

ROCKY MOUNTAIN RAIL REPORT



OCTOBER 2003

No. 529

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Annual Banquet Program
The Pride Of The Rio Grande
Dawn To Dusk On The Rio Grande Zephyr
Presented by Mel Patrick

Saturday, October 25, 2003 • 6:00 PM Cash Bar • 7:00 PM Dinner

We are pleased to announce that Mel Patrick will present his multimedia show for us at our annual banquet. Mel Patrick is one of the nation's outstanding rail photographers. His photographs have been on at least five covers of *Trains* magazine, his latest on the October 2003 issue. He has had over 100 photos published and has produced a large body of work since 1968. Most notable are his night photos – his night photo of the Silver Sky dome observation on the RGZ at Prospect in a snowstorm using synchronized flash is most memorable. Photography is Mel's avocation. He worked on the Illinois Central, Rock Island, Rio Grande, Southern Pacific, and Union Pacific in various departments including traffic, sales, the yard office, centralized billing, and fleet management. This gave him many opportunities to be at the right place at the right time to take photos of trains.

Our banquet will be at the Arvada Center, 6901 Wadsworth Boulevard, Arvada, Colorado. Mel Patrick will present his show after dessert. Be sure to attend as we feel this will be a fine dinner and program. There will be plenty of door prizes for everyone. Buy your banquet tickets by mailing the order form inserted in this *Rail Report* or call the Club phone at 303-979-2806. American Express, Visa, Master Card, or Discover welcome as well as your check. Join us for an enjoyable evening.

Video Potpourri
Share Your Favorite Video Clips
By Steve Mason

You can submit videos for the November potpourri to Steve Mason at the front desk before the banquet. You can also submit videos the night of November 11th. Please edit your video down to 10 to 12 minutes and set the tape at the starting point. **Please make sure your name is on your video.** If you cannot bring your tape either time, call the Club phone at 303-979-2806 and leave a message. Videos will be returned at the end of the meeting.

**Nominations For Club Officers
and Directors Are Now in Order**

Well folks, it is that time of the year again. Yes, we would like every one who desires to serve as an officer or director of the Club to submit their name or the name of a good friend in nomination for an office. The offices open for nomination this year are President, Vice President, Secretary/Treasurer and three Director's positions.

Frend John Miner has been our secretary/treasurer for a number of years. Frend

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2003 RMRRC Events Schedule

November 11 Meeting: Video Potpourri
December 9 Meeting: Blizzard of '49

2004 RMRRC Events Schedule

January 13 Meeting: La Veta Pass
February 10 Meeting: F&CC Terminals
March 9 Meeting: Fun With Private Cars
April 13 Meeting: Erie-Lackawanna East End
May 11 Meeting: Slide Potpourri
June 8 Meeting: To Be Announced
July 13 Meeting: To Be Announced
August 10 Meeting: To Be Announced
September 14 Meeting: To Be Announced
October Event: Annual Banquet
November 9 Meeting: Video Potpourri
December 14 Meeting: To Be Announced

The deadline for items to be included in the November *Rail Report* is 10/20/03.

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

From The President

By Mike Gailus

At The Show

I had the wonderful opportunity to attend the 23rd National Narrow Gauge Convention in Denver, Colorado last month. The Club hosted a vendor table featuring our great narrow gauge DVD's and Videos. Please check our website for details on purchasing the DVD's and videos. The official registration total was over 1,700. This was a well attended show.

What I really enjoyed was working at the Club booth and meeting the many RMRRC members that came to the convention. It was very nice to meet those of you who stopped by to say "Hi" and maybe purchase a couple of the DVD's! It was the first time that a lot of you have visited Denver. With over 100 vendors at the show, you could find most anything for narrow gauge railroad layouts.

One of the great features was all of the modular layouts in the hotel. I enjoyed the G-scale layouts – some of them came in from Minnesota for this show. I would recommend that you attend a national narrow gauge convention if it comes to a city near you. If you were at the show and would like to send in your observations, please send me your article, either via e-

mail or to the Club's Post Office box. I think this was a great show.

Membership Increase Notice

There is just no other way to say it – we need to increase the cost of membership for the Rocky Mountain Railroad Club. The board of directors approved new membership levels and costs. We have established six levels of memberships. Effective January 1, 2004, these new membership levels will be in place.

