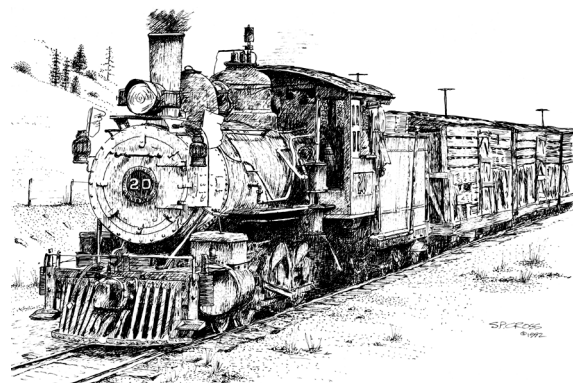


ROCKY MOUNTAIN RAIL REPORT



MARCH 2001

No. 498

ROCKY MOUNTAIN RAILROAD CLUB

New York Central Steam

By Joe Minich

March 13, 2001 • 7:30 PM

Join us for a program featuring the "Union Pacific of the east." Joe Minich will relate his boyhood memories of the great New York Central featuring steam trains of the "Water Level Route" and the "Great Steel Fleet."

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.

2001 Trips, Events and Excursions

By Joe Minich, Trip Chairman

A flyer for each trip and event will be included in the monthly *Rail Report*. Tickets for all of these events will be for sale at RMRRC meetings, by mail and through our web site. Cash, checks and credit cards will be accepted.

Cheyenne UP Shops Tour Saturday – May 5, 2001

The group from one bus will tour the UP shops in the morning while the other bus group visits the Cheyenne Depot Museum and the Cinco de Mayo Festival. The groups will switch in the afternoon. Food will be available at the festival and at downtown restaurants.

This may be the last time we will be able to tour the entire Cheyenne depot. This may also be the last time for photos from

the overpass as a fence is under construction.

One bus will follow US 85 and the UP line north and the other bus will travel north on I-25. The busses will reverse routes for the return. A visit to the Big Boy in the park is included. No private cars are allowed on Union Pacific property. We are limited to two busses so order tickets early. After April 15th, tickets will be available to the public. Look for the trip flyer in this issue of the *Rail Report*.

First Annual Rocky Club BBQ at the Colorado Railroad Museum Saturday – June 9, 2001

Plan for this family event that will be full

Continued on Page 3, Column 1

2001 Events Schedule

April 10 Meeting:	CATS, A Retrospective of A Year's Operations
May 5 Event:	Cheyenne Shop Tour
May 8 Meeting:	Slide Potpourri
June 9 Event:	Colorado RR Museum BBQ
June 12 Meeting:	Cheyenne - 1867 to Present
July 10 Meeting:	To be announced
July 13, 14, 15	RR Museum work weekend
July 22 Event:	Union Pacific Steam Trip
August 14 Meeting:	RMRRC 1984 Chicago Tour
August 27 Event:	D&SNG Mixed Freight
September 11 Meeting:	Rio Grande Trains
September 15 Event:	No. 25 Operation
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	To be announced

The deadline for items to be included in the April *Rail Report* is 3/19/01.

From the President

By Dave Goss

I hope you are all pleased with this year's trips listed for the first time in this issue. Joe Minnich, Ed Gerlits and the rest of the Trip Committee have put together some great excursions.

We are especially excited about our first mainline Union Pacific trip in many years. **However, a word of caution.** Since this trip is going to be advertised to members and the general public, **I urge you to make reservations early.** Since the public will have an opportunity to buy tickets beginning May 15th, members should get their orders in early. If you think you might go, but aren't sure, make that reservation! The Club's own website as well as other websites will also advertise this trip. Don't be left off the train because you waited to long to buy a ticket. Remember – credit cards can be used to purchase trip tickets.

This year's planned excursions offer

opportunities to members with a variety of interests as well as prices ranging from low cost to moderately expensive. Yet, we believe all these trips are within financial reach of everyone. Several other excursions and field trips are still in the planning stage. We'll keep you posted as those details are worked out.

You'll soon be seeing changes to the Club's website. Within a short time, we will be able to accept credit cards over a secure server, allowing you to buy trip tickets, Club merchandise and pay dues over the Internet. More than 200 Club members have their own e-mail addresses, with many more accessing the Internet through libraries and other people's computers. This is a trend that the Club can use to its advantage, making information and sales more accessible to Club members. Check out our website periodically and look at some of the new links that have been added.

