

ROCKY MOUNTAIN RAIL REPORT



DECEMBER 1998

No. 471

ROCKY MOUNTAIN RAILROAD CLUB

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Historic Club Trips

A Bob Andrews Program Presented by Phil Klinger

December 8, 1998 • 7:30 PM

The December meeting is the annual meeting of the Rocky Mountain Railroad Club. Election of officers and three members of the board of directors will take place at that time. Additionally, two trustees will be elected to the Rocky Mountain Railroad Historical Foundation. There will be a short slide presentation featuring club trips from a 1949 RGS excursion to excursions in the 1980's. Refreshments will also be served.

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

Midland Terminal Tour

By Hugh Alexander

On February 6, 1999, the Rocky Mountain Railroad Club and the Colorado Midland Chapter of the National Railway Historical Society are celebrating the 50th Anniversary of the last RMRRC passenger excursion train (February 6, 1949) on the Midland Terminal Railway.

The RMRRC has chartered a motorcoach to take trip participants on a tour of selected railroad historical sites.

The tour begins with a 7:30 AM coach departure from the RTD Light Rail Station at I-25 and Broadway in Denver. The first stop will be at the old Colorado Midland Roundhouse in Colorado Springs. From there the tour will visit: Woodland, Divide, Water's Tunnel, Victor Station, Cripple Creek and other historical sites.

The tour narrator will be Mr. Mel McFarland. He is the author of two books on the Midland Railroad, The Midland Route and the Cripple Creek Road. Mr. McFarland will share his knowledge of the line and provide expert commentary. At the lunch stop in Cripple Creek he will give a slide presentation of historical photographs.

The ticket cost is \$30.00 and includes transportation, box lunch, beverages and admission to the museum in Cripple Creek. Return to Denver will be approximately 5:00 PM.

The trip is limited to 24 passengers and will be a great way to begin the 1999 RMRRC schedule of events. A waiting list for open seats will also be maintained.

1999 Events Schedule

January 12 Meeting:	A Taste of England
February 6 Event:	Midland Terminal Historical Tour
February 9 Meeting:	Program to be Announced
March 9 Meeting:	Program to be Announced
April 13 Meeting:	Program to be Announced
April 24 Event:	Union Pacific Cheyenne Shops & Station Tour
May Event:	Powder River Coal Mine Tour
May 11 Meeting:	Program to be Announced
June Event:	Canon City & Royal Gorge Excursion
June 8 Meeting:	Program to be Announced
Summer Event:	LC&S Excursion
September 4 - 20:	European Adventure
Fall Event:	C&TS Excursion
October 9 Event:	Georgetown Loop Photo Freight

From the President

By Jimmy A. Blouch

The membership meeting of November 10 was the annual Video Potpourri. Four of our members shared their video experiences. They were Wally Weart, Chip Sherman, Sherm Connors, and Irv August. The material presented was varied. Wally gave us a preview of the club's Silverton Excursion and scenes from the club's C&TS trip during July of this year. Chip Sherman had a multitude of scenes ranging from Colorado to other states all highlighted by the "Railroad Cheerleaders". Sherm Connors documented the loading of the club's Birney car at the Colorado Railroad Museum for movement to Colorado Springs. Irv August's presentation was approximately 30 minutes long and was a very entertaining look at some trips Irv and his wife Elna made. The year was 1950. They combined several business trips with vacation time and traveled to widely separated places. Irv took along his Bell and Howell 16mm movie camera to record these various scenes. These

scenes ranged from Mexico City to Montana to Colorado with many other stops in between. This was a very interesting video and Irv has now donated it to the Rocky Mountain Railroad Club Archives. Irv, thanks so much. Thanks also to all who participated and to the Denver Broncos organization for the use of their video projector.

The night photo session of October 24th proved to be a success. Steve Mason has provided a report on page 5.

Production of the club video is in the final stages. With the title of "Around the Narrow Gauge Circle", plans are for a prior to year end availability.