Regular memberships will cost \$35.00 for one year. An Associate will cost \$25.00, if the newsletter is mailed to the same address as the regular membership. The board created four new categories for those wishing to provide additional financial support to the Club. We added Contributing at \$50.00, Sustaining at \$70.00, Patron at \$100.00 and Golden at \$500.00 per year. We will recognize each member that supports the Club by purchasing one of the new categories.

Some of the reasons we need to raise dues are increased newsletter production costs and three postage increases. It has been a few years since we had the last increase. If you have any concerns, please contact me. I would appreciate hearing from you.

Nominations For Club Officers and Directors Are Now in Order

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John has done an exceptional job and will be sorely missed. We are definitely looking for a new secretary/treasurer. The Club pays for a professional bookkeeper so you do not need any special accounting skills; access to e-mail and the Internet is very valuable for this position.

The requirements for office are that the nominee must be a member in good standing with the Club and have a desire to build on our long history of rail fan activities. It is desirable in this era that a nominee has access to e-mail and the Internet but that is not essential.

The nominations committee this year is

Michael Tinetti, Richard Price, and Ken Gow. Please submit your candidates for office to any of these gentlemen. You can contact Mike (he sells the raffle tickets) at the next meeting. You may also contact members of the nominations committee at the following e-mail and phone numbers.

Michael Tinetti
mtinetti9@earthlink.net
303-794-5867

Ken Gow
ken_gow@hotmail.com

Richard Price
frostybeeb@earthlink.net

Publishers Statement

Rocky Mountain Rail Report

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Club Information

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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the 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

Revision Proposed To The Club Legal Document

By The Club Directors

Your Directors want to reduce the number of volunteers needed to run this great organization. Directors of the Rocky Mountain Railroad Club (Club) and the Trustees of the Rocky Mountain Railroad Historical Foundation (Foundation) have passed a series of bylaws changes. Before the election of officers and directors at the December annual meeting, members will vote on a small change to the Club Certificate of Incorporation. This change will make the bylaw changes passed by the Club Directors perfectly legal.

The leadership of the Club and Foundation have revised the bylaws for two major reasons. First, we want to reduce the number of volunteers needed to manage the Club and Foundation from up to 17 people down to 11. At present, the Club and the Foundation have separate presidents, vice-presidents, secretaries, and treasurers. The proposal is to elect one person who will serve as President of both the Club and Foundation. This single point of contact will ensure coordination between the different activities of the organization. A second person will serve as Secretary of the Club and Foundation and a third person will be elected to serve as Treasurer of both. In addition, the Directors of the Club and the Trustees of the Foundation will be the same six people and serve the same two-year terms. At present, the Director-Trustee details are even more confusing – but will be simplified!

The major change, if passed, will be to have two separate vice-presidents, mirroring the functions of the Club and the Foundation. The officers will be called

Vice-President for Programs and Vice-President for Projects. Programs relate to what happens at Club meetings, projects involve the historic preservation activities of the organizations. The Club Certificate of Incorporation, amended February 1966, allows for only a single vice-president. This pattern of having a club and associated tax-exempt foundation with overlapping officers and directors is used by several local service (Kiwanis) clubs.

The second reason for the changes is to bring the two parts of the organization closer together. For some time it has been clear that the advantages of having the Club and the Foundation operating as separate parallel organizations may be outweighed by the lack of volunteers to fill all the necessary positions. The Foundation was created to enable the Club projects to be partially financed by tax-free donations. It now appears that the organizations can be brought closer to parallel while cutting the number of volunteers needed to run them.

To achieve the desired simplification of the two organizations, a committee under the leadership of Bob Wilson, Rocky Mountain Railroad Historical Foundation Vice-President, has proposed some changes in the by-laws of both the Club and the Foundation. These proposals have been reviewed by an attorney experienced with not-for-profit organizations and appear to be legally sound.

If the projected drawing together of the two organizations is to be completed successfully, our attorney tells us, we need to change the third paragraph of the Club

Certificate of Incorporation to allow for the two vice-presidents. We will ask the membership for a vote to approve the change at the December annual meeting.

The following is the language presently in the Club Certificate of Incorporation, amended February 18, 1966.