Colorado Railroad Museum – 2001 Steam-Up Schedule

By Steve Mason and Bob Tully

Colorado's oldest operating steam locomotive, D&RGW engine #346 will run on twenty minute headways from 10:00 AM to 4:00 PM on the following dates. RGS Goose #2 will also run on the same dates. RGS Goose #7 is being overhauled and may be in operation as well. Each steam-up will have a theme.

June 9 & 10	Railroad Days
July 28 & 29	Buffalo Bill Days
September 15 & 16	To be announced
October 27 & 28	Halloween
December 1 & 2	Santa Claus Special

This will be the 24th Santa Claus Special.

The Rocky Mountain Railroad Club has their annual picnic with unlimited train and Goose rides scheduled for Saturday, June 9th. The museum will have a costume contest with prizes for adults and children 16 and under.

Tours of the new roundhouse will also be available. Last summer when the

roundhouse was dedicated it was an empty building. The museum has now moved the hand and power tools inside.

Remember that your Rocky Mountain Railroad Club membership card is good for free admission to the museum under an agreement set up by Bob Richardson. The museum staff cordially invites all RMRRC members to attend Railroad Days and to visit the museum any time.

Please make a note of the steam-up dates at the Museum. The equipment committee looks forward to additional attendance and participation by officers, directors and the Club membership on the special weekends. The RMRRC and CRRM both need your knowledge and help in making these operations a great experience for others.

Also mark your calendars for the RMRRC annual club equipment maintenance long weekend scheduled for July 13, 14 and 15th.

Publishers Statement Rocky Mountain Rail Report

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

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

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Club Phone: 303-979-2806

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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Dave Goss
Vice President	Mike Gailus
Secretary	Frend John Miner
Treasurer	Fran Minnich

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Trips, Events and Excursions

Continued from Page 1, Column 2

of fun and fellowship. We will enjoy a hot meal catered by Bennett's BBQ. Wear your period costumes if you wish. Costumes will be judged and prizes given for first, second and third places.

Bob Tulley is having a work day and all of our equipment will be open. The museum has scheduled a "Railroad Days" steam-up with the Geese running on the famed CRRM "Narrow Gauge Circle." Anticipated ticket cost is \$9.95 for adults and \$6.95 for kids. Ticket orders must be received no later than June 3rd.

Union Pacific Steam Trip (3985), Denver to Cheyenne with Bus Return. Sunday – July 22, 2001

The UP train will include a baggage car, five flat top coaches and two dome coaches. The train will depart Denver Union Station about noon. Photo runbys north of Carr will be included. Arrival in Cheyenne could be late afternoon or early evening.

The ticket price includes a box supper to eat on the bus coming home. The anticipated ticket cost is \$94.50 for coach seats and \$119.50 for dome seats. After May 14th, tickets will be available to the public.

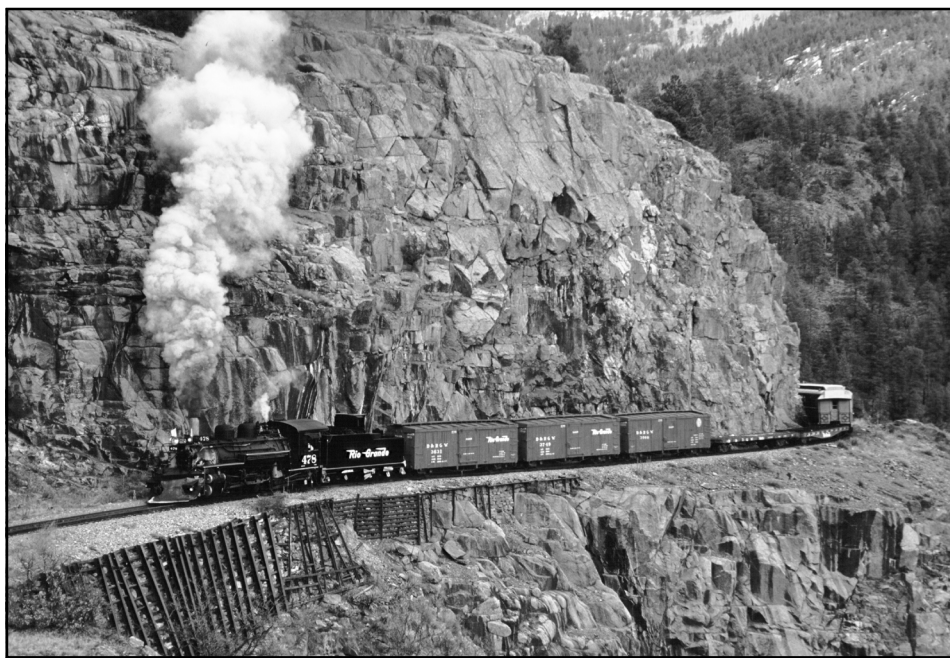
Durango & Silverton Narrow Gauge Railroad Monday – August 27, 2001

