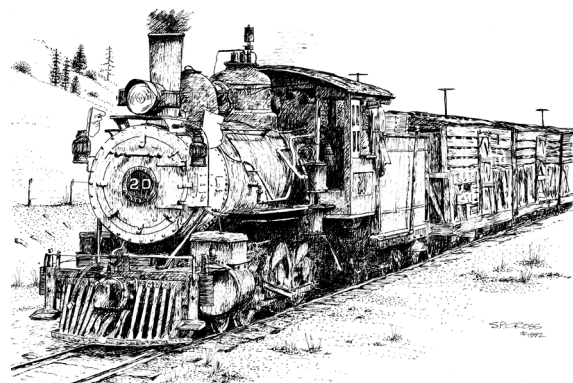


ROCKY MOUNTAIN RAIL REPORT



MAY 2000

No. 488

ROCKY MOUNTAIN RAILROAD CLUB

Slide Potpourri

By Erwin Chaim

May 9, 2000 • 7:30 PM

The May meeting is the annual slide potpourri night. This is the opportunity for members to share their slides with the club. Come see what other members have been doing.

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.

Colorado Railroad Museum Annual Club Work Day

By Steve Mason

The club's annual work day will be Saturday, May 20th, at the Colorado Railroad Museum. The Inter-Mountain Chapter of the NRHS has also scheduled their work day for the same day so we will be doing a joint project. Please sign up on the sheet at the May meeting so we can plan for food and schedule the work. If you cannot sign up at the May meeting, please call Steve Mason at 303-772-6418 to sign up.

Car No. 25 Progress

By Jean Gross

Milestones continue to happen in the restoration to the controllers for the trolley. On April 18th, in the blustery evening, low voltage was applied and the car moved a couple of feet under the power of its own traction motors. This is the first time this has happened since 1953! Enhanced testing of the electrical system will continue. A pantograph has been acquired that will enable No. 25 to run on the light rail system. With the efforts of the volunteers, progress is going well on the rehabilitation of this piece of equipment so necessary to achieving the

ultimate operational goal. Heating circuit wiring has been researched and the installation of this system is now underway.

RTD is continuing to research the compatibility of the car with the light rail system. It has required a lot of time and effort by all people involved and is progressing quite well. It is most important to look at every detail and we thank Darrell and his experts along with

Continued on Page 3, Column 1

2000 Events Schedule

May 13 Event:	Union Pacific Cheyenne Shops Tour
May 20 Event:	Colorado Railroad Museum Club Work Day
June Event:	RTD Light Rail Trip
June 13 Meeting:	To Be Announced
July 11 Meeting: (Special Location)	Steam in China at the Broncos
August 5 Event:	Family Picnic and Colorado Springs Trolley Tour
August 8 Meeting:	Denver Nights
September 12 Meeting:	Route of the Rockets - Rock Island
September 22-24 Event:	Deseret & Western Railway
October 14 Event:	Annual Banquet Colorful Passenger Trains
November 14 Meeting:	Video Potpourri
December 12 Meeting:	Winter on Rails

The deadline for items to be included in the June *Rail Report* is May 19th.

From the President

By Dave Goss

As spring seems to be the time of year that we dig into closets, basements, attics and garages to clean and get organized, this might be a good time to donate items that could be used for the monthly drawing to the Club. Or, if you prefer, you might have items of archival interest that could be donated to the Club for future preservation. If so, please contact Roger Callender (303-722-4733) or any board member for information.

It's also a time to get organized for the remainder of the year. The board has been doing that as well. Guidelines for committee activities and job descriptions for officers and committee chairs have been prepared. We are working with a draft mission statement that will be translated into specific action plans. A revision to the Club bylaws is in preparation and a general policy notebook is being developed.

Taking advantage of the institutional memory of our members, we are developing this notebook so that new members serving in leadership roles will have some guidelines to follow. It will make transitions at the end of each year easier and will ensure that actions taken one year are generally consistent in the following years. That is not to say that things won't change, but future board members and volunteers will have a sense

of direction and guidance for decision making.