THIRD. The affairs and management of our said corporation shall be under the control of a board of directors *consisting of eleven members, composed of the president, the vice-president, the secretary, the treasurer, the immediate past president, and six additional directors*, three of whom shall be elected annually to serve for terms of two years to succeed the directors, not officers, whose terms then expire. The officers and directors now holding office shall continue to serve as such until their successors shall be elected and qualified. Each of the foregoing officers and directors shall be a member of the Club.

PROPOSED AMENDMENT (to replace the italicized portion above): ...consisting of the officers of the Club called for in the by-laws and six additional directors...

This change will make the corresponding sections of the Club Certificate be the same as the Foundation Certificate (the 1991 Certificate for the Foundation needs no changing).

The Board of Directors of the Rocky Mountain Railroad Club and the Board of Trustees of the Rocky Mountain Railroad Foundation urge the passage of this revision.

The Restoration of D&RGW Number 169

By Denny Haefele from information supplied by Pat Skroch at the Alamosa Chamber of Commerce

D&RGW 169 is one of 12 narrow gauge T-12s that were manufactured by the Baldwin Locomotive Works in Pennsylvania. It was built in 1883 and placed in passenger service between Denver and Salt Lake City. In its later life, it hauled mixed trains on the Chile Line between Antonito, Colorado and

Santa Fe, New Mexico. The Rio Grande RR restored the 169 in 1939 and sent it to the 1939-1940 World's Fair in New York City. After the fair, the D&RGW gave it to the City of Alamosa. The City then gave the locomotive to the Alamosa County Chamber of Commerce. In the 1950s, Mayor Cole purchased the B-1

Business Car from the D&RGW for a rumored \$1 and gave it to the Chamber of Commerce.

The little train languished in Cole Park until 1998 when Chamber Board President

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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.