As this will be the last newsletter for the year 1998, I and my wife Carolyn would like to take this opportunity to wish each and every one of you a Very Merry Christmas and a Happy and Prosperous New Year.

Nominating Committee Report

As per the club's bylaws, the carry over board members constitute the nomination committee. This year that committee is composed of Don Zielesch, Matt Anderson, and Phil Klinger.

While the committee has nominated the current officers for the year 1999, Jimmy Blouch has made it clear that additional nominations may still be made from the floor for officer and director vacancies at the December 8, 1998, annual meeting. If you plan to nominate someone, the committee suggests that you please check with your nominee first to make sure he or she is agreeable to the nomination.

The Nominating Committee's recommendations are as follows:

BOARD OF DIRECTORS

Jim Ehernberger
David Gross
Steven Mason

OFFICERS

President	Jimmy A. Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

The Nominating Committee is also responsible for nominating members for positions as Trustees of the Rocky Mountain Railroad Historical Foundation. (Directors of the Rocky Mountain Railroad Club are automatically Trustees of the Foundation.) There are two vacancies on the Board of Trustees. The Nominating Committee's recommendations are as follows:

BOARD OF TRUSTEES

Art Ives
Richard Loveman

Additional nominations also may be made from the floor for these vacancies.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at Post Office Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues.

First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed below. Members joining after April may send a payment of \$1.75 for each month remaining in the year.

An associate membership for spouses and children is also available for \$10.00 per year.

Annual dues notices are mailed in November.

Club Information

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrrclub.org>

Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

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

The deadline for items to be included in the January issue is December 16th.

Foundation Fund Raising Update Thank You!

Your show of support for the restoration of Car #25 is growing. As of November 7th, the amount raised is \$1130.00!! The foundation wishes to thank the following contributors:

Mat Anderson, W.B. Anderson, Roland Angel, Forrest Bahm, Thomas Beckett, John Buckman, Thomas Caldwell, Jonathan Esty, Elizabeth Geiser, Douglas Gorton, Arthur Ives, Charles Lehrer, Donald Palmern, Rudy Titsworth

A donation in the memory of
Mike Trent, Sr.
has been received from
Marvin and Mary Ellen Floyd
toward the D&IM car 25 restoration.

California Railfair 1999

by Russ & Sue Stuska

The California State "Railfair 1999" is set for June 18-27, 1999, at the California State Railroad Museum in Sacramento. In addition to the regular museum, there will be visiting locomotives and railroad cars, train rides, exhibits and more. The Railfair '99 Hotline is 919-445-6645 and the toll free Number is 800-417-7245.

A Thank You Letter

10/19/98

Mr. Jimmy Blouch and Officers and Directors of the Rocky Mountain Railroad Club

Dear Folks,

What a wonderful time we all had at the 60th Anniversary Banquet!

I want to thank you for the surprise of the achievement award and 60th Anniversary Car! Words do fail me for a change! Thanks again! Will keep doing my Christmas photo to the members every December.

Yours truly,
Neal R. Miller

There is Still Time to Order Club Books for Holiday Gifts

THE DENVER, NORTHWESTERN AND PACIFIC RAILWAY COMPANY

DAVID MOFFAT'S DENVER, NORTHWESTERN AND PACIFIC

This history includes a David Moffat biography which relates his many banking, mining, and railroad ventures in early Denver. His years of leading the Denver and Rio Grande and his attempt to build his standard gauge railroad directly west from Denver through the Continental Divide to reach Salt Lake City are chronicled. The 256 page hard cover book contains more than 200 fine old photos.

DENVER AND SALT LAKE RAILROAD 1913 TO 1926

This publication continues the Moffat Road history after its 1913 reorganization during the railroad's most difficult years. Many fine old photos are reproduced in this book. Also included are four extra features: our photo tribute to Otto Perry, William Gibson's 1926 trip to Corona, ninety year history of Private Car MARCIA, and a history of Chapel Car EMMANUEL.