In the next month, the Club will unveil an upgraded website that builds on the site designed by Chris Wolf but offers additional information and some new features. In April, the board approved the finalization of the site's design, which will soon replace the information at the current Club Internet address. The new site will have Foundation information, a set of very interesting links, on-line membership applications, photos by Club members and photos from other sources as well as current events and planned activities. We think you will be very pleased. More than 25% of our members are connected to the Internet and regularly use this amazing technological asset.

Lastly, we have been told of a planned December "Denver-Havana Fellowship Exchange." This is a non-club trip to Cuba for cultural exchange. One planned activity will be for a group of railroad buffs, including members of the Intermountain Chapter of the NRHS, to investigate Cuba's railroad system and seek any remaining steam power that might be still in operation. If interested, please contact Harry Nier of Cuba Consultant Services, Ltd. at 303-861-4305 or 303-893-CUBA (evenings) for information.

In Remembrance Wallace E. "Wally" Porter

Wally Porter passed away quietly on March 26, 2000. Wally was a longtime member of the Railroad Club holding card number 244. He was born in Berthoud, Colorado, on January 28, 1916. After schooling there he went to a C.C.C. camp at Glenwood Springs. He served in the Army in World War II. Wally worked for US West for 24 years. He was retired 25 years this year. He was a lifelong bachelor who is survived by his brother.

Wally loved steam. His passion was walking abandoned railroad grades. He traveled over much of the country in his truck and trailer to find steam. Wally collected date nails, rail and things like that. For many years, he gave the Colorado Railroad Museum date nails which they sold. He also donated to a museum in Colby, Kansas. Wally loved to walk and hike. Washington Park was one of his favorite walks. We extend our sincere condolences to his family.

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

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

Club Phone: 303-979-2806

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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the 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	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

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

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.

Car No. 25 Progress

Continued from Page 1, Column 2

the RTD personnel for their thoroughness and enthusiasm. We will keep you updated.

The last ceiling panel for the interior has finally been completed and is ready for installation. After the ceiling is completed, additional interior woodworking and seats can be installed. Brass window hardware is about to be installed. We look forward to the next rollout – maybe under its own power!

Fund Raising Update

This month we have received matching funds donated through United Way. They are accepted with much appreciation to United Way and to the members that took advantage of this method of increasing their own donation.

The Foundation also acknowledges the following people for their generous contributions to the #25 restoration:

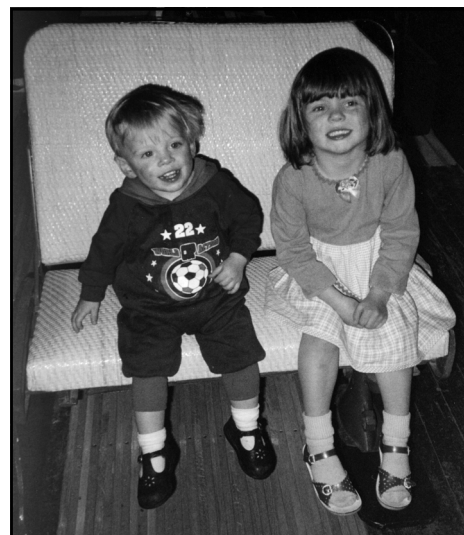
Dave Conrad, Gerald Pool, Robert Fryml, Hugh & Mary Wilson, William & Ruth Youder, David Mott, John MacAllister



Carlos Seegmiller (left) and Des Sainsbury test the controller circuits on the number two end of the No. 25 in early April.
– Darrell Arndt Photo

The restoration of window shades continues with the addition of donors John & Joanne Cook. There are still several shades available for funding with acknowledgment in the car if a complete restoration is donated.

To date this year we have raised over \$6,800. Congratulations on your support. Some have given more than once this year and that is greatly appreciated. Hopefully, every member will consider this as a way for us to reach our goal of \$11,000 to



Future No. 25 conductors John (left) and Jenny Wilson test a newly refurbished rattan seat. They indicated they would not want to ride all the way to Omaha sitting on one but it would be okay for short trips! They are the third generation involved with the club following their father, Hugh Wilson, Jr. and their grandfather, Hugh Wilson, Sr. – Darrell Arndt Photo

match last year's contributions.