This trip will feature a mixed freight to Cascade and return. A catered lunch will be provided at Cascade. Photo runbys with the Eureka, an historic 4-4-0, are planned at Cascade. Runbys at passing tracks enroute will offer the opportunity to photograph special trains in addition to the regularly scheduled Silverton trains.

A pure freight runby at Cascade is also planned. There will be lots of photo opportunities during the day's operation at the end of Railfest 2001. The anticipated ticket cost is \$77.50. After July 22nd, tickets will be available to the public.



Union Pacific 3985 south of Laramie, Wyoming, during a RMRRRC excursion in 1985.
– Photo © Bruce Nall.



A "Silverton Mixed" on the D&SNG High Line during a RMRRRC excursion in 1998.
– Photo © Bruce Nall.

Second Annual Car #25 Exhibit and Operation

Saturday – September 15, 2001

This is an opportunity for members to come out and to see what the Club has accomplished in the restoration of Car

#25. Cookies and snacks will be available.

There is no admission fee planned, but donations are appreciated. For a donation of \$25.00, a member can be a "Motorman for a Trip."

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 Verhaal Business Car Trip

A two-car Union Pacific business special visited the Golden State Route between Dalhart, TX, and Herington, KS, on 1/25/01. Riding was Mr. Verhaal, a UP vice president, Western Region, Union Pacific Railroad.

The consist included UP engine 5875, ex-SP GP60 9776, and two former Southern Pacific business cars, STANFORD (UPP 140) and SUNSET (UPP 150), which now sport UP Amour yellow colors. SUNSET is a modern fluted stainless steel business car built in 1955.

The train originally was scheduled to run from Herington to Topeka, KS, on 1/25/01 to conclude a trip to Denver. But the special wound up taking a shortcut from Herington to the former Kansas Pacific line at Abilene, KS.

UP engine units 1636 and 1461 pulled the short train backwards from Herington to Lost Springs on the UP route that runs south to Wichita, KS. – *Larry Byers, C.W. & The Colorado Zephyr*

Royal Gorge News – Rock & Rail Power and CC&G Trips

Rock and Rail power on 1/21/01 was CKP 202 and 203 SP-flavor SD-9's and EMDX 193 GP-40 in blue and white at Parkdale, CO. Blue and yellow CKP 205 and no initial 4390 in another more subdued blue and yellow were at the BNSF Pueblo, CO, Diesel pit.

Canon City & Royal Gorge (CC&RG) passenger trips on 1/20 and 1/21 were both sold out and the train was at full length due to the railroad offering a special rate to different areas of the surrounding



Union Pacific business cars STANFORD and SUNSET returned west on Amtrak's California Zephyr seen rolling through Plainview, CO, on 1/27/01. Cars had been used to inspect UP's Sunset Route, Cotton Rock and the Kansas Pacific line across Kansas and Colorado. – Photo © L. DiMattia.

populace at reduced rates on different days. This is to continue by serving other surrounding areas for the next several weekends – an excellent PR move!

CCRG's ex-Southern Pacific full length dome (ex-SP 3605, ex-Amtrak 9374, now CRRX 9374) is held up for the duration with a pulled drawbar. Upon inspection, it was obvious that the car will require at least a year of work on its interior before it is suitable for any kind of use.

