

ROCKY MOUNTAIN RAIL REPORT



AUGUST 2003

No. 527

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

RTD FasTracks

Presented by Mike Turner
August 12, 2003 • 7:30 PM

Fast track is a construction method that enables a large project to have many of the early steps moved along simultaneously even without final design completion. This saves money as construction on the early phases of the project starts sooner than if the entire project was designed first. With earlier completion, the revenue stream starts earlier. RTD has worked out a Fastrack system plan for a regionally integrated transportation network using busses, light rail, heavy commuter rail, and special needs busses plus adequate parking to support these activities. Tonight's program will elaborate on the planning and progress of the RTD integrated transportation network. This is the first update we have had from RTD since John Clafflin's September 1998 presentation on the future of Denver's commuter rail services, when we were shown the plan for the Mineral Boulevard extension and the Platte Valley extension which all were built on time and under budget. Join us to learn more about RTD Fastracks.

Mike Turner will put on our program tonight. Mike is Manager of Corridor Planning and Community Involvement at RTD.

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

D&IM No. 25 Open House

On Saturday, September 13, all are invited to this year's open house and "roll out" of D&IM Interurban No. 25 at the Denver Federal Center. This will be an opportunity to see the progress of the restoration and visit with the volunteers who have been working on the project. This will be an open house for everyone in the community so feel free to bring your family, your friends and your neighbors. The car will operate from 10:00 AM to 3:00 PM. See the September *Rail Report* for more details.

2003 RMRRRC Service Project

By Pat Mauro

Come and join us for the 2003 RMRRRC Service project in beautiful Bailey, Colorado, on Saturday, September 20th! We'll start out with breakfast in Bailey. Then we will work on the 1945 Colorado & Southern Caboose #10600. The Caboose is in desperate need of refinishing. We plan to strip off the remaining old paint, replace any rotted wood, apply linseed oil and then paint it in C&S red paint. Most of the stripping and

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2003 RMRRRC Events Schedule

- August 23 & 24 Event: RMRRRC Annual Work Weekend
- September 9 Meeting: SP/UP Royal Gorge and Brown's Canyon
- September 13 Event: Car #25 Roll-out at the Federal Center
- September 20 Event: C&S Caboose Service Project
- September 21 Event: Kenosha Pass Service Project
- October 25 Event: Annual Banquet
- November 11 Meeting: Video Potpourri
- December 9 Meeting: Blizzard of '49

2004 RMRRRC Events Schedule

- January 13 Meeting: La Veta Pass
- February 10 Meeting: F&CC Terminals
- March 9 Meeting: Fun With Private Cars
- April 13 Meeting: Erie-Lackawanna East End

The deadline for items to be included in the September *Rail Report* is 8/18/03.

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

From The President – The UP 3967 Trip was “... a thrill a minute ...”

By Mike Gailus

We just completed an outstanding rail trip behind the Union Pacific Challenger No. 3985, which was renumbered to 3967 for this special Rocky Mountain Railroad excursion. It was the Club's 65th anniversary special and the 50th anniversary of running 3985 steam trips. I met and talked with many folks who made a special effort to come and ride with us. We had fans from England, Canada and many other countries that flew into Denver for this special train. It was not uncommon to meet people who drove for two days to come and ride the train.

I received an e-mail from new member Michael Webber of Colorado Springs, Colorado, and he stated it best: “It was worth every penny and nearly a thrill a minute for our family.” Michael went on to say he enjoyed “one killer excursion with the Challenger over the weekend.” This is just a sampling of the many comments I have heard from our riders.

We had four photo run-bys, although one was very wet. It started raining on the first run-by just as we dropped off the passengers and began backing up. After we finished, everyone returned to the train soaked. The UP concession car did brisk sales in UP t-shirts. Everyone was in good spirits and enjoyed the run-bys very much.

The Club's trip committee did an outstanding job getting this trip pulled off.