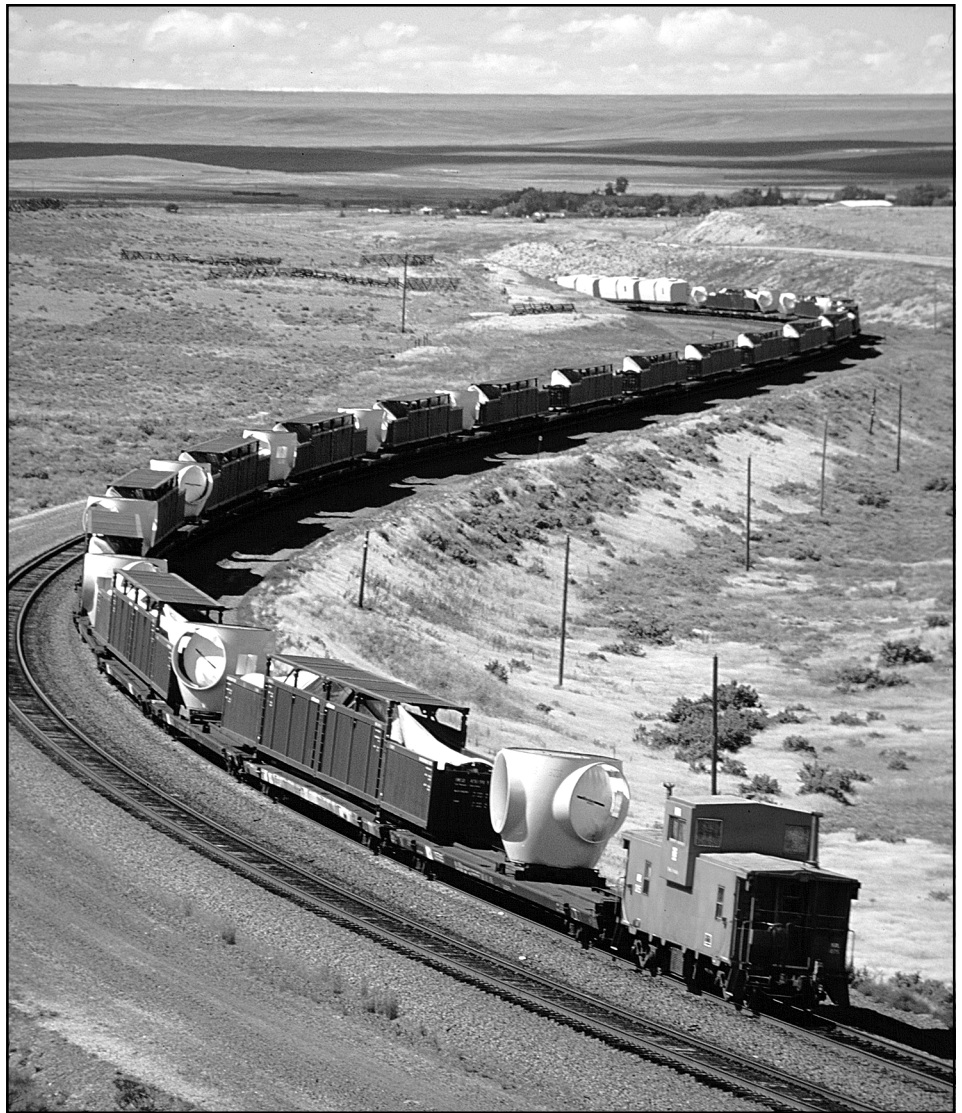
UP Unit Vestas Wind Turbine Trains

Union Pacific is moving Vestas Wind Systems A/S unit trains to southwestern Wyoming. Vestas Wind Systems A/S equipment (nacelles and blades) were being shipped by BNSF and UP trains. One UP train moved across Colorado and Wyoming in September 2003. The UP SD70M 4276 and Norfolk Southern C40-9W 9399 handled one unit wind turbine train. It was westbound at Dale Junction, WY, about 12:15 PM on 9/13/03. It had 48 cars moving six nacelles and 18 large wind blades. The train operated at restricted speeds due to the high value load and excessive dimensions. A red Kasgro caboose, KRL 075 (possibly ex-UP) was on the rear. The train came from Houston, TX, north via Colorado's Joint Line, to Glencoe Junction, WY.

Vestas Wind Systems is installing 80 units of their V80-1.8 MW wind turbines including towers and other services at the Evanston, Wyoming Project. The project will be the largest wind farm in Wyoming and more than doubles the wind generating capacity in the state.

The transportation of wind generation equipment posed unique challenges to the North American railroad system. The large nacelles that house generator units would push the limits of track clearances for all but select western rail routes. The wind blades are up to 41 meters long, a potential problem when negotiating switching yards and narrow mountain passes. The equipment is also sensitive to shock and vibration, and therefore must be transported at reduced speed and can not pass through hump yards. Manufacturers and power companies still demand that tight delivery schedules be met.

In early 2001 Vestas American Wind



UP's train S HOGY 09 rolled through the S-curve east of Rock River, WY, on 9/13/03. Kasgro's red caboose KRL 075 brought up the rear. – Photo © Chip.

Technologies investigated different ways of transporting their newest generation of wind plants from the deep water port in Houston to wind farms across North America. The ideal solution would provide a safe, economical and reliable way to move equipment that could weigh as much as 76 metric tons and require clearances of up to 4.5 meters wide and 4 meters tall.

After considering various options, Vestas identified rail as the most economical method to transport their equipment. The equipment was simply too large to transport easily by road and inland waterways were not an option. There were significant price advantages (as little as 20% of truck freight costs) as well.



The Durango & Silverton Narrow Gauge Railroad repainted engine 473 as D&RGW “Bumble Bee” for this year's photographer's special. – 8/22/03 photo © Harold Topping.

An Adventure in Real Railroading on the C&TSRR

Story and Photo by Denny Haeefele

The plan for my trip started at last year's annual banquet when I won tickets to ride the Cumbres and Toltec Scenic Railroad. Reservations were made a few weeks in advance for the trip from Antonito to Chama on Wednesday, September 10, 2003. The Chama to Antonito trips had been sold out for weeks.

Driving into Chama from Durango the day before was wet and dreary as rain poured steadily all day long. I had hoped this storm would blow over in the night so we would have good weather the next day for some serious rail fanning. The next morning the rain had slowed to a drizzle, but the 30 m.p.h. wind was still pushing the huge weather front out of the area.