GEORGETOWN & THE LOOP

This 270 page hard back book is a photographic history of Colorado's "far famed" Georgetown Loop of a century ago through its glory years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad.

This unique railroad history tells the fascinating story of a few miles of Colorado narrow gauge railroad and the mining towns it served.

To order any of these books, send your name, address, membership number, the book title and check or money order to:

Rocky Mountain Railroad Club
PO Box 2391
Denver, CO 80201-2391

Members pay only \$33.95 for each book plus \$3.50 shipping for the first book and \$1.00 shipping for each additional book. Denver residents please add \$2.48 sales tax for each book, Colorado residents please add \$1.02 sales tax for each book.

In Remembrance

Warren Russel "Rusty" Bailey

Long time Rocky Mountain Railroad Club Member Warren Bailey died November 2, 1998. Mr. Bailey carried Card No. 4. Rusty attended the club's 60th Anniversary Banquet where he was honored for his long time membership.

Retired from the National Association of Letter Carriers, Rusty was also a member of the Mile High Magicians Club and a former member of the Colorado Mountain Club, Jackson Camera Club, the Colorado Mineral Society and the Movie Club.

Services were held November 6, 1998, at Moore-Howard Berkeley Park Chapel with interment in Crown Hill Cemetery. Rusty's long time membership and contributions will certainly be missed by all.

Louis R. Orton

The Rocky Mountain Club also received notice that member Louis R. Orton, of Colorado Springs, passed away on September 21, 1998. His membership number was 410 and he had participated in club trips.

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.

Union Pacific's New 6,000 hp Locomotives

UP SD90MAC (6,000 horsepower units) 8507 & 8509 went west through Wyoming on 10/18/98. Later the same day came UP 7513 leading a westbound across Wyoming. 7513 was at LaGrande, OR, by 10/19/98. The 7500's are new General Electric built model AC6000CW's rostered as UP's 7500-7579 series.

The production of GE AC6000CW's for UP has finally begun. As of mid-October 1998, UP 7510, 7512, 7513 and 7514 were listed in the UP computer. The original ten pre-production units are currently numbered as follows (UP 7000's will be renumbered to the UP 7500's when they get the new HDL engine):

7000, 7001, 7002, 7003, 7004, 7505, 7506, 7007, 7008 and 7509.

UP 6000 hp SD90MAC's are 8500-8511. As of 10/19/98, UP 8507 & 8509 were together on a westbound across Utah, bound for Los Angeles, CA. – *Eric*

BNSF 9-44CW

BNSF'S Teague, TX, to Laurel, MT, train of 10/20/98 had three orange and green 9-44CW's rolling north by Palmer Lake, CO, on the Joint Line early 10/23/98. Power was BNSF 4855, 4799, 4709 and ATSF 2819. Train symbolized H-TEALAU1-20. – *BNSF Man*

Utah Railway GP-35

Omnitrex rebuilt Utah Railway GP-35 #2004 moved from Loveland, CO, arriving at BNSF's Denver Diesel Shop, Denver, CO, on 10/20/98. Unit wears fresh paint – gray, yellow and red scheme. It moved west via a BNSF trackage rights



American Orient Express observation/bar/lounge car NEW YORK at Denver Union Station on 11/2/98 prior to departing on the final run of the 1998 season. – Photo © Chip Sherman

train to Utah via UP's Moffat Tunnel line. – *BNSF Man*

Denver & Rio Grande Western RR #5771 Back in Grande Gold!

The Colorado Railroad Museum's Denver & Rio Grande Western F-9A/B restoration of 5771 and 5762 now has both units in the Grande four-stripe scheme. The 5771 was unmasked from painting on 10/24/98. The job looks superb. Work continues with applying the final details like lettering, reinstalling the number boards, installing glass, and other details to complete a first class restoration.