The Club recognized member number 1000 for the year 2004 on the recent 50th Anniversary Excursion behind Union Pacific Challenger 3985 / 3967. Mr. Terry Johnson (right) of Englewood, Colorado, received his membership card and a special gift of the Club's book *A Century of Passenger Trains ... And Then Some* from Mike Gailus, Club President. – Photo © Micah Geiger.



UP 3967 at Terry Bison Ranch. – Photo © Ray Kilcoyne

Steve Mason was the trip chairman and the main force behind the success of the trip. He and the other volunteers did a very great job. The Club and I really appreciate all the work to make this happen. Good job men! My thanks also goes out to Cindi Mason, Steve's very understanding wife.

As part of the promotion of the steam trip we had a special for becoming a member of the club. We had our 1,000th member join the Club on the trip.

The Union Pacific steam crew did an outstanding job of providing great equipment and service for this trip. My thanks to Steve Lee and Reed Jackson for their service. This trip was a memory maker and it seems to have been enjoyed by all that I talked with. I hope to see those of you who couldn't make it this year on the next UP 3985 steam excursion.

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Club Information

Rocky Mountain Railroad Club
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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 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:

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Littleton, CO 80162-0579
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No. 25 Progress Update

By Darrell Arndt



Dave Boykin, Tom Pearce and Jim Price proudly pose in their shop on July 7th with the new No. 25 pilot they constructed.

On July 7th, the new rear pilot for D&IM No. 25 was mounted on the car, noting another milestone in the restoration of the 1911 interurban. Boykin Pearce Associates of Denver was selected to undertake the project and did a superb job. Boykin Pearce Associates contributed a portion of the cost of the pilot work and have been friends of the project for a long time. They were the folks who fabricated the new ceiling panels for the car.

Working from pieces of the old pilot along with the assembled front pilot, a complete set of CAD working drawings were made. The drawings were invaluable in addressing the many angles and dimensions involved in the structure. Esthetics and structural integrity were of great importance. Carefully selected white oak was procured and new steel bolts, fasteners, rods, plates and trim steel



Darrell Arndt works on the installation of the new pilot for D&IM No. 25.

– Two pilot photos © Tom Peyton.

were either purchased or fabricated. All metal parts on the pilot were plated for lasting protection, a service donated by Richard Eckels of AAA Metric Supply. The precision woodworking is stunning and generated the thought that the pilot should not be painted but instead varnished and just put on display inside the car for passengers to enjoy!

The pilot project would have presented our volunteers with a daunting and time-consuming task that would have delayed the completion of the car. Hours had been spent preparing the old pilot for rebuilding when a “reality check” deemed this direction the best way to go. We will look forward to showing off this latest addition at the upcoming open house!

2003 RMRRRC Service Project

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wood replacement is already done.

We also would like to finish the switch on the wye on Kenosha Pass, and possibly run the handmade handcart built by Juel Kjeldsen. Juel owns the DSP&P whistle stop on Trout Creek Pass, called McGee’s, a railroad based bed and breakfast.

Although the weather is usually good at this time of the year, you may want to plan on any kind of weather. The weather here can change on a whim! We will also have a presentation by local Bailey resident, Carl Soderstrom. Carl moved to Bailey in 1936, and saw the last train run through

Bailey. A barbecue in the park will follow the work day. The schedule follows:

September 20th

9:00 AM Breakfast at Dumplin’ USA in Downtown Bailey (You buy).

10:00 AM to Noon Work on Caboose.

Noon to 1:00 PM Lunch – Bring your own or buy at a restaurant.

1:00 PM to 5:00 PM Work on Caboose.

5:00 to 6:00 PM Barbecue (furnished) and Carl Soderstrom.

September 21st (Tentative)

Finish the switch and run the handcart on the DSP&P Kenosha Pass Wye.

Out At The Museum

By Denny Haefele

Russ and Sue Stuska continued to put in some early morning time. The Rico is nearly all primed or painted. The only part of the car that is not newly painted is the wood that will be removed in the upcoming re-siding operation, and the car end above the east platform. The usual housekeeping care that Russ and Sue show is ever apparent. Even with the ongoing improvements, the car and the displays inside are accessible for people to see.

