website for the Fort Collins Municipal Railway at <http://www.fortnet.org/trolley/>

#### San Luis & Rio Grande RR GP40-3's

Three HLCX GP40-3's were shipped May 2, 2003, from Metro East Industries in St. Louis for the San Luis & Rio Grande RR. They were waybilled to Walsenburg, CO. –Ed



Eastbound Amtrak 86, train #6, just west of Leyden, CO, after westbound #5 was annulled at Plainview, CO, due to a rock slide west of Plainview. The train spent most of the afternoon of March 20, 2003, at Plainview. The cars of freight on the rear of the train were switched so the eastbound move would have heat. – Photo © Tom Klinger.

### Variety on BNSF's Amarillo Train

BNSF's Amarillo, TX, to Denver train (M AMADEN1 13) offered locomotive variety on May 13, 2003 rolling north at Trinidad, CO. The power was Kansas City Southern AC4400 2048 and Norfolk Southern SD40 3184. It was unusual not to see any BNSF power on the train.

### Canon City & Royal Gorge Leasing Omnitrax Geep 2238

The Canon City & Royal Gorge Scenic Railway (AKA Royal Gorge Route Railroad) will be leasing a GP7 from Omnitrax, Loveland, CO. The unit will be Central Kansas 2238, an ex-ATSF GP7. The worn red and white paint scheme on CKR 2238 might be repainted to match the F7s. The F7s are painted in a Rio Grande inspired gold, black and silver scheme.

–Ed

### Raton Pass Detours

BNSF announces Clovis Subdivision Maintenance of Way Project

The Burlington Northern Santa Fe Clovis Subdivision will undergo a track maintenance project between Vaughn, New Mexico, and Belen, New Mexico, beginning May 18 and ending June 4, 2003. There will be a six-hour window

Sunday through Thursday from 6:30 PM to 12:30 AM. Work will be conducted on a nine-mile segment and includes the replacement of 4,100 wood and 10,000 concrete ties.

Various intermodal, automotive and merchandise trains will be affected. Coal trains are not impacted by this maintenance project. The following operating plan has been established:

#### Eastbound Operating Plan:

Z RICWSP1 - Hold / 4 hour delay  
 P RICBIR1 - Hold / 4 hour delay  
 P LACCHI4 - Hold / 4 hour delay  
 Q LACBIR - Hold / 2 hour delay  
 Q RICCHI1 - Hold / 4 hour delay

#### Westbound Operating Plan:

Z WSPLAC4 - Reroute via Raton, NM  
 Z WSPLAC7 - Reroute via Raton, NM  
 Z WSPSBD4 - Reroute via Raton, NM  
 Z MEMRIC1 - Hold / 4 hour delay  
 Z ALTLAC1 & 9 - Hold / 2 hour delay  
 Z CHIPHX1 & 9 - Hold / 2 hour delay  
 Q KCKRIC1 - Hold / 4 hour delay  
 V MCISBD8 - Hold / 4 hour delay  
 P CLOWAT - Hold / 4 hour delay  
 Q ALTRIC - Hold / 2 hour delay  
 V KCKPHX - Hold / 2 hour delay  
 P CHISBD - Hold / 2 hour delay  
 Q ATGLAC1 - Hold / 2 hour delay

Delays from two to four hours may be experienced on the above trains.

– *The Colorado Zephyr*

## Denver Light Rail Expansion T-REX Project Update

By Matt Wittern – T-REX Public Information Team



The new RTD Light Rail bridge under construction over Orchard Road. – Photo © Gregg Gargan, CDOT.

With a good portion of the highway widening and paving complete, motorists and commuters, as well as railroad enthusiasts in the Denver-metro area can expect to see the light rail portion of the \$1.67 billion Transportation Expansion (T-REX) Project start to take shape.

Plans call for the addition of 19 miles of double track light rail connecting the existing system at Broadway in Denver and extending along the west side of I-25 to Lincoln Avenue in Douglas County. It will also go down the median of I-225 from I-25 to Parker Road in Aurora. Thirteen new stations will be built along the corridor with parking garages at most locations.