Restoration of Rio Grande 5771 and 5762 is well along, with Andy Dahm, volunteers Gill Fuller and Don Orosz putting in many long days. The old side panels were replaced, the car bodies sandblasted, cleaned, and painted with primer. The project is expected to be completed by late 1998, weather permitting.

The Denver & Rio Grande Western RR F-unit restoration work was funded by a challenge grant from the Martin J. and Mary Anne O'Fallon Trust of Denver which was met by generous support from many individuals. We also want to thank the following for their in-kind

contributions of supplies, paint, parts, and knowledge: Rick Schmidt of Aspen Auto Body, Steve Bingham of ICI Auto Color, Mike Danneman, Gary Altschuler, Willis E. Hall, George Grosshart of Four Mile Historic Park Museum, Robert Packer, Edward Sammler of General Motors/EMD, David Dote of Illinois Railway Museum, Tom Gannon of Lake Superior Railroad Museum, John Templeton, and Ray Kenley. – *The Colorado Zephyr*

New GE BNSF 4900's Fully Lettered

Sterling, CO, 11/4/98, found BNSF's Pasco, WA, to Fort Worth, TX, train, H-PASFTW1-01, tied up at the yard for a couple hours. Train arrived around 10:30 AM. Power was BNSF fully painted/striped Heritage II Dash 9-44CW's 4921, Kansas City Southern 689 and BNSF 4920. Train departed Sterling at 2:30 PM, headed for Denver. Great to see BNSF delivered units (these arrived on BNSF late October 1998) coming in full Heritage II scheme.

BNSF Colorado detours continued through 11/4/98 due to Kansas flooding. The hot Z-NYCLAC9-03 with ATSF 682, BNSF 8700 and ATSF 615 was by Wiggins, CO, at 10:50 AM (MST). – *The Colorado Zephyr*

Colorado Railroad Museum Night Photography

By Steve Mason

The Colorado Railroad Museum had a “steam up” during the weekend of October 24 and 25, 1998. Wally Weart, Dave Gross and Bruce Nall, arranged for the Rocky Mountain Railroad Club to have a night photography session during this time as engine 346 would be under steam. There was plenty of preparation for this. Thursday, October 8, test exposures were made. Randy Worwag, club member and museum volunteer, made arrangements to have club engine #20 and the RICO pulled from where they were stored and spotted at the “No Agua” water tank. We could hardly believe we could be so fortunate. At the annual banquet Wally Weart announced there would be a “big surprise” for the night photo shoot.

The museum volunteers were as good as their word. Randy and Mark Campbell helped the equipment committee lube and grease engine #20. The cinder catcher was removed. About 3:30 PM the volunteers started switching cars so the #20 and the RICO could be spotted at “No Agua”. In true Rio Grande Southern fashion, the B-8 spread the rails going on the ground in a siding.

Finally the moment we all had been waiting for happened. First the RICO was pulled out. Then with anticipation and worry we watched the #20 being moved for the first time in eight years. We didn't want anything to seize up and break on #20. Engine 346 fought for traction to break loose the #20. There were many short jerks to overcome friction with slipping drivers, sparks off the rail, smoke jetting straight up from the stack, then close the throttle and try again. Engine 346, with Carl Averdung, at the throttle did finally move #20 without a mishap.

As soon as everything was set, all the photographers went to the Robert Richardson Library. Wally Weart announced the various proposed photo scenes. Bruce Nall and Dave Gross went over the test shoot results and gave us an exposure chart.