On June 27th, I was out at the museum puttering around the Rico. All the pieces that had been cut for the clerestory were fit into place and nailed in – it looks a lot better. The windows are even where the holes were cut! It appears someone stretched the car about 49 more inches when we were not looking. With the fascia all in place, two windows were left uncovered! All the measurements were correct. As a matter of fact, there were a few feet extra.

What went wrong? The windows have upright supports between them and it’s best if the joints between the fascia fall on a support so the ends can be fastened down. Two swift cuts on two boards did the trick, but it left the remaining board in pieces too short to cover around two windows. Did you ever go back to the hardware store to finish a home repair project? Well, we went back to the lumber yard to get a few more pieces or wood.

July 12th found Roger Sherman and Bob Tully “day lighting” more windows in the clerestory from the inside of the Rico. I was there and continued to work on the trim pieces for the outside. I also suggested a way to frame in the new windows that will help their appearance from the interior. Bob, the site boss, readily agreed with this idea.

It was decided not to patch together a board to cover or surround the remaining two windows. New lumber was bought, the edges trued up, and was edge glued to make a board of the proper width. This

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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.

La Veta Pass Line Sold

Union Pacific sold the La Veta Pass branch line to RailAmerica’s newly formed, wholly owned subsidiary, the San Luis & Rio Grande Railroad Company (SLRG). The SLRG commenced rail service on 6/29/03.

The SLRG, headquartered in Alamosa, CO, operates two segments of rail line in Colorado totaling 154 miles from Walsenburg to Derrick, and from Alamosa to Antonito. RailAmerica expects to grow existing traffic levels by operating the SLRG within RailAmerica’s existing Heartland region, which includes the 692-mile Kyle Railroad that operates in Colorado and Kansas.

Major shippers on the line include Harborlite, Dicaperl and Coors Brewing. Principal commodities include minerals, potatoes and malt barley. SLRG interchanges with UP near Walsenburg and the San Luis Central Railroad at Monte Vista. The history of the rail line dates back to 1878 when track was laid across the Rocky Mountains at La Veta Pass, which reaches an elevation of 9,234 feet, making it one of the highest known operating freight railroads in the US.

The RailAmerica website may be found at <http://www.railamerica.com>.

Utah Railway’s First Rebuilt MK5000

The first MK5000C with an EMD prime mover, now model MK 50-3, has a new Genesee & Wyoming owner’s paint scheme, orange and black. Utah Railway 5005 was at Provo, UT, on 7/4/03. The other five units will be returning to Utah Railway service still in the red and gray scheme. Only the Utah Railway 5005 will wear the G&W colors this year. Another



Union Pacific 4-6-6-4 #3985 with SD70M 3930 heads to Denver on 7/17/03 for the Cheyenne Frontier Days Train on 7/19/03 and the RMRRC trip on 7/20/03.

– Photo © Chip.

MK50-3 was expected from rebuilding at MotivePower Industries (MPI) at Boise, ID, at the end of July 2003. The Utah Railway 5005 should be a good puller. It’s similar to the MPEX 5000 which the Utah Railway has been using.

Six 5000-horsepower MK5000C’s were built in 1994 and three tested on Southern Pacific’s (SP 501, 502 and 503) Colorado coal lines. The other three, 9901, 9902 & 9903, were in MK blue and gold scheme tested on Union Pacific mainly around Utah and Idaho. The units that tested on SP were lettered and numbered. Neither test resulted in any sales. The units returned to the Boise, Idaho, builder and were stored until 2001.

UP Grain Train Symbols

What is the difference between “GD” (grain dedicated), “GS” (grain shuttle), “GL” (grain loads) and “GC” (grain cycle)? All loaded Union Pacific unit grain trains get one of the symbols.