Summer will be the time for the most important electrical work to be done, which is the most expensive project. It is a time that funds will be desperately needed.

Railroad Planning Community Event

By Kristi Nelson Cohen

August 24 to 28th, 2000, mark the calendar dates for the Durango & Silverton Narrow Gauge Railroad's second annual railroad celebration. Rail fans from across the country will be gathering in Durango for four days of railroad festivities.

Mr. Allen Harper, President of the railroad said, "This year's event will be bigger and better. We know the Railfest celebration will continue to grow and build with each year." According to the marketing department for the railroad, last year's event drew in excess of 650 people to the area for specialty railroad exhibits and excursions.

Running along side the D&SNGRR's own historic steam locomotives, will be the

Eureka & Palisades locomotive #4. This is a precious 1875 wood-burning Baldwin 4-4-0 (the oldest operating locomotive of its type.) Also running on the line for special excursions will be the Rio Grande Southern Galloping Goose #5 from Dolores, Colorado, and a special visit is planned from the Colorado Railroad Museum's RGS Goose #7.

The D&SNGRR will be rolling out a very historic locomotive, the Denver & Rio Grande #486. This locomotive ran on the line to and from Durango from 1925 through the early 1960's. The locomotive was then placed at the entrance to the Royal Gorge Park. In 1999, the D&S traded another non-operating locomotive (#499) for the 486 and trucked the massive engine over Wolf Creek Pass to Durango.

Once the rusted locomotive arrived in Durango last April, the real work began for her restoration. The D&SNGRR has plans to dedicate the locomotive, running in full service on the line, on Saturday, August 25th, at an 8:30 AM ceremony behind the Durango depot.

In addition to special locomotive trips, the Railfest schedule will include a Railroadiana swap meet, special railroad china exhibits, exhibits from other railroads, a "Railroad Reels -Trains in the Movies" presentation, receptions, evening trains, entertainment and much more.

For up-do-date Railfest information and many other special events call 970-247-2733 or check the Internet at www.durangotrain.com.

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.

Alaska RR SD70M Order



On 3/24/00, Union Pacific's North Platte, NE, to Hinkle, Oregon, 103-car train (M-NPHK-22) departed Cheyenne, WY, with two Alaska RR SD70M's. UP SD40-2 3079 (ex-CNW), Alaska RR 4011 and 4008 move under BNSF's Front Range Subdivision (ex-Colorado & Southern).



Note the Big Dipper and North Star on the long hood. The fifteen unit Alaska RR SD70M order, ARR 4001-4015, continues to be delivered. The EMD built model SD70M's with radial steering truck technology upgrades the railroad's locomotive fleet. Alaska RR power worked their way west.
– Two Photos © Chip Sherman.

Alaska RR Cars

Six Alaska Railroad passenger cars outshopped by Colorado Railcar Manufacturing, LLC, Fort Lupton, CO, were delivered by Union Pacific to Denver



Alaska Railroad dome coaches 551-554 and bi-level cars 351 (1950's theme diner) and 352 (Tiki Rail Bar Car) headed west from Colorado on their way to Alaska 4/8/00. Amtrak's California Zephyr, train #5, added them at Denver. The ex-Florida Fun-Train cars are part of nine cars coming from Colorado Railcar Manufacturing, LLC, Fort Lupton, CO. Here the train is on Union Pacific's Moffat Subdivision, having just exited tunnel 1 near Plainview, CO. – Photo © Chip Sherman.

Union Station, Denver, CO, 4/6/00. The ex-Florida Fun-Train cars had been purchased, repainted and modified for \$5.5 million. They are part of a 9-car order from the Fort Lupton factory.