– *J. L. Hickey*

Buckled Hopper Cars on KP Line

Noted on 1/31/01 at 4:30 PM, a work train came through Ellsworth, KS, (on the Kansas Pacific line) with SP 7426 and UP 9247, moving eastbound pulling 16 CTRN aluminum, EMPTY coal cars. Each one was buckled on one side of the car or the other. Instead of loading the cars with 130 tons, they are putting 150 tons in the cars. When they hit the dips in the track and either side of a switch, the side buckles from the extra 20 tons of coal. – *upkpfan*

Full Length Dome

Amtrak's eastbound California Zephyr, train #6 out of California 1/31/01, had Amtrak full-length dome 10030 deadheading to Beech Grove, IN. The

unoccupied dome was first out behind the three unit power. The former Great Northern full length dome had recently been in service on the Los Angeles to San Diego, CA, Surfliner trains. This leaves the Surfliners without any domes.

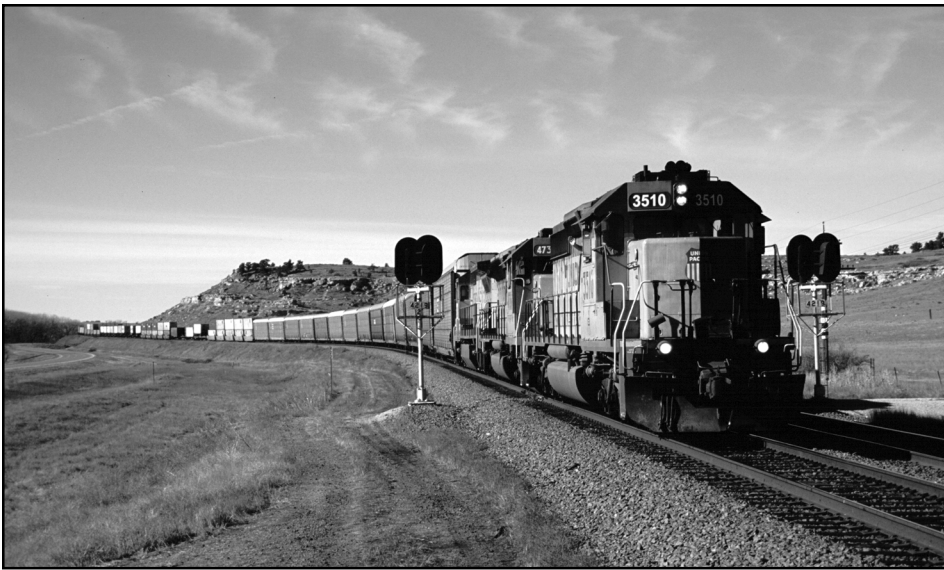
– *JAA and The Thursday Night Gang*

UP Derailment near Como, Wyoming

Union Pacific had a broken wheel that resulted in a 34-car derailment near Como, WY, about 11:45 PM on 2/2/01. The eastbound train's derailed double-stack cars struck a switch heater's propane tank. No injuries were reported. The derailment destroyed both crossovers and the signal cabin.

The derailment was 51-miles east of Rawlins, WY, which is still a crew change point. The Medicine Bow Fire Department and repair crews had to wait until 7:00 AM 2/3/01, for the propane tank to empty its contents. Repair work was hampered by snow and 45-60 M.P.H. winds that created “white out” conditions.

UP Central Corridor operations that weekend were severely hampered by this derailment. More than \$4 million dollars was estimated in damages to the platform cars, track and signal equipment. Main one needed 26 track panels to put it back



UP's Overland Route traffic was heavy on 2/21/01. East of Potter, NE, UP SD40-2 3510 led train I-OAMN-19 IOAMN (Oakland, CA, to Marion, near Memphis, TN) with units 4736 and 9206. – Photo © Chip.

into operation on 2/4 after a 30-hour closure. Main two needed 169 track panels and reopened 2/6/01. – *The Internet*

BNSF Detours

The BNSF's Z NBYWSP9/05 was run eastward over the former Denver & Rio Grande Western line 2/6/01 after coming east on the trackage-rights (SP/WP) from Stockton-Salt Lake City, UT.

Units on the train: BNSF 4528-6911-4690-7880, ATSF 619-857, BNSF 822, ATSF 623, EMD 9006 and BNSF 1064; 43 loads - 1926 tons - 4817 feet long. Most impressive! The train was detoured because the H-KCKBAR1-03 derailed at East Williams Junction, AZ, blocking both mainlines for a day and a half.