GS trains require 15 hour turnaround at the elevator, and return to the source every time. Customers who run shuttles are paying top dollar, and demand reliable service. Most shuttle trains have the power stay with the train at the elevator unless it needs service. Elevators that load

shuttles must make the train ready, including having air hung and a bare minimum number of cuts made (usually one or two). I have yet to see a shuttle with less than 100 cars.

GD trains do not have that time frame, but may use private cars or system hoppers. However, they have a dedicated number of train sets in the pool, and run from loading elevator to their facilities. The GD class of train may not get the same equipment all the time.

GL trains are the third class of grain trains, and tend to be at the bottom of the priority list. These are always system hoppers and are not as time sensitive.

One last class of UP grain train is only used for mid-west processors. This is the GC or grain cycle train. These trains run from elevators to the grain processors in Iowa, Nebraska, and Illinois. Again they have a dedicated number of system hoppers assigned to the processor, and are somewhat time sensitive. These trains will be loaded and kept ready until the processor needs them, and then they move. Also these trains are the only ones to have dedicated sets of locomotives assigned to the movement of cycle trains. By far, ADM is the largest destination of cycle grain.



The Rockies baseball team put on a spectacular fireworks display at Coors Field on July 3, 2003. Ansco's Summer Ski Train (Saturdays only) train was on track two. Business car KANSAS was at the right. The last summer trip to Winter Park Ski Resort will be August 30, 2003. – Photo © Chip.

UP will sometimes run short distance short trains of grain to specific processors like Cargill. It is not unusual to see a 25 car train loaded for Iowa Falls, a distance of under 100 miles. Usually they will move on the next train out to expedite.

UP provides three types of covered grain cars. The C4s, which are 4750 cubic feet, and C5s. C6s are the largest and used for grain products and grain by-products such as distillers grain from ethanol factories. All these covered hoppers are privately owned. –RRKen

UP Upgrades Denver Yards for Remote Control Operations

Union Pacific made significant remote control locomotive investments in its two Denver yards: North Yard and 36th Street Yard in the spring of 2003. UP implemented remote control operations in July 2003 at those yards. Improvements included power switches, additional lighting, small crushed rock on pathways and radio transponders for the remote controlled locomotives (RCL). Some powered switches at 36th Street Yard have lights indicating the switch point positions. Green indicated the switch is lined for normal movement. Yellow indicates the switch is reversed. Foreman and switchman can activate these switches

from their hand held radios, use the push button at the switch or hand pump them if power is out.

About 13 power switches were installed at 36th Street and nine at North Yard. Listening to 160.755 you'll hear North Yard switches giving out a radio message informing the crews how the switch is lined. Some switches south of the 36th Street Yard office with powered switches are Barona, Eagle Mill Lead and Mountain Cement.

The DE24 job at 36th Street Yard, Denver, began RCL operations on 7/14/03 becoming the first UP job to use remotes in Denver. The switch crew does not have an engineer in the locomotive. Concrete barriers and chain link fence were erected to keep trespassers from harm. Numerous warning signs advising the public that remote controlled operations are underway have been erected.

Video cameras have been installed at the yards to assist in the RCL operations. Monitors are located in several offices including the yardmaster office/tower and the North Yard fuel track foreman's office.

UP sent several RCL equipped locomotives to Denver to start remote switching operations. Most engines were

SW1500, GP15-1 and GP38s upgraded with -2 or -3 equipment/electronics/auto start/shutdown equipment. UP 1071, UPY 1090, UPY 1091, UPY 1150 and UP 1296 were modified at Paducah, KY, for RCL operation. RCL power at UP Denver yards in July included UPY GP15-1 570, UPY 586, UPY 629, UPY 681 and UP 695. The UPY 629 and 681 were used to conduct employee training.

Amtrak Stalls At Tolland

By Eva J. Hoffman

On 6/14/03, Amtrak 5 headed by Amtrak #75 began experiencing motor problems at Rollinsville which eventually led to an unscheduled stop at Tolland. After a reset at Tolland, the crew started again, but one motor kept dying and the other was only able to achieve 5 m.p.h. The two engineers in the cab were able to isolate the problem. It seems that they could get sufficient power with their 2 locos while sitting still, but as soon as they started to move, a sensor indicated that one of their axles was locked – it wasn't. They could get only 5 m.p.h. when using the second motor only.