Chama and much of southwestern Colorado received about two inches of rain overnight. The temperature was in the high 40s when I boarded the bus for the one-hour trip to Antonito to board the train. As the bus dropped off La Manga pass toward Antonito, the sky was beginning to clear but the wind was cold, blowing with enough force to make the flag snap in the air.

Locomotive 487 was the power for the day. The engineer for the trip was Carlos Lamas and the fireman was Sonny Horneger. Close observation of the locomotive revealed that the drive rods were marked with the numbers from several other engines indicating that the parts had been borrowed and pieced together to have one operating locomotive.

After a few yard movements to shuffle cars around, C&TS 2-8-2, #487 took up a lead position on the set of five coaches, concession car and the open observation car on the back of the train. The speeder car that usually follows the train to put out fires ran the point to look for rocks. Not long after we were rolling and with the head count done, we were given the "all clear" to move about the train. I made my way to the observation car.

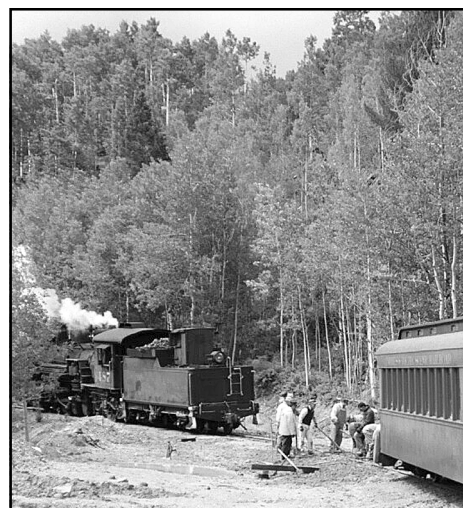
I like the open cars with the sounds, the smell of the smoke, and its a great place

for shooting pictures. It is also a great place to get a wind-driven blast of cold fresh air that seemed to sort out the real rail fans from the regular riders. As the train wound its way up toward Osier, the air was filled with little bits of ice that stung your face and eyes. I noticed diesel number 19 hooked to a work train parked at Sublette.

The train was 32 miles out of Antonito and had just gone through Mud Tunnel and started around Phantom Curve when the lead drive wheel climbed over the rail, and we came to a stop. The MOW workers on the speeder car came back and Conductor Ray Martinez and Brakeman Sam Roybal both got into their coveralls. The rerailers and frogs hanging on the side of all narrow gauge tenders are not just there for decoration. With some digging and cussing, we were back on the track in about 45 minutes and on our way to lunch.

We went about a mile to the place where Toltec Creek goes under the railroad, and the engineer called on the radio and said we were off the track again. The situation was more serious – this time the lead driver and the tender were both sitting in the mud. The ground was gooey and water was standing in puddles all around. I looked down between the cars and you could see where the ties and rail had moved two inches under the weight of the locomotive when it started into the curve. More MOW workers on another speeder car arrived. The Antonito yard crew brought the diesel up from Sublette. If they couldn't get us back on the track, they would pull the train back to Antonito and the ride would be over.

They used the rerailer and frogs to get the locomotive back on the track, and with jacks and bars they put the tender back. Once on the track, the locomotive was pulled forward. The diesel hooked on and pulled the train back. After some intense track work, the decision to continue the trip was made by the Conductor and the road Superintendent. The diesel pushed the train up past the trouble spot to the locomotive. Our crew was now tired,



C&TS MOW crews work at Toltec Creek.

muddy, wet and aggravated with the way the morning had gone.

Passengers and crew alike were glad to get to Osier for lunch a little after 4 PM. The Osier Kitchen Company was waiting with an all-you-can-eat buffet with plenty of hot drinks and warm food. The fare consisted of turkey, roast beef, hamburgers and hot dogs along with a salad and dessert bar. The food was very good.

After lunch/dinner, the train went on to Chama with less excitement than the morning trip. We dropped the observation car on the siding at the top of Cumbres Pass because the locomotive can only pull six cars up the 4% grade on the return trip. By leaving the observation car at the top of the hill, there can be more revenue cars out of Chama. The car is added back to the train once it gets to the top of the hill. The train arrived in Chama about 7:30 PM.

The whole experience was not a normal scenic railroad trip, but an adventurous look into what real railroading would have been like a hundred years ago. Credit goes to the railroad MOW crews, the volunteers from the "Friends," and mostly the train crew who in the finest tradition of railroading never quit.