– *Frisco Joe*

AOE Cars at DUT

There were five American Orient Express (AOE) cars at Denver Union Station, Denver, CO, on 2/7/01. They started touring 2/21/01 from Los Angeles, CA. The rest of their cars are in Englewood, CO, at their leased shop space, the old General Iron plant. AOE is expected to move out this summer due to RTD taking over the site for a new car shop. They have repainted a few of the cars blue and cream.

Rader Railcar is now Colorado Railcar. They hosted a tour, concert and benefit dinner on board one of its superdomes on 2/16/01. Cost was \$125.00 for the National Repertory Orchestra.

– *Dick Kreck, Denver Post and Dan*

BNSF Taconite Train

BNSF operated a loaded westbound taconite train from Denver, CO, via UP's Moffat Tunnel Subdivision (ex-Denver & Rio Grande Western RR) on 2/7/01. Train left BNSF's Rennix Yard near Utah Junction about 5:00 PM going over to the Union Pacific's main. Power was BNSF 4857, 764, mid-train BNSF 674 & 4305 with rear DPU's BNSF 5421 & 4355.

Train was headed for Geneva Steel at Geneva, Utah. The train arrived Provo, UT, on 2/8. That's the BNSF train U ALWGEE1 03, taconite loads from Allouez, MN, to Geneva, UT. Schedule was effective 2/2/01 – something new. What's more, the TSP shows a U ALLGEE, but it's running as U ALWGEE.

It sounds like new business. The Wisconsin Central sold their Geneva Steel contracts to the Union Pacific after the UP-SP merger in 1996. The UP operation ran BNSF from Duluth-Superior to Minneapolis-St. Paul, then the Spine Line

to Nevada, Chicago Junction, then west on the former Chicago & North Western main to the UP main to Utah.

– *Chilli, Nick Tharalson, Marion, IA*

UP SD70M Deliveries

The Union Pacific's order of 1000 SD70M units continues, UP series 4000 - 4999. Deliveries as of February 2001 had UP 4000 up to 4310 on the road. All these units sport the UP "Winged" nose emblems.

UP 4285 - 4536 will be built in Mexico from EMD supplied kits. Delivery of UP 4537 - 4634 is in progress. They will come from EMD in London, Canada. They are up around UP 4550 as of early February 2001.

Five SD70M's (4635 - 4639) with improved emissions, flared radiators, are being tested. UP 4637 was at BNSF's Denver Diesel Shop on 1/15/01. It moved via BNSF to the Technology Test Center near Pueblo, CO, on 1/16/01. BNSF train Denver to Barstow, CA, of 1/16 moved the unit to Pueblo, CO.

Army Moves by Rail

The US Army's 3rd Armored Cavalry Regiment (ACR) moved their heavy equipment by rail in February 2001. 60-ton M1A2 tanks, armored personnel carriers, Bradley Fighting Vehicles, M548 'Scorpion' ammunition carriers and other tracked vehicles moved 1/12/01. This was the first of three trains from Fort Carson to the Pinon Canyon Maneuver Site, some 150 miles southeast of Colorado Springs, CO. BNSF handled the move from the Fort Carson railyard, via Kelker, south on the Joint Line to Pueblo, then southeast to La Junta. There, the trains moved southwest on BNSF's Raton Subdivision sixty miles to Simpson Siding where the Army has its Pinon Canyon railyard.

The 3rd ACR's history goes back to the mid-1800's. The Regiment of Mounted Riflemen was formed in 1845-1846 to guard the Oregon Trail. Instead they were sent to fight in the Mexican War. After the

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OS Colorado

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war, they did guard the Oregon Trail.

They were redesignated the 3rd United States Cavalry in 1861. The 3rd Armored Cavalry Regiment was assigned to Fort Lewis, WA, from 1968 until 1972. Then moved to Ft. Bliss, TX, until 1996, when they moved to Colorado's Fort Carson, south of Colorado Springs. The modern cavalry regiment remains a highly maneuverable, flexible and lethal asset to the Corps.

The Pinon Canyon Maneuver Site was opened in 1985. It boasts 237,000 acres of training land – largest Army training site in the U.S. except for the National Training Center at Fort Irwin, CA. The size and open space is perfect for Army exercises that need full range of brigade-level maneuvering at distances described in battlefield plans. No live-fire training is done at the site.

Exercises are done at the site using Multiple Integrated Laser Engagement System (MILES). The system allows combatants to fight using their actual weapons with MILES gear attached. They shoot harmless lasers rather than live rounds. Hits and kills inflicted on vehicles or personnel are measured by sensor strips attached to both men and machines.