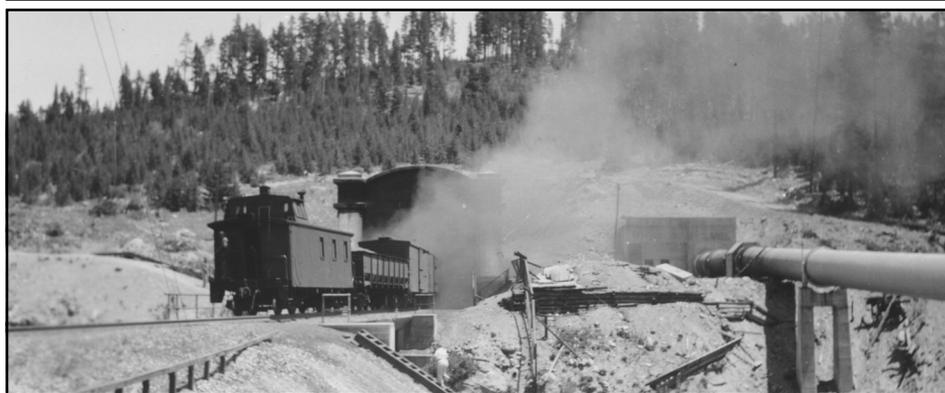
Club engine number 20 and the RICO spotted at No Agua at the Colorado Railroad Museum on October 24, 1998 – Photo © Mario Magtanong

All went well on the photo lines. Phil Scholl controlled the switch for the lights on #20. The switch allowed a brief flash of the lights on long exposures so they would not burn into the film. The night was clear and some of the photos have short star tracks. Dave Gross and Jan Nall painted the scenes with the rented flash units. Jim Ehernberger also helped out with light for some of the scenes. One surprise we were treated to was smoke and sometimes even flames coming out of #20's stack.

On behalf of the Rocky Mountain Railroad Club thanks need to be extended as follows: trainmaster, Rick Greer; conductor, Randy Worwag; engineer, Carl

Averdung; fireman, Lee Ritterbush; trainmen, Rick Brachtenbach, Dennis Boucher, Dick Ferguson, Gus Sitas, Mark Campbell, whose secrets produced smoke from #20 and for providing the lamp lighting in the 0404 caboose; and Keith Goodrich running requests from the photographers to the crew. Others who assisted during the day are Stan Mowry who provided locks on the class lights, Bill Gould, Paul Luning, and Gill Fuller assisting in switching during the day.

Everyone had an enjoyable evening. The museum volunteers said it was out of the ordinary for them. They mentioned they would like to do this again as it was fun. For us too.



A Denver and Salt Lake freight enters the West Portal of the Moffat Tunnel on June 25, 1939 - Joseph Schick Photo, Rocky Mountain Railroad Club Collection

European Adventure

by Keith Kirby and Tom Lawry

Plan now to join us in September of 1999 for the European adventure of a lifetime. On Saturday, September 4, 1999, the Rocky Mountain Railroad Club is beginning what promises to be a most exciting trip. We will spend two weeks exploring some of the most exciting railfanning Europe has to offer. Then for those who desire, there is an optional extra week in Great Britain.

Highlights of this trip include a round trip under the English Channel on the famed Eurostar high speed train; exploring Germany's famous Rhine valley; a ride on a German ICE high speed train; a visit to Garmish Partenkirchen; and a stay in Innsbruck, Austria, where we will ride a steam powered rack railway with grades of 20%. We will spend five nights in Zurich, Switzerland, which will allow us to explore such attractions as the famous Jungfrau Mountain; a Swiss lake steamer; ride the famous Glacier Express; plus some free time to explore sights of your own choosing. From here it's on to France and Tournon, the home of the Vivarais metre-gauge railway. Our train will be powered by a 0-4+4-0 Mallet. Then it's back to Britain by TGV and Eurostar high speed trains. Those not extending will then return to the United States on Sunday, September 20, 1999.