My thanks to the C&TS RR for donating the door prize tickets to the Club. You know you've had a great day as a rail fan when the bottom of the shower at the motel looks like you just changed the oil in your pickup in there!

D&IM No. 25 Open House

By Darrell Arndt

Cloudy skies and a light mist in the air on the morning of September 13 did not make operating Interurban No. 25 a very promising goal for our annual open house. After a slight delay, the tarp was removed from the generator and preparations made for operation. In spite of the cloudy skies and temperatures in the low 50s, the open house turned out to be the best one yet! The interior of No. 25 looked resplendent with its painted floor, luggage racks and all seats installed and functional. The sliding doors on each end of the car were kept closed and the interior of the car stayed surprisingly comfortable. The overcast skies actually seemed to enhance the interior of the car, especially with the vintage lighting from the Edison bulbs.

Conductor Tom Peyton issued 180 complementary tickets to passengers of all ages during the day's operation and for the first time at an open house, the generator was never turned off! Sales of books, calendars, and other items were brisk at the "tent store." By the end of the day sales and donations totaled about \$1,200.

Many thank you's are due to all who made the event a success. Where does one start? Rob Thain changed filters and tested the engine and generator prior to the open house. Gary Gordon and Bob Dunmire "stood watch" with the generator during the entire open house to keep it happy. Thanks to Rich Berens for weed cutting at Building 78 and along the "mainline" and for Des Sainsbury loaning his gas weed cutter that was also used.

Tom Peyton has worked regularly, week after week, on the car restoration. He did other "odds n' ends" including creating the snazzy tickets that are based on the format once used on the D&IM. Operators of the car this year were Erwin Chaim, Duane Miller and Carlos Seegmiller, all veterans of either the Platte Valley Trolley or the Ft. Collins Municipal Railway.

Les Nelson did an incredible job of rehabbing the flip-over rattan seats so that they would actually work! This involved researching, testing and modifying the



Passengers enjoying the trolley ride during the open house.

– Two photos © Bruce Nall.

original, poorly designed seat mechanics. The first step actually took place many years ago when Rich Ulin cleverly replaced the bearings on the side brackets. Bob Wilson provided critical assistance throughout this seat work providing logistical assistance and getting the frames painted. Bob Wilson and Ken Gow helped with assembly and along with Tom Peyton helped provide transportation of the seats to the painter and Building 78.

The luggage racks looked great thanks to the polishing efforts of the late Dick Kremers. Mechanical repairs were done by Rich Loper, Tom Peyton and Dave Conrad of Wausau, WI who provided material support. The "fun" of mounting the racks was shared by Tom, Rich Berens, Mat Anderson, Bob Dunmire, Ken Gow, Frank Navarro and Carlos Seegmiller. Rich Berens and our newest volunteer, Don Hulse, participated in the arduous floor sanding work while Tom Peyton and Darrell did the painting. Richard Price also assisted with floor work and Frank Navarro did most of the window cleaning and a step repair. Bob and Don cleaned the running gear and re-greased the gears. Des Sainsbury and Carlos rewired the controllers to enhance the operation of the car.

Bob Wilson's efforts at publicity are much appreciated and kudos' to Claudia and Phillip Woeber who mailed about 250 invitations to folks on the open house mailing list and then donated the postage! Dave and Jean Gross loaned their tents from under which Jim Ehernberger, Ken Gow and Steve Mason sold out our supply of books and souvenirs. Sales went very



An example of the attention to detail in the restoration are the inlaid brass handles on the doors at each end of the car.

well and the twelve-month calendar created by Tom Peyton and Toltec Images was a popular item. Foundation President Rich Loveman conversed with visitors and extolled the benefits of the restoration.

We must always remember the support of our members and friends who assist from off site. Folks such as Joe and Louise Piz of A-1 Stripping who donated the stripping of seat parts and Richard Eckels of AAA Metric who donated the plating of the pilot hardware. The restoration and preservation of No. 25 and the Club's equipment at the Colorado Railroad Museum would not be possible without your continuing, thoughtful and generous donations received throughout the year.