Over 36 M1A2 tanks moved behind BNSF SD75M warbonnet painted 8229 and BN green SD40-2 8057 the afternoon of 2/12 from Kelker to La Junta, CO. The unit train, BNSF symbol U CSPSIM1 12, had all desert brown tracked vehicles aboard flatcars from BNSF, OTTX and DODX (series 40000 - 40599).

Another BNSF train operated on 2/14, train symbol U CSPSIM1 14. Power on it was Burlington Northern SD40-2 8008 and BNSF 6390.

The M1A2 Main Battle Tank arrived at Fort Carson in January 1999. They offered dramatic improvements in system supportability and fightability. The 1st Squadron of the Armored Cavalry Regiment received the first forty-one



EMD efforts to improve locomotive emissions resulted in flared radiator modifications to the UP's SD70M 1,000-unit order. UP 4637 was photographed on 1/15/01 at BNSF's Denver Diesel Shop, Denver, CO. It moved south on BNSF's Denver to Barstow, CA, train H DENBAR1 16 early on 1/16 for the Technology Test Center east of Pueblo, CO. – Photo © Chip.

tanks. The most innovative feature of the M1A2 system is the “core vetronics” system; which is to the tank what avionics is to the jet fighter. The vetronic system provides faster and more accurate target acquisition. Data and power are transmitted on dual systems. If one system is interrupted signals are automatically diverted to a parallel path.

Another improvement in combat effectiveness is the hunter/kill target acquisition. The tank commander has an independent thermal viewer. This allows the commander to see the entire battlefield independently from the gunner and still direct main gun firing.

The 3rd AC Regiment is one of only two in the United States Army to field the M1A2. It also bears the distinction of the Army's only heavy cavalry regiment.

– Thanks to SSG Gary Qualls at Fort Carson Public Affairs Office

Update on Omnitrax

Their shop building extension to the west is coming along, but slowly. In the big field just south of the road leading into the shop area there is a new Justice Center being built.

Omnitrax repainted two engines in February 2001. First was ex-Kansas Southwestern 4285 (formerly C&NW 4285) now painted Omnitrax Switching Service (OSS) blue & gray. Second was ex-California Northern 201 in the same scheme and now numbered 1752. However, instead of the OSS emblem on it, they have the word OMNITRAX in white on the long hood under the radiators and the letters OMLX under the number on the cab.

Ex-California Northern 200 had been sandblasted and will be repainted in the same scheme and numbered 1751. It will go into the paint shop after they finish painting ex-GW 1777 in the OSS scheme. 1777 was in the paint shop on 2/16/01.

DAIR SD45 2701



Dakota And Iowa Railroad (DAIR reporting marks) SD45 2701 with an

Ortonville Stone Company herald was noted at Union Pacific's North Yard, Denver, CO, on 2/18/01.
– Photo © Chip.

Andesite Gravel Gets ex-Rio Grande SD45's

Dakota And Iowa Railroad (DAIR) SD45 2701 (ex - Southern Pacific 5339, eex - Rio Grande 5339) was on UP train M DVNPB 18 (Denver to North Platte, NE). It was left at Andesite located at Old Rolla, Commerce City, CO.

DAIR SD45 2801 (ex - Southern Pacific 5331, eex - Rio Grande 5331), built in 1968, was at UP's North Yard, Denver, CO, on 2/22/01. It was also headed for Andesite. The cab of the unit had an Ortonville Stone Company herald.

Both units are painted a cream and green scheme with a the green done in a sharp



The US Army moved the first of three trains from Fort Carson to the Pinon Canyon training site on 2/12/01. BNSF SD75M 8229 and BN SD40-2 8057 passed under an empty UP coal train at the Ray Nixon Power Plant in Colorado Springs moving south via the joint line. UP AC4400CW 7101, SP 209 and tunnel motor UP SD45-2T 4806, ex-Southern Pacific 6796, had train C-NXNA-12 headed back to the North Antelope Mine in Wyoming. – Photo © Chip.

lightning bolt from nose to rear end. They had worked on D&I Railroad and had been at Dell Rapids, SD. DAIR 2801 was

there as recently as 2/12. The hand brake is located on long hood, engineer's side.
– *The Colorado Zephyr*

Cars on the Ground – A Snapshot of Rocky Mountain Rail Accidents in 2000

By Eva Hoffman

Derailments were by far the most frequent rail problem in 2000, according to a database kept by the U. S. Environmental Protection Agency in Denver. If a spill occurred, it was most likely diesel fuel.