The optional extension in England will include a mix of new railfan activities and a visit to some old favorites from the Club's 1995 Great Britain trip. A visit to Porthmadog and the Festiniog Railway is nearly mandatory, but this time we will add a ride up Britain's highest peak, Mt. Snowdon, on the cog railway. We will also ride on the Welsh Highland Railway behind a two foot gauge Garratt locomotive. This line was only in the planning stages on our last trip, so it should be a real treat to see how much progress has been made. We'll revisit the Severn Valley Railway, but this time we will ride behind one of their famous "large" steam locomotives. We also plan to ride the Bluebell Railway, a line specializing in larger steam locomotives, and finally return to the Romney, Hythe &

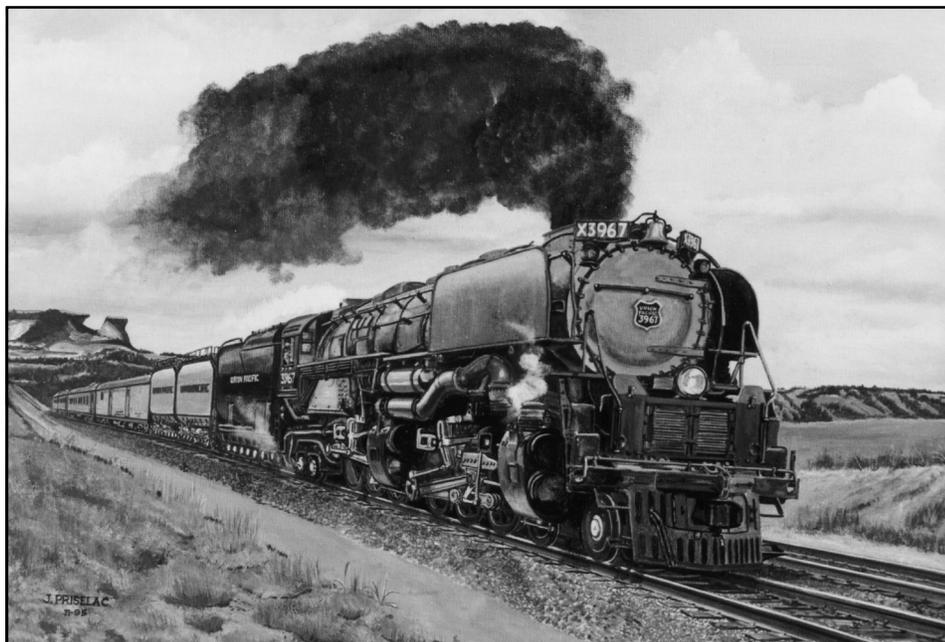
Dymchurch Railway, a steam powered line that is 15" between the rails. Then on Sunday, September 26, 1999, we will return to Denver.

But lest you think the trip is just hard core railfanning, fear not! We have planned many other historical and cultural activities. They include: sight-seeing in Brussels; visiting Koblenz, a German wine town; a potential side trip to Verona, Italy; a day to explore Zurich, or take a quick trip to other Swiss cities or even Mulhouse, France. Trips to Oxford, and a visit to the Wedgwood china factory, as well as free time to just soak up the British atmosphere are planned during the extension in Great Britain.

Our trip is being planned by Peter "Fuzz" Jordan, the gentleman who arranged the 1996 Great Britain trip, so we are assured a great time. Pricing is still being developed, but we anticipate it to be in the \$3,000 range, perhaps a bit less for two

weeks and a bit more for three weeks.

Be aware, however, that this will be a rather demanding itinerary. Since most traveling will be done by train, participants will have to handle their own baggage, an incentive to travel VERY light! We have limited space, only about 40, so you will need to act fairly quickly. We will be firming up our plans by the first of April, so we will need to know by the end of March if you are planning to join us. Watch the Rocky Mountain Rail Report for more details. If you would like a copy of our proposed itinerary, you can E-mail Keith Kirby at <kek@dnvr.uswest.net> or Tom Lawry at <tflawry@wordnet.att.net>. Or, you can reach us by U.S. Mail. Send a large self addressed, stamped envelop to: Keith Kirby, 5442 East Center Avenue, Denver, CO 80246-1437. We hope that you will seriously consider joining us on what promises to be a European Adventure of a Lifetime!