Light rail trains operate on standard gauge 115 pound rail. One section of rail will be a recycled legacy from Denver's past. The "Mile High Mile" will be a stretch of track made from steel recovered from the old Mile High Stadium.

Thirty-four light rail vehicles will operate in the corridor. The vehicles are eighty feet long with four doors on each side. Each car carries 150 passengers. There are operator controls at both ends of each train eliminating the need for turnabouts at end-of-the-line stations.

Light rail is scheduled to open at the end of the Project in 2006. For more information about the light rail portion of the T-REX Project visit the Web site at [www.trexproject.com](http://www.trexproject.com).

## Out At The Museum

By Bob Tully and Denny Haefele

Award of the Month for April goes to Sue Stuska. She has been known as the champion window washer. Now we know there is no better wood sided car paint scraper in the Club. On April 26, Sue scraped and hand sanded about 75 percent of the rough and peeling paint on the sunburned side of Rico. As the museum was closing and we were storing ladders and tools she informed me the car siding was going to rot before the rest of us did anything, so she is going to paint most of the south side while the rest of us replace a few pieces of wood on the north.

On April 25th, we spent a half day reorganizing and working on the north side of the Rico. A pattern was made and two clerestory windows were cut into the interior siding. On the 26th, Roger Sherman, Ken Gow, Russ and Sue Stuska joined us to spend the day removing the rest of the clerestory fascia, as well as measuring, shaping and fitting the new redwood fascia. Windows will be cut into the three pieces prior to screwing and nailing into place. When this is finished, two pieces of the over fascia trim will be completed and installed. Two additional windows were cut into the interior panels, thus developing four upper light gathering windows in the east sitting compartment.

Where appropriate, all of the interior windows will be cut out before each is framed with trim. During this good weather we will concentrate on exterior repairs. The east door sill was completed with more sanding to shape and the router was used to develop an inset for the brass threshold plate. We have made good progress on the roof work but don't expect to be finished in the next month or two.

Early May had a little bit of winter left in it, and it chose to dump some six inches of snow at the museum on the first regularly scheduled work day. Several days before the storm hit, Russ and Sue Stuska put a coat of primer on the lower half of the Rico. This helped the appearance as well as offered some protection for the wood until the whole car is painted after the new siding is put on the North side. Russ and

Sue also put a coat of sealer then painted the new threshold and related hardware. It will be ready to be installed on the next work day.

I put some time in on Saturday the 17th painting the exposed wood around the windows in the clerestory. This will help protect them after the new fascia board is put up. Using Bob's 'Rotozip' tool and a pattern I made out of some Masonite, I have opened up five new windows in the kitchen to add to the four we opened up the last work session in April. The new openings will have to be trimmed with molding to hold the glass in place. It sure brightens the inside of the car up to have all the extra light coming in.

Soon we will begin to manufacture some stencils so that we can duplicate the lettering on the sides and on the letter boards. There are several methods used to make stencils. Tracing paper can be put over the letters, the letters traced and then using carbon paper, transfer the images to poster board. Once that is done, the letters are cut out using a X-acto knife. Other possibilities include using Mylar or 'Duralar' which are a commercially made plastic film designed specifically for making stencils. The film is semi-transparent, you fasten the film over the letter to be traced and using a pencil trace your letters right on the plastic then cut your stencils from the film. The best way to get the job done for us is being investigated.

The 17th and 18th were also steam up days at the museum. Both the steam locomotives are still being repaired in the roundhouse. The train was a mixed freight with a coach and caboose in tow to haul the people. It was a six or seven car consist and it looked good. Traction was supplied by Georgetown Loop diesel 140. It was a nice day for people to come out and enjoy the trains.

The museum will be hosting its second "Day Out With Thomas" for two weekends in October. The first weekend is Friday through Monday, October 10-13,

the second will be Friday through Sunday, October 17-19. By adding another car to the train this year the train's schedule will be cut by two trains a day. The hours for the volunteers will be shorter than they were last year. If you volunteered last year, you should have already received a Volunteer Data Form in the mail. If not, and you are interested in helping out you can contact Bill Henderson at [bjhender@earthlink.net](mailto:bjhender@earthlink.net) or call the museum at 303-279-4591 and ask for a volunteer form.