The Environmental Protection Agency keeps a database which includes all spills or potential spills of hazardous materials and petroleum products into the environment. During the period of 1/31/00 to 1/ 31/01, the database listed 81 separate incidents involving railroads in the Rocky Mountain Region. To be fair, not all of the incidents were the fault of the railroads. For example, the list includes accidents when trains struck cars or trucks and accidents when others are off-loading rail cargo.

Of the 81 total incidents, 45 were derailments. At the time that the derailments were reported, usually by the railroad, reasons for 38 of the 45 derailments were not known. On other occasions, the reason was obvious. Culprits included a rock slide, four train-train collisions, and two track problems.

Coming in a distant second place were ten failures of track maintenance equipment. Also reported were eight leaks from cars, five train-truck collisions, four train-car collisions; two train-train collisions and two locomotive sight glass failures.

In a large fraction of the cases, nothing was actually spilled. The accident was reported just in case a leak was found later. When a spill occurred, it most often involved diesel fuel (14 incidents), coal (13 incidents) or hydraulic oil (10 incidents). Isolated spills involved MTBE, rock salt, canola meal, barley, benzene, crude oil, bentonite clay, carbon disulfide, arsenic acid, dirty dirt (tainted soils), sulfuric acid, charcoal, pesticides, and corn. The list is a cross-section of the materials hauled by rail. Some of the spills were messy, but not hazardous.

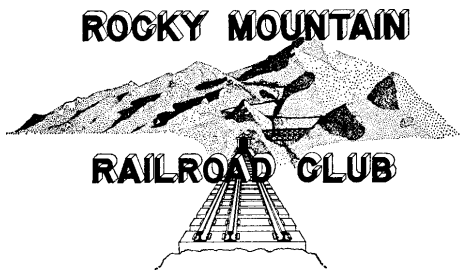
Who was involved? Union Pacific reported the most incidents (38), followed by BNSF (16), and CPRail (14). One accident involved both UPRR and BNSF. Also appearing on the list was Dakota, Minnesota and Eastern (2), Amtrak (2),

and, yes, even Denver RTD (1).

Colorado had the most reported incidents (23), followed by North Dakota (18) and then Utah and Wyoming (both with 17 each). Montana and South Dakota each had 3 incidents.

EPA is only one of several federal and state agencies that keep records of rail accidents. EPA's database involves only those problems which results in a spill or a potential spill. Typically the railroad mobilize their own forces to clean up the mess, but occasionally local fire department hazmat crews are on the scene. Only when the spill is large or especially dangerous does EPA dispatch an emergency response crew.

Ironically, it sometimes requires more time to fill out all the paperwork associated with a rail accident than it does to actually clean up the spill. In one case, a worker explained that it took four days to fill out all the paperwork associated with a spill, but only about three hours to clean up the mess along the tracks.



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Out at the Museum Equipment Committee Report

By Bob Tully

On January 13th, Ken Gow and I, and on January 27th Denny Haefele and I worked on caboose 0578 replacing four grab irons, two on each end under the roof above the platforms. We also replaced the window trim on the sides and upper portion of the two north side windows. There was not a lot of rebuilding/repair accomplished during January as it was below freezing and snowing. Not at all conducive to outdoor work of the type needed.

I spent a couple of hours inspecting and measuring wood on the Rico in preparation for obtaining bids for the redwood needed to replace the north side tongue and groove siding, window frames, window trim and other wood. We probably will go over this again this month so all exterior wood needed can be ordered at one time. We have no idea of the condition of the framing and will not know until the siding is removed.

On January 27th, Friend John Miner and I prepared for a photo session by moving all of the wood, ladder, parts and equipment out of the caboose.

Director Miner then shot a roll of film documenting the very good condition and arrangement of the interior. This is just one of many steps he has taken preparing documents to submit for historical designation by the

state. Obtaining the appropriate designation will be of great assistance in obtaining grant-in-aid funds for continued

preservation in future years. It will also enhance the value of this caboose for the Club's benefit.



Denny Haefele (left) and Bob Tully work on the window trim for the caboose. – Photo © Friend John Miner.