One of the most memorable chapters in the club's 60-year history has been its big steam excursions with the Union Pacific Railroad. This association culminated on May 15, 1993, the 40th anniversary of the UPRR club excursions, when the railroad dressed up Challenger "3985" and numbered it "3967" to commemorate that first historic UP club excursion. Club Member Joe Priselac shares this photo of his acrylic color painting illustrating the 40th anniversary excursion pounding the rails between Laramie and Cheyenne, Wyoming. - Photo and original artwork by Joe Priselac

Treasurer's Report

By Dave Goss
Ending October 31, 1998

Revenue

Dues	\$ 17,443.00
Book Sales	8,475.48
Raffle Proceeds	833.00
Interest Income	3,375.37
Video Royalties	15,408.22
Video Sales	2,360.00
Merchandise Sales	1,743.23
60th Anniversary Sales	4,801.42
Annual book Drawing	902.00
Trips	28,621.82
Banquet	3,272.00
Advertising	3,350.00
All Other Revenue	580.46
Total	\$ 91,166.60

Expenses

Newsletter	\$ 8,537.86
Trips (Not including D&S trip costs)	20,686.48
Banquet (\$2,726.48 pd 11/03)	502.24
Rent	1,570.00
Insurance	5,655.00
Printing other than Newsletter	2,695.48
Advertising	0
Meeting/Church Rent	2,093.45
Office Supplies	654.81
Video Purchases	1,248.74
Repairs	0
Restoration	2,942.29
Train Shows	171.00
Royalties	750.00
60th Ann. Merchandise	5,685.24
Postage	4,898.37
Phones	757.89
Taxes and Licenses	758.06
All other expenses	3,993.34
Total	\$ 63,600.25

Net Income this Fiscal Year \$ 27,566.35

Financial Assets as of October 31, 1998

General Checking	\$ 11,258.24
Class Plus Account	\$ 63,595.47
Raffle Account	\$ 3,848.48
Total	\$ 78,702.19

Looking Back

And Ahead

By Dave Goss

This article wraps up our 60th Anniversary series of looking back at some of the trips, times and memories of this fine Club. The most important lesson of history is to learn from the past so that we can better approach the future. With these thoughts in mind, let us look ahead a little:

The year is 2058. It's the 120th Anniversary of the Rocky Mountain RR Club. The concept of Ranniger's Roadbed Commissary has been replaced with a collection of pills that are rehydrated with a teaspoon of water and are carried by each member in their packet during a trip. The collected humor of Erwin Chaim (17th edition) has been sold out and the Board has voted to reprint this endearing volume just one more time.

The avowed purpose of the club is to preserve the history of that ancient system - the railroad - which has been replaced by self-guided, satellite-dispatched individual transportation units on carbon-fiber wheels.

And in the January Issue of the Rocky Mountain Rail Report, we read this story:

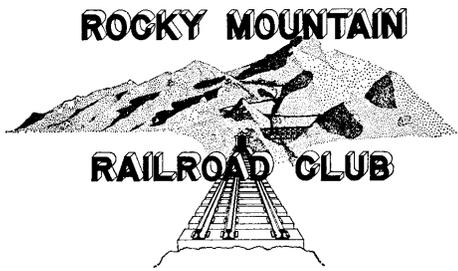
How many of us remember the ghost of CEO Davis' UP mainline? Or the dimming memories of the once romantic Rio Grande or Colorado & Southern, let alone the DSP&P or the RGS? Who can recall the fascination of mile long trains of distributed power with endless hoppers filled with that now vanished Powder River Basin coal? Some may even be able to tell stories of trains containing nothing but beer from the abandoned brewery in Golden, which was, replaced by underground distribution lines to dispensaries.