The Amtrak engineers were not going to risk going farther only to get stuck in the Moffat Tunnel. Since Tolland is not in cell phone range, the UP dispatcher patched the train with an expert via radio. The expert was able to explain how to use the loco's computer to disable the offending sensors. After an hour delay, starting, stopping, restarting, inspecting, and coveting that spare Amtrak loco sitting in Union Station, Amtrak was back on its way to the Tunnel.

During this entire episode, the train crew, dispatcher, and the expert kept their cool. Only once did the engineers announce they had "Guaranteed Employment" model motors. If there is going to be trouble, this is a pleasant place. It is probably one of the most scenic spots along the California Zephyr route. The Tolland meadows and schoolhouse were in the foreground with the snow-capped peaks of the Continental Divide as the backdrop.



Attending the ceremony to dedicate the RMRRRC paver at Denver Union Station were, back row, from left: Mike Gailus, Steve Mason, Richard Price, Barry Smith, center row: Mark Schultz, front row, from left: Darrell Arndt, Frennd John Miner, Bob Wilson. – Photo © Steve Mason.

RMRRRC Paver Dedicated at Denver Union Station

By Bob Wilson

It was a hot summer day on June 26, 2003, but several Club members, directors and officers joined the noon crowd in front of Denver's Union Station to help dedicate the Club's paver. In this case, "Paver" is the term used for a large granite "brick" installed in a sidewalk or entry way. The Club was the first to purchase the larger foot square paver. Our paver was dedicated along with the bricks and pavers from many other individuals and organizations dedicated to helping preserve railroad history and historic Denver Union Station.

The Club Board of Directors approved the \$1,000 donation towards this worthy cause to further railroad preservation. There is room for many more bricks and pavers. Contact 303-628-5428 for more information about donating a brick or paver.

Please look for the Club paver when you are near Denver Union Station.

Trip Committe Report

By Steve Mason – Trip Chairman

No one person can pull off complicated projects by themselves. The trip committee worked for months planning and executing the 50th Anniversary trip.

Mike Tinetti wrote the synopsis of UP trips, excerpted from the forthcoming Club history. He assembled the passenger packets, coordinated with CDOT to get the Colorado "where to go" brochures. He also gave tours in the CITY OF PORTLAND explaining UP dome diners.

Don Hulse and Barry Smith did the press releases. We did get a response from TV channels 7 and 9 and KOA radio. Barry designed and ordered the crew's caps. Ron Kaminen and Barry had the banner designed and made. Barry and a friend stayed behind to make sure the banner was in a prominent place on the train.

Richard Price had the passenger badges made. Mike Gailus handled all the two-way radios and bullhorns. His magic also restored dead rain soaked radios. Jim Ehernberger coordinated in Cheyenne and ran errands for us as a liaison. Jim also picked up Wyoming state highway maps, inserts and Terry Bison Ranch brochures.

Ed Gerlits assembled the car captains and chaired the car captain meeting. Ed's experience was invaluable. Cathy Sherman designed the trip flyers with the buffalo coming out of the smoke of the engine. Aaron Mason designed the tickets and all the ads in the magazines.

The complete support of the Board of Directors and committee chairs were essential. We thank Mike Gailus, president, Frennd John Miner, secretary/treasurer, directors Roger Sherman, Bob Wilson, Mike Tinetti, Barry Smith, Ken Gow and Richard Price, Bob Tully, equipment, Dave Goss, membership, and Jim Ehernberger, publications.

The trip Committee has come to rely on Ed Gerlits and his car captains for their experience, good humor, and grace under pressure. They were Ken Gow, Tom Peyton, Dave Henker, Charles Moffat,

Dave Phillips, Mike Schalk, Aaron Mason, Bob Tully, Phil Klinger, Lee Ryan, Kurt Penny, Bill Dunst, Bill Riordan, Eric Saenger, Dave Goss, Mike Tinetti, Steve Rasmussen, Skip Foltz, Frank Stapleton, Joe McMillan, John Dillavou, Denny Haefele, Ron Kaminen, Doug Barton, Jim Hurt and Don Hulse. Assisting Ed was Greg Stransky and our paramedic was Rich Klein.