Last year we also had Club members who opened up the caboose and Rico for the public to enjoy. Due to the large numbers of small children, the museum asks that we not leave the cars open unattended. Last year I had a blast lifting kids up in the cupola. Some people just need help getting in and out of the cars. It's great PR for the Club and a good source of donations as well. We still have coloring sheets to hand out. Keeping our cars open is separate from the Thomas event so you can't volunteer for both at the same time. Either way, it's a very busy and fun time.

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### Railroad Books For Sale

*Colorado Midland* by Morris Cafky, 1965, Rocky Mountain Railroad Club, autographed, Copy #4021, mint cond., \$400.

*The Moffat Road* by Edward T. Bollinger & Frederick Bauer, 1962, Sage Books, autographed, Copy #836, mint cond., \$350.

*The Rio Grande Pictorial* by Dell McCoy & Russ Coleman, 1971, Sundance Publications, mint cond., \$75.

*The Crystal River Pictorial* by Dell McCoy & Russ Coleman, 1972, Sundance Publications, mint cond., \$75.

*Narrow Gauge in the Rockies* by Lucius Beebe & Charles Clegg, 1964, Howell-North Press, mint cond., \$75.

*Hear That Train Blow* by Lucius Beebe & Charles Clegg, 1952, Grosset & Dunlap, \$50.

To purchase any of these books, contact Jim Grisenti at 303-934-3407 or e-mail [jgrisenti@aol.com](mailto:jgrisenti@aol.com).

## Rico's Clerestory Story

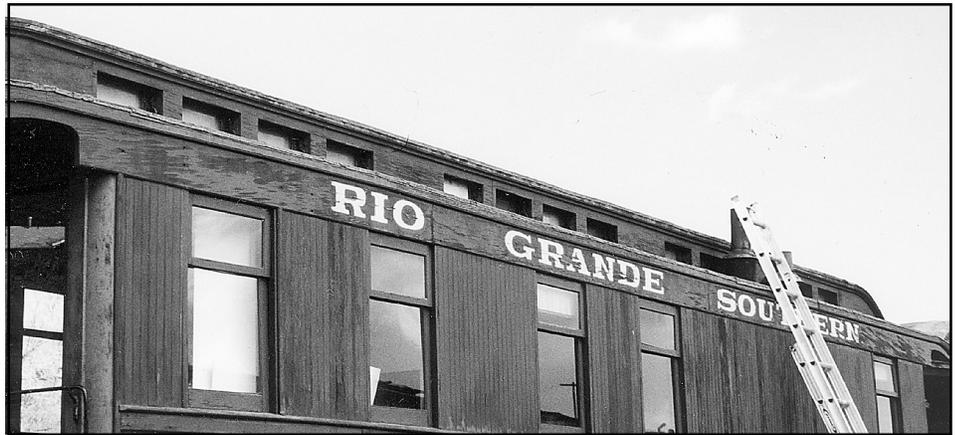
by Bob Tully

A dictionary definition of “clerestory” or “clearstory”, which ever you prefer, says it is a portion of the interior rising above the adjacent roof tops and having windows admitting daylight, and often air, to the interior.

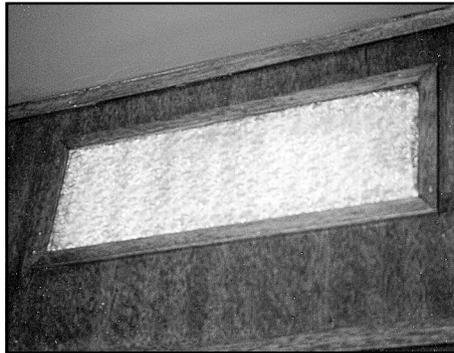
For at least the past 43 years, the clerestory on Rio Grand Southern Business Car 021, more commonly known as Rico, has not met this definition. There is no daylight admitted to the interior as interior paneling covers all of the upper windows. This particular plywood paneling was installed by the RMRR Club soon after the car was acquired in 1952.

Likely there were many interior changes over the years since it was originally built by the D&RGW in 1882 as Postal Car No. 4, then changed to excursion car No. 569 in 1888. RGS first classified it as C-3, a construction diner, then rebuilt it to a business car named Rico in 1892. It was known as Montezuma from about 1909 until 1917 when numbered B-21. When transferred to work service in 1933 it became 021.