And then there was the forgotten thrill on standing next to a carefully groomed set of tracks on a sweltering August afternoon. Sundancers in the distance distorted the horizon as they shimmered and twisted. Then, far away a light appeared. Silently the light grew into three distinct points of

a triangle. The sundancers were parted by a subtle but clearly defined plume of exhaust, standing in the sky. A faint but steady rumble now interrupts the quiet of summer day. As the train draws closer, the sound is clear. Two, three, no, five locomotives are on the point. The whine of turbochargers becomes clear and the vibration of the beasts is carried ahead on the shining rails. Within minutes, the noise is like an onrushing thunderstorm. Weeds, grasses and loose debris are swirling on either side of these giants and the harmony of more than twenty-five thousand horsepower working together is awesome. The ground shakes, the sky is obscured as five tall units and many cars pass at sixty miles an hour. Wheels scream and the sound is endless, uninterrupted on welded steel rail. It takes but a few minutes for more than a mile of boxcars, tank cars, gondolas, well-cars and piggybacks to fade away. The day becomes quiet again. Only the hot, still air and memories of the passing train remain.

The heritage we preserve is not just that of narrow gauge steam or first generation diesels. We have an obligation to future members to care for the memories of trolleys, traction, electric lines, broad gauge, industrial and all the other forms of rail locomotion of which we know. Our books, our photos and our videos may be some of the best sources of American railroading history. With veneration, we need to hold up those authors and photographers, whether still or motion, black & white or color who tirelessly have sought to record the phenomenon we call Rocky Mountain railroading.

Let us seek out and help preserve and restore our own and other pieces of rail equipment so those future enthusiasts will remember us as caretakers of history and heritage. And last, but not least, let us remember those who have been in the past, are now and will be, members of the Rocky Mountain Railroad Club - the best damn group of folks you might meet!



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Out At The Museum - Equipment Committee Report

By Steve Mason

Steam up at the Colorado Railroad Museum was on October 24 and 25, 1998. The club equipment was opened to visitors on the 24th. Also, last minute adjustments were made for the night photo shoot scheduled for that night. The following committee members helped man the equipment: Duane Fields, Ralph Vance, Russ and Sue Stuska, and Phil Scholl.

Morning found me putting in new glass in the engine number lights on the headlight of #20. Earlier in the week Ron Keyser, a D&SNG conductor, came out and put in new clear class lights lens. He donated these to the Rocky Mountain Railroad Club. They are rectangular and only the D&RGW and RGS used them so they are quite rare. Ron responded to a call for the lens in an earlier club newsletter. Thank you very much, Ron!

After lunch, Randy Worwag and Mark Campbell helped and directed Ralph

Vance and myself in lubricating and greasing the #20. Ralph packed grease in each rod and screwed down the cap until grease came through the sides of the rod and keeper. All the spring rigging pivots were oiled as well as the Stephenson motion. Just before the #20 was to be moved Ralph oiled the cross heads and piston rods. Stephenson motion was worked back and forth and left on center.

More work in the afternoon included using a very fine sand paper to shine up the number plates and builder plates. In order to have the rest of the tender match the recent painting of the bottom portion we hand buffed the black paint to get a sheen to it. Mark Campbell came with his tricks and proceeded to get smoke coming out of the stack. Finally, just before the photo shoot we lit the marker lamps and hung them on the RICO.

We had a good turn out of visitors as the

day was warm and sunny. We like showing people through our equipment. It is nice to be asked about various items of Colorado railroads. People like to have someone be a "guide" when they visit the museum.

The #20's boiler gauge has been located. Does anyone know where the train and engine air pressure gauges are? We are also looking for the water sight glass. We are making the cab secure so they will be safe. In order to make a feasibility study to put the RICO interior back to original condition we are looking for interior photos. If anyone has some could you lend them to us? We would make copies and return them promptly. We are looking for a volunteer to make reusable stencils for our equipment. These would be stored in the supply car after use. We will furnish materials and expertise.

Call Steve Mason at 303-772-6418.