Thanks to the Union Pacific Steam Crew, many who have become friends: Steve Lee, Manager – Train Operating Practices and Engineer, Roger Myli, Engineer and Fireman, Lynn Nystrom, Fireman, Henry Krenning, Jim Adams and Jack Holland, Machinists, Ron Tabke, Enginehouse Foreman, Reed Jackson, Conductor, and Mary Nystrom, Concessions Coordinator. Many of the crew's wives also help Mary in the SHERMAN HILL.

The Terry Bison Ranch people went all out for us. My heartfelt thanks to Wes Ammons for arranging the food so all 410 of us could eat at one setting! Wes also suggested we have trackside entertainment and an iced stock tank of pop, water and beer. The Western singing stopped respectfully for the last photo run-by for the video people, but resumed when the train was long gone.

The Arrow Stage Lines people provided us with good clean, cool busses. My thanks to Sherri and Lynn Marinkovic at the office. I also want to recognize drivers: Robert Blair, Mitch Moore, Dick Borf, Mike Gatterman, James De Haven, Del March, Paul Sylvander, Joe Heinz, and Dick Sloneker.

I would also like to recognize Bruce Nall, our *Rail Report* editor who helped get the word out. Katherine Gray, our bookkeeper, will be working to complete the accounting as we sort through the data and make all the final adjustments.

One can see by reading the above names that without these people making a unified team there would be no steam trip. My heartfelt thanks to all of them.

50th Anniversary UP #3967 Steam Trip

By Steve Mason – Trip Chairman

Sunday, July 20, 2003, found many people around the train early. This year is the 50th anniversary of Union Pacific Club trips. Our first Union Pacific trip was on May 17, 1953, behind Challenger #3967.

The Challenger is a big crowd favorite. Steve Lee's steam crew changed the numbers to #3967 at our request. A glance at the ALCO builder's plate on the smokebox also shows a build date of July, 1943 which makes the 4-6-6-4 60 years old this month. Who among us in 1970 would ever have believed that there would be any main line articulated locomotive in steam in the 21st century?

Passengers came from all over the United States to ride the train: Washington state to Washington D.C., Florida to California and everywhere in between. We had five men from England, two from Canada, one from Japan and one from Australia. All friends we never knew we had, but are glad to welcome. We are so fortunate to have the Union Pacific Steam program in our neighbor city, Cheyenne.

At 1:00 PM, right on time, we left Denver Union Station for the run north up the Greeley subdivision. The train was a very pretty one in Armor Yellow, Harbor Mist Gray, and Scarlet all matched with six domes. Club director, Barry Smith, put a blue banner on the left side of the SD70m #3930 with the slogan "Rocky Mountain Railroad Club 65 Years – 2003". The temperature was in the 90s as we left Denver. All along the way were crowds of people waiting to see the steam engine. There were two shows going on enroute. Those of us on the train were watching the antics on US 85 paralleling the tracks and those on US 85 were watching us.

The dome diner CITY OF PORTLAND on our train has a complete working kitchen. The coal ranges have been replaced with propane ranges and everything works. We arranged for an informative tour of the car. Mike Tinetti wrote a presentation and anyone going by was welcomed in and he told about the UP dome diners, how they were used and how the kitchens worked.

The further north we traveled, the cloudier and cooler it became. After Carr it rained. The train crew was concerned we would be having our first photo run-by in the rain so they stopped short to do a double. But rain came down and soaked us all. Only the very smart passengers on the train escaped.

So we climbed on board after a single run-by. That event made neighbors of us all. The car captains passed out paper towels and everyone tried to dry off. The train went through the rain squall and then did a double run-by at the usual spot where the right of way is wide. The sun came out and the light was soft about 4:30 PM. With clouds in the background it was about perfect. The photo line became very quiet for the video people as the crew backed up about 1/2 mile. We could hear the meadow larks.