What's next for No. 25? Our focus in the coming months will be on the installation of the exterior doors and platform woodwork, door traps, platform and appliance wiring, and under floor electrical components and gear covers. Miscellaneous hardware installation and "tweaking" of windows and moldings remains.

Thanks to all who helped make the open house a great success and another memorable commemoration of the 65th Anniversary of the organization. By the way, if you were unable to make it to the event but would still like to see the car, don't hesitate to contact Darrell Arndt at 303-797-8444 for a tour.

A Report On The Club's Annual Work Weekend

By Denny Haefele and Roger Sherman

WOW! What a couple of days. The annual work weekend started with Bill Haefele, Roger Sherman, Edward Lichtenfels, Ken Gow, Denny Haefele and Dan Adler on Saturday the 23rd when the museum opened. The Rico was going to be the center of attention. The first order of business was to get the entire north side fascia up on the clerestory that was prepared for the day. First, the end pieces of the first layer were put into place and then the rest of it was cut to match. Like the rest of the car, some custom fitting was needed to accommodate things that were not exactly square. The result was a near seamless appearance. Even though all the pieces were copies of the originals, some minor adjustments had to be made.

Dan Adler and Bill Haefele were on the roof fitting and making things go together so that all would appear straight. First, they built a jig so the fascia would all be even, a good idea because the roof is not a level surface for measuring. Once they had the first layer up and the second layer started, Edward and Denny got busy reattaching the tin roof to the fascia. This was no easy task considering there was a nail every inch for about 40 feet. Richard Willhardt arrived and was immediately sent to the roof to nail down tin.

On the south side of the Rico, Roger and Ken wire-brushed the badly weathered fascia so that primer would stick to it. In the early morning before the sun got too hot, they applied some primer to the south side. The south sides of all the displays at the museum take a real beating from the sun. With the work that the Stuskas had done earlier and with this work, the south side of the car should be protected until the whole car is repainted.

The roofers soon needed more nails and Roger went to the hardware store, the first of two trips. It is a sign of progress when the workers can use material faster than you can get it to them. Bill suggested that we leave the ladders up so people can go up and see how good it really looks.

While the rest of the crew labored at the

car, Denny started to grill hamburgers and brats to feed the work crew.

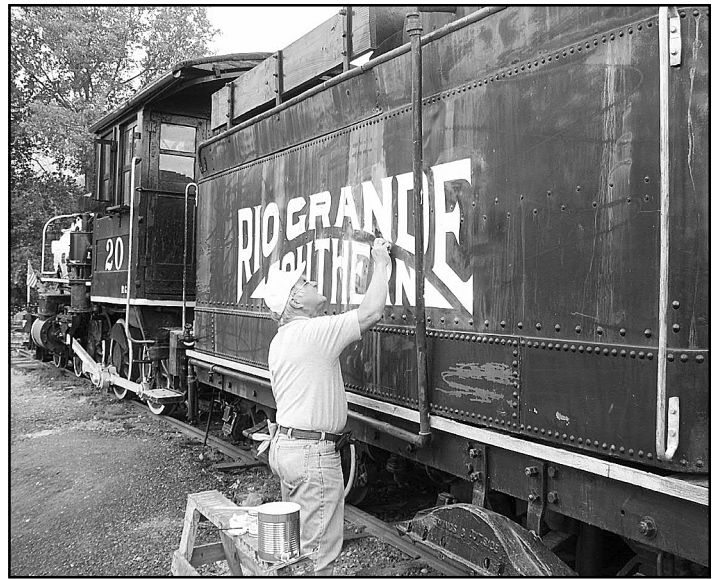
When Roger came back from collecting supplies, everyone sat down to a picnic lunch. We experienced all the pleasures of a picnic. First wind then a light rain for desert.

After lunch, Denny was complaining about the process of re-lettering the tender on the 20 after it is painted. The only "Rio Grande Southern" stencil available to us was a "chalk stencil" from the museum that was not in good shape. Using a chalk stencil, first you hold the stencil still while someone beats a chalk-filled bag over small holes in the stencil. You connect the dots to get your letters.

Richard Willhardt said that given the right brushes and paint he was able to freehand letter the tender. We went up to the club's boxcar to look over the brush and paint supplies! Soon, Richard was painting the letters on the side of the tender. Starting from east and working his way west, he finished everything but the "Rio" on Saturday and returned on Sunday to finish.