Alaska Railroad's single level dome coaches 551, 552, 553 & 554 along with bi-level cars 351 and 352 were on track four at Denver Union Station. They're freshly painted Alaska RR's blue and yellow scheme. The cars were the rearmost cars on Amtrak's California Zephyr, train #5, that departed Denver 4/8/00. They were arranged two dome coaches, two bi-level cars and two dome coaches. The dome coaches are domed glass single level cars.

Two freshly rebuilt Alaska Railroad dome coaches (521 & 522) arrived in Seattle, WA, on 4/6/00. They and the above passenger cars will be taken to the barge slip in West Seattle for the ocean journey up to Alaska. These were part of the three ex-Amtrak dome coach purchase. Amtrak's Beech Grove, IN, shop prepared them for shipment. - *Pat Malone*

Alaska RR is numbering the low-level glass domes 551-554, and a low-level car

with a rear platform as business car A-4. The theater and arcade cars are being converted to diners and numbered 451-452. The cafe and lounge cars were renumbered to 351-352.

Alaska Railroad Depots

The railroad is also upgrading its Anchorage depot. Additional tracks, roof repairs, electrical upgrades and a new baggage system will help handle the railroads expanding tourist business. Come 2001, a new intermodal Fairbanks, Alaska, depot will be built. Time to visit the “new” Alaska RR passenger operation.

Central Kansas Railway

Ex-Georgetown RR 4160 is being repainted for the Central Kansas Railway.

Predominate color is blue with a white band on the long hood and nose, with the band tapering downward on the nose. Inside the white band is red Scotchlite striping about 2 inches wide, inset a little ways from the blue and also Scotchlite on the frame. The cab roof is white and the cab side is all blue, with white number 381. In the white band on the long hood is



Virginia Railway Express sent 14 former Budd cars to San Francisco, CA, for CalTrain service. Amtrak delivered the cars to California. On 3/30/00, the Virginia Railway Express coach was found behind the power at Denver Union Station.

– Photo © Mike McGowen.

CENTRAL KANSAS RAILWAY in blue letters. A Central Kansas Railway emblem adorns the front of the unit. Trucks are silver, pilots & fuel tank are blue.

– Ed Fulcomer and The Colorado Zephyr

Union Pacific Ogden Yard Work

UP began a \$12 million project in February 2000, that, when completed this fall, will cut about 45 minutes off the time it takes trains to pass through the Ogden, UT, rail yard.

“The quicker you move freight, the more money you make,” said Dan Miller, UP’s Salt Lake City-based manager of track projects. The changes also will reduce the number of trains moving between Salt Lake City and Ogden through Davis County, he said.

The project’s goal is to create two run-through tracks at the Ogden yard, which will allow trains headed east or west through Ogden to cruise through without having to slow for track switches.

Rocket Boosters Move to NASA

Union Pacific moved a 10-car Morton Thiokol rocket booster train across Colorado on 4/2/00. The train came from Utah via Wyoming south on the Denver Pacific to Denver, CO. The train was headed for NASA in Florida. It was

handed off to the Kansas City Southern at Kansas City, MO. Power on the train was UP 9247 and SP 8532. Two cars on the train were UP 50020 and UP 50030.

BNSF Trough Train



BNSF’s Trough Train, C ATMAMH0 90 (Antelope Mine, WY, to Amarillo, TX), was at Castle Rock, CO, on the Joint Line, 3/31/00. Power on the southbound coal load all SD70MAC’s with 3 x 1 power setup, BNSF 9947 (Heritage II scheme with two Grinstead painted units), Burlington Northern (BN) 9685 and BN 9537. On the rear was BNSF (Grinstead scheme) 9837. Two rear pushers were added at Littleton, CO. Train had cars BN 552000 - 552022.