The wet rail caused #3967 to slip. Smoke towered high and the measured cadence soon grew into an approaching roar in a symphony of steel, smoke, whistle, and hot grease. Small children held both ears as the Challenger sped past. Something I never saw at a run-by occurred. There was clapping and cheering for the locomotive! A big tip of the hat to Reed Jackson, Union Pacific conductor, for giving us a double there.

We went up the line to Terry Bison Ranch. All of us unloaded for another photo-run-by. That totaled four run-bys for the trip. The light was perfect from the west. We all had good shots as the train went by. Best of all, there was a fair sized herd of buffalo in the background. The train went by bound for Cheyenne with the



UP Challenger #3967 leading our train. – Photo © Ray Kilcoyne.

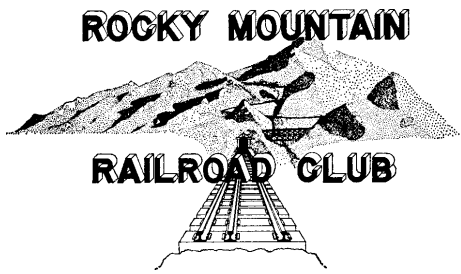


Steve Lee's steam crew changed #3985 to #3967 for our trip. – Photo © Mike Morgan.

ground shaking. The reactions of children in their first lesson in the school of mainline steam was worth it all. Who among us does not remember that very same feeling of awe at the sound and fury of big steam pounding up a grade from our distant youth?

We had trackside entertainment at Terry plus welcome libations. Waiting for the second busses passed easy listening to western songs, watching juggling and the ventriloquist. Wes Ammon's crew worked hard to feed all 410 of us. The Buffalo BBQ ribs were tasty. We also had more entertainment on the patio. It appeared some of our kids were getting pony rides.

The day was a fine one for train watching, train riding and picture taking.



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Out At The Museum

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will match the way the rest of the wood was done. The new piece will be cut to size and then planed to the correct thickness. One window will be cut from this before it is put into place.

The outer trim pieces for the clerestory are long and curved to match the curve of the roof. More wood had to be fashioned into pieces wide enough to cut the curve. During the second session in July we will be cutting these to fit, one for each end of the car. These pieces have to be planed to the correct thickness also. We find that little of the replacement lumber for railcars from the late 1800s is available off the shelf. An effort to keep things as close to the way they were on the original car is a constant concern. This often means buying lumber thicker than what you need and working it down to size.

When the two layers of trim are completed, it will end most of the work on the exterior part of the clerestory. There

Colorado Railroad Museum 2003 Scheduled Operations
For information call 303-279-4591
August 9-10, September 6-7, Santa Specials: December 6-7 and 13-14
A Day Out With Thomas: October 10-13 and 17-19

Intermountain Chapter, NRHS 2003 Event Schedule
For information call 303-298-0377

August 15: Dinner Meeting: 6:30 PM, Program: Denver Garden Railway Society.	September 27: Pea Vine Flyer, Center, CO, Excursion
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Trains Unlimited, Tours 2003 Trip Schedule
For TUT information call 1-800-359-4870
or visit our web page at: www.trainsunlimitedtours.com/tmrrc/

August 16 to September 3: Great Brazilian Railfan Adventure	October 9: Durango Photo Freight
October 5 to 11: New England Colors	October 11 to 14: Fall Colors Express
October 7 & 8: Rio Grande Photo Freight	October 18 to November 2: China Steam Spectacular

are eighty feet of trim that need to be fitted under the existing roof on the upper portion of the 12-inch wide fascia.

The next session will see final shaping of the trim and window piece. The wood

will be primed and if it is dry in time, will be put up the same day. Come out on any 2nd or 4th Saturday, monthly to join in on the fun. And don't forget the Club's annual work weekend, August 26th and 27th.