As we do not have interior photographs as these changes were made it is impossible to determine when the clerestory windows were first covered from the inside. It is my opinion that the Club did this to assist in keeping the interior dry and possibly as a time and cost saving measure.



Rico's south side clerestory showing thirteen original windows. – Photo © Bob Tully.



A simulated interior clerestory window in the Rico. – Photo © Bob Tully.

It is interesting and important to note that inside there are nice simulated windows on each side, three in the parlor and two in the kitchen and two in each of the two sitting and bunk areas. Pieces of patterned 6 x 18 glass were installed about 2 inches from the ceiling over the 15 inch wide plywood to simulate the original windows.

With the removal of the north side fascia,

all “original” windows can be seen, with roof supports and framing available for inspection, repair where necessary and painting. There are 16 framed windows on each side of the Rico. I plan to recreate actual light emitting, non-opening windows that match the original exterior windows wherever possible.

All of the exterior windows are 6 x 18 to 19 inch rectangles with clear 5 x 16 inch glass in 1/8 by 1-1/4 inch wide wood frames set on the side framing 3 inches from the fascia. The window frames are generally in fair to good condition except the wood is very dry and probably a bit brittle. All but two have the original cast iron mechanisms on each side of the exterior frame to hold them open at 2 positions. The frames are mostly bare wood, with some black portions here and there. Thus far I have found no evidence they were ever painted anything but black.



## Rio Grande Zephyr Memories

Painting and caption by Joe Prisela

In this watercolor painting by Club member Joe Prisela, it is late winter 1983. The eastern Colorado plains and the El Dorado Springs granite cliffs are in the background as the westbound Rio Grande Zephyr climbs the two percent grade already high above South Boulder Creek with its destination, Salt Lake City, Utah.

April 2003 was the 20th Anniversary of the Zephyr's last trip. Remember that wonderful weekend of April 23-24, 1983, when members of the Rocky Mountain Railroad Club, the Intermountain Chapter and the Colorado Midland Chapter of the National Railway Historical Society rode the last trip of the Rio Grande Zephyr?



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**Events Chairman Needed**

Your directors are looking for an Events Chairman. The duties of the Events Chairman are to run the train shows, the annual picnic, the service project and the annual banquet. You will need to attend board meetings.

For the train show, the Events Chair draws on the officers, directors, and committee chairs to schedule time slots for volunteers so the time spent manning the Club booth is distributed among several members. For the Annual Picnic, the Events Chair selects the location and arranges for the food. For the service project, the Events Chair selects and coordinates the project. For the banquet, the Events Chair selects the location and menu.

If you are sales oriented and like to meet people this is the volunteer position for YOU. Call the Club phone at 303-979-2806 or contact anyone on the board or a Club officer at meetings.

**Colorado Railroad Museum 2003 Scheduled Operations**

For information call 303-279-4591

June 14-15, July 19-20, August 9-10, September 6-7  
A Day Out With Thomas: October 10-13 and 17-19  
Santa Specials: December 6-7 and 13-14

**Intermountain Chapter, NRHS 2003 Event Schedule**

For information call 303-298-0377

June 20:	Chapter Meeting at Rossi's 6:30 PM program: Hatch Wroton's Films	July 18:	Chapter meeting at Rossi's Program: TBA.
July 26 & 27:	Railfair	August 15:	Chapter meeting at Rossi's Program: TBA.

**Trains Unlimited, Tours 2003 Trip Schedule**

For TUT information call 1-800-359-4870  
or visit our web page at: [www.trainsunlimitedtours.com/rmrc/](http://www.trainsunlimitedtours.com/rmrc/)

July 12 to 27:	Rocky Mountain Train Splendors	October 7 & 8:	Rio Grande Photo Freight
July 19 to 27:	Steam in the Andes	October 9:	Durango Photo Freight
August 16 to September 3:	Great Brazilian Railfan Adventure	October 7 to 9:	Rio Grande and Durango Photo Freight Combination
October 5 to 11:	New England Colors	October 11 to 14:	Fall Colors Express