– Photo © Chip Sherman

BNSF Intermodal Equipment Train

A BNSF “bare table” intermodal train

from Denver to San Bernardino, CA, (train B DENSBD3 04) had BNSF 9-44CW 4811 and BN SD40-2 7853 on 4/5/00. Apparently, this empty trailer and platform car move has become a weekly occurrence. The train had BNSF trailer on flatcars (TOFC). Numerous BNSF and Transamerica highway trailers were noted on this long bare table train. – Herb

Utah Railway SD35R’s

Utah Railway returned two Omnitrax rebuilt SD35R locomotives to the lessor in April 2000. Utah Railway gray and red painted 2959 (built in 1974) and 3108 were moved east via Union Pacific arriving in Denver, CO, 4/5/00. The units were dead in consist moving to the Omnitrax facility at Loveland, CO, better known as the Great Western Railway.

– UPRFI

Ex-Santa Fe PA-1 Shells

ATSF flat cars 94604 and 94660, carrying the remains of ex-ATSF Alco PA-1 shells from Mexico finally left Phoenix, AZ. They took a rather long route to Doyle McCormack’s shop in Albany, OR, over the BNSF.

Departing Phoenix 4/5/00 on the M PHXBEL1 05, the cars headed towards Belen, NM, where they were routed over Raton Pass. The PA-1 shells riding atop ATSF flatcars 94606 and 94660 rolled north from Pueblo and into Denver on 4/14/00.

Next the PA’s went to the Montana Rail Link via Laurel, MT, and Spokane, WA, then via Wenatchee, Woodinville, Renton, Tacoma, Vancouver (all WA), and finally over BNSF trackage rights Portland to Albany, OR.

The PA-1 shells were re-measured at Phoenix and found to be 18 feet 5 inches high, but not in excess of 10 feet 6 inches wide. Between Wenatchee and Snohomish Jct, they were restricted to hand-flagging through several bridges, and no more than 13 m.p.h. through a tunnel at MP 1700.4 on BNSF’s Stevens Pass line.

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

These two PA's were built as Santa Fe 59L and 62L. They were sold to D&H in 1967 along with 60L and 66L. The units were renumbered in order as D&H 16-19. They were rebuilt with 251 engines in the mid-70's, and were sent to Mexico in 1978. There they ended up as stripped hulks by the mid-1980's.

The shells show their Delaware & Hudson heritage. D&H nose heralds are on both units along with the blue & silver scheme worn when they headed up The Adirondack on the New York City, NY, to Montreal, Canada route. Under the engineer's cab window of D&H #16, can still be seen "M.O. Davis," a tribute to a past D&H employee.

The boys at Empalme resurrected the DH-19 around 1989, and a few years later (when the 19 was put in the museum in Puebla) they put DH-17 back together. DH-16 and 18 continued to rust at Empalme while the Smithsonian and the Mexicans worked to return them to the US.

The 16, which reportedly suffered a roll-over (hence the carbody damage and possibly a bent frame) will receive a cosmetic restoration to Santa Fe red and silver for display in the Smithsonian. The 18 will be McCormack's "payment" for restoring the 16. He reportedly intends to restore it to operating condition as a Nickel Plate "bluebird."

Neither of the hulks came with trucks but Mr. McCormack has three sets of A1A trucks from some old Erie-built B-units that are near-matches to the trucks used under the PA's. He also has the remains of a BC Rail M420B, which will donate the prime mover and electrical to the 18.
— *Wes Leatherock, Pat F, Darrell, Bob, Steve-O & The Colorado Zephyr*

Colorado, Kansas & Pacific

Colorado, Kansas & Pacific Railway Company (CKPR), a noncarrier, has filed a verified notice of exemption under 49 CFR 1150.31. CKPR has entered into an



BNSF was running the SD70MAC's in intermodal, grain unit train and general freight service starting in March 2000. BNSF 9784 was preparing to depart Denver, CO, on the Denver to Laurel, MT, train M DENLAU1 31. It was weathering a snow squall with BNSF 9-44CW 783 on March 30, 2000. — Photo © Chip Sherman

agreement with the Colorado Department of Transportation (CDOT) whereby CKPR will lease and initiate common carrier operations over an abandoned line of railroad between milepost 747.5, near Towner, and milepost 869.4, near NA Junction, in Kiowa, Crowley, and Pueblo Counties, CO, a distance of approximately 121.9 route miles. In addition, the agreement grants CKPR the right to purchase the rail line under specified conditions on or before 12/31/01.