After lunch, with the entire new fascia in place, attention was turned to other details. Ken, Bill and Dan started to cut screen and molding for the windows. Easy? Nope! The windows are not all the same size. Each window was measured, recorded on paper, and then the process of making molding for each began. Dan and Bill were up on the roof installing molding and screen while Ken was custom cutting.

Roger and Edward started the process of wire brushing the tender and locomotive 20 so a new coat of paint would adhere. Roger and Denny had already used a power washer to knock off a lot of loose and flaking paint to make painting easier.

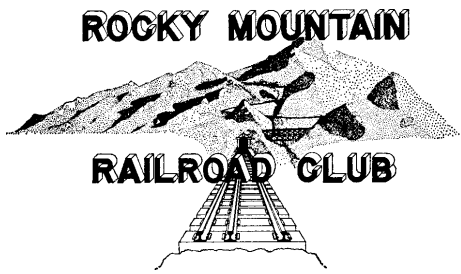


Dick Willhardt re-letters #20's tender. —Photo © Roger Sherman.

On Sunday, August 24th, Ken, Dan and Roger started at 9 AM. Dan put on the last two or three clerestory window screens and molding on the north windows. The south screens will wait until we decide how to proceed with repairs to some window frames. Ken and Roger began putting primer on the exposed metal of the tender, boiler jacket and running gear. Randy Worwag arrived and joined the painting crew. By noon we were masking Richard's careful repainting of the RGS logo and began coating the tender with locomotive black. The tender painting was complete down to the trucks when Richard arrived to finish the logo. Randy spent a good deal of time putting paint on worn surfaces like step plates and cab floor.

Only the black painting around the letters of the logo on the tender side remains. Richard wants to do that with a brand new brush so there will be a sharp contrast. The next project on the #20 will be painting the boiler jacket and other parts of the locomotive itself. As for the Rico, inside trim for the clerestory windows will be cut and applied as we plan for replacing the siding on the entire north side of the car.

The Club wants to thank all the volunteers who made this work weekend so productive. Any member who is interested is invited to join the fun at the museum on the second and fourth Saturdays of every month. Call Bob Tully at 303-428-2322 for details.



BOX 2391
DENVER, COLORADO 80201

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D&RGW Number 169

Continued From Page 3, Column 3

Keith Cerny suggested that its restoration and preservation become the Chamber's 75th Anniversary legacy project.

Grants were received for testing the boiler and to rebuild the tender which is now in Ely, Nevada. The tender restoration will be completed later this fall. The Colorado Department of Transportation provided an enhancement grant to the City of Alamosa to build the beautiful Alamosa Train Pavilion to showcase and preserve the train.

One of the ways you can help with the restoration is to join the Friends of the 169. Members receive the monthly Chamber newsletter with updates on the restoration. The Friends of the 169 website (www.drg.169.org) is still under construction. Anyone interested in joining the friends can receive a brochure by writing: Friends of the 169, Cole Park, Alamosa, CO 81101.

Colorado Railroad Museum 2003 Scheduled Operations

For information call 303-279-4591

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

October 17:	Program by Phil Stewart from Colorado Live Steamers.	November 10:	Annual Banquet at the Indian Tree Golf Course, Arvada, CO.
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Trains Unlimited, Tours 2004 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

April 15-18	Domes To Reno	August 7-9	Pacific Coast Domes
April 22-May 6	Great Canadian Rail Adventure	Aug. 19-Sept. 2	Great Peruvian Rail Adventure
April 26-May 3	Canadian Steam	August 27-29	Domes To Feather River RR Days
May 1-2	Caribou Express	Sept. 19-Oct. 2	China Steam Spectacular
May 15	McCloud Steam	Sept. 27-28	Rio Grande Photo Freight
June 10-20	Alaskan Railfan Adventure	Sept. 29	Durango Photo Special
June 10-13	White Pass Steam	October 2-3	Nevada Northern
July 2-8	Domes To The Pacific Northwest	October 2-9	New England Fall Colors
July 4	Domes To Canada	Oct. 28-Nov. 12	The Old Patagonian Express
July 6	Stampede Pass Rail Adventure	November 11-17	Mexican Copper Canyon