UP Powder River Basin Access Line

The Union Pacific continues investing in track expansion to expedite coal train movements in the Wyoming Powder River Basin. The Union Pacific's ex-Chicago & North Western line between South Morrill, NE, and Shawnee Junction, WY, will see a second main track built in 2000. The nearly \$60 million expansion is scheduled for completion in Feb. 2001. 37-miles of track will be constructed between: Horse Creek and Henry, NE; three locations between the Wyoming/Nebraska state line to five miles east of Lusk, WY; and Lusk to Manville, WY.

Twenty-four bridges will be built to accommodate the track expansion. When completed, this will provide a 106-mile line with double track capacity to move the growing Powder River Basin coal traffic.

This portion began in the early 1980's as a joint Chicago & North Western/Union Pacific Railroad effort to reach the Wyoming coal fields. The coal line was finished in 1984 under the C&NW subsidiary Western Railroad Properties Incorporated banner. At the southern end of the Powder River Basin, C&NW built a 6-mile track called the Shawnee Leg between Northwestern Junction (nowadays known as Shawnee Junction) and Shawnee, WY. Using a portion of the C&NW's old "Cowboy Line" for 45.2 miles, a new alignment was built offset by about 15 feet from the old line. It was new track that took advantage of the old right-of-way.

The third portion of the route was a 56.1-mile section of right-of-way between Crandall, WY, south to Joyce, NE. This was called the connector line that connected with UP's Torrington Line. Trains then continued three miles east on UP trackage rights to the South Morrill Yard. Four sidings were originally built on the line; Myles, Barnes, Braun and Alsop.

South Morrill Yard is also undergoing an expansion. Construction began in late 1999 that will add six new tracks and extend five tracks. A mainline fueling facility on the yard's east end will help expedite coal traffic.

RTD Clearance Test on Southwest Corridor

By Darrell Arndt and Steve



RTD car 104 was used as a test car to check clearances on the new Southwest Corridor. A hy-rail truck pulled the car on 4/2/00. – Photo © Chip Sherman

The Regional Transportation District (RTD) made a clearance test on Sunday, 4/2/00. Hy-rail truck RTD 1 and light rail vehicle 104 started from the I-25 and South Broadway Street Station around 10:00 AM. About a dozen gentlemen rode the 104 car stopping to check clearances and construction. Car 104's pantograph was in the raised position as the car proceeded south on the southbound track. Stops were made at most of the catenary support poles.

The car only checked the southbound track. The northbound track had track

construction equipment on it at West Evans Ave.

The West Evans Avenue Station was still under construction. Handicapped ramps, sidewalks and the bus transfer roadway were being installed. Crossing signals have been installed where people will cross the BNSF's Iowa Spur industrial track located between the bus transfer station and the light rail station.

The Southwest Corridor is scheduled to open to the public on July 15, 2000, subject to Federal approval.



RTD's Littleton, CO, station landscaping and platform construction is almost complete on 3/23/00. On the right, UP's Denver to Pueblo, CO, train with D&RGW GP-60's head south on the Joint Line's Main 1 track. – Photo © Chip Sherman.



Removal of asbestos insulation from the "Big Boy" was underway on 3/28/00. A plastic tent completely surrounded by semi-trailers covered the engine. There was a portable generator running with cables going to the interior of the tent. The asbestos will be removed so the locomotive can be displayed inside in the new Forney Museum.

– Photo © Sherm Conners

Out At The Museum

By Steve Mason

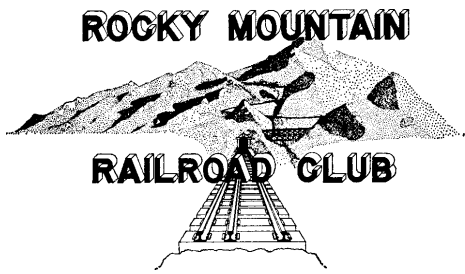
Saturday, March 11th, found four of us working on the caboose. Roger Sherman, Bob Tully and I fitted the cheek plates to the oak center sill splices. We have a good tight fit between the cast iron cheek plates and the wood. Any play between the two will result in the oak wearing out too soon. Pat Mauro came out and helped with the work. We also ground the rust out of the cheek plates. We have new square head machine bolts which key into square places in the cheek plates so they will not turn. The old bolts' heads were rounded and turned. We primed and painted all of this and epoxied the splices to the old center sills as we left.

Saturday, March 25th, was a busy day for eight of us. Bob Tully, Roger Sherman, and Ken Gow came out early. Ken started grinding off rust on other castings such as the coupler buffer and coupler shank keeper. Roger, Bob, Ralph Vance and I made the tenons on the new splices. Ralph also put dies on the threads of the truss rods. We checked the layout against the plywood template Ken made in January. Roger took the epoxy wood filler for building up rotted places in the east end framing. He likened the epoxy to bread dough only it set up very hard in several hours. This will save the east end framing and protect the existing wood.

Duane Fields did an excellent repair on a cracked coupler lift lever pivot casting. Duane and Bob put bolts in the transverse spacer block where the bolt is longer than the space. We had to bend it to get it out and it was tough to bend it back. Robbie McLain did some spray painting for us. Ken Gow primed and painted the castings he was working on. Duane and Bob primed all the exposed wood framing.

Mike Spera is really working on C&S No. 4 downstairs in the museum. He made a stirrup that live steamers put their feet on while operating, primed and painted it. Joe and Fran Minnich came out to survey all our equipment for purposes of a professional appraisal. We will use

Continued on page 8, column 1



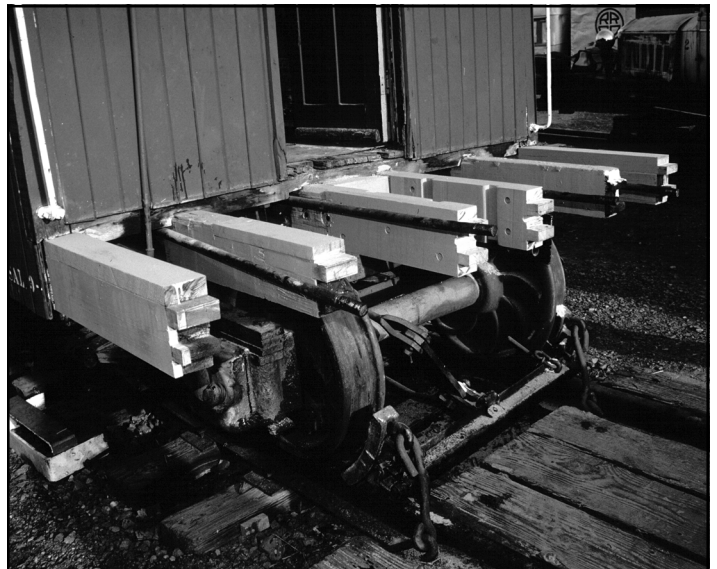
BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873



Working at the Colorado Railroad Museum on 3/25/00 were from left: Roger Sherman, Mike Spera, Bob Tully, Duane Fields, Ralph Vance, Ken Gow and Robbie McLain. – Photo © Steve Mason



Double tenons and primed framing on the club caboose at the Colorado Railroad Museum. – Photo © Steve Mason

Out At The Museum

By Steve Mason

Continued from page 7, column 3

their report to look at the insurance coverage of our assets of not only the museum equipment but everything else we own such as the J. Foster Adams glass negative collection, Otto Perry movies,

and the like.

Keith Goodrich asked if some of us would help the museum with track work. Ralph Vance, Bob Tully, Robbie McLain and I drove spikes for them after Keith gave us lessons. I would also like the members to be aware that Bob Tully, Ralph Vance,

Duane Fields, and I furnished our own portable power tools to help. This means we only spend money on supplies; not equipment. This greatly extends the amount of work we can get done with our budget.