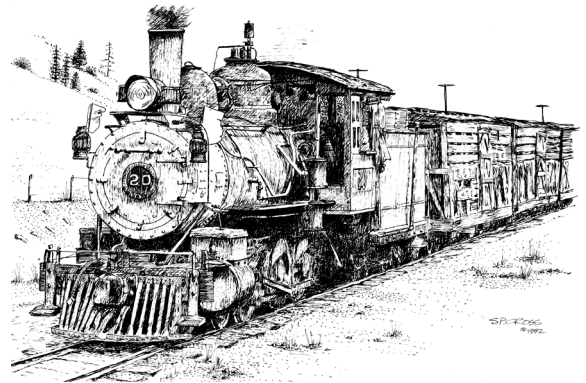


ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 2002

NO. 516

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

— Preserving Colorado Railroad History Since 1938 —

The Super Chief

Presented by Richard Luckin

September 10, 2002 • 7:30 PM

Richard Luckin will present the latest program he has produced on the Super Chief. Two years ago Richard produced the award winning *Silver Threads Through the West - The Story of the California Zephyr*. *The Super Chief*, another superb film, tells the story of the origins, the people who ran it and administered it and the unique panache and glamour, of the extra-fare train. The Super Chief was the leading train in the fleet of outstanding Santa Fe passenger trains.

Richard is a wonderful story teller on film. He worked many years producing films for the Air Force. He is a professional and his product shows it. His Telly award winning film is a top-flight effort that you will most certainly enjoy. Please join us for this film on the Super Chief. Richard made special arrangements for the Club to sell this video at the meeting at the special price of \$20.00. Please consider picking up a copy.

We will meet at 7:30 PM in the southwest wing of Christ Episcopal Church in the air conditioned choir room, 2950 South University Boulevard at Bates Avenue. Off-street parking is available at the rear of the building, east of the meeting hall. Please use the building's south entrance as usual. Guests are always welcome to attend the meeting.

Rocky Mountain Railroad Club Annual Banquet – The 64th Year

By Charles Moffat

We are really excited about this year's banquet. We are meeting at the Arvada Center for the Arts and Humanities at 6901 Wadsworth Boulevard in Arvada, Colorado. The cash bar opens at 6:00 PM and dinner is served at 7:00 PM, but the bar will continue to stay open for those wanting that second glass of wine. We have the center ballrooms and there will be plenty of room to spread out.

We have a great program for you. Bob Krieger was the engineer on our July 1985 steam trip. Bob Krieger will present "Union Pacific Steam Engines and Diesel

Locomotives." Union Pacific Railroad has had engines under steam for 138 years, the longest of any American railroad. Pop quiz question: What was the name of Union Pacific engine #1? Bob has the answer. Bob will take us through the different wheel arrangements of steam and Diesel. He will evaluate the different engines from an engineman's perspective. Here is a man who is still running big steam. What is it like to stall the 3985 in the long tunnel on Donner Summit in the heat and gas? What is the

Continued on page 2, column 1

2002 Events Schedule

September 27 to 29 Trip:	Crawford Hill Trip
September 28 Event:	D&IM Car #25 Roll Out and Operation
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	Christmas Card Memories

2003 Events Schedule

January 14 Meeting:	Rio Grande Trains
February 11 Meeting:	To be announced

The deadline for items to be included in the October *Rail Report* is 9/16/02.

The Crawford Hill Trip

By Dave Goss

Don't forget to send in your reservations for the Crawford Hill Trip, Friday, September 27 through Sunday, September 29. We plan to stop in Sterling, Colorado, Sidney, Bridgeport and Northport, Nebraska, to see the rail action there. Our first night, with a Club hosted dinner and slide presentation, will be in Scottsbluff.

Continued on page 8, column 1

From The President

By Mike Gailus

This month, the Crawford Hill Trip, a motor coach tour of UP/BNSF trackage in the Nebraska panhandle on September 27th to the 29th, is sure to be a trip that will be remembered for years to come. It will be one of those trips that members will talk about time and again. That is how I remember the Power River Basin Trip that I took a few years ago. I would encourage you to consider this trip. Don't miss out on the memories. Visit the club's web page: www.rockymtnrrclub.org/train_trips.htm or mail a check to the Club's post office box to secure your seat on what is sure to be an outstanding trip.

Another of the Club's wonderful events to plan for is our annual banquet to be held on Saturday October 12th, 2002, at 6:00 PM, at the Arvada Center. Steve Mason, Club VP, has planned a great program "Union Pacific Steam and Diesels" presented by Bob Krieger of the Union Pacific Steam Crew. Club Director and Event Chairman Charles Moffat and

his wife Salena have planned a wonderful meal selection. Charles also said he would have many door prizes again this year. Last year, Charles gave out over 80 door prizes. I hope to see you at the banquet this year.

I was sorry to hear of the passing of Jackson C. Thode on August 3rd, 2002. Jack was a founding member of the club and held membership card number two. I met Jack a couple of times. I feel I knew him quite well by the books he wrote. His knowledge will remain with us through his books and his research material, which was donated to the Colorado Railroad Museum. They have dedicated the Jackson C. Thode Archives room in the Richardson Library, which houses his photography collection and notes. He was married to Joyce for 59 years. He and Joyce had two sons and a daughter and seven grandchildren. A very nice article appearing in the Denver Post called Jack "Mr. Colorado Railroad." A title on which I think we all can agree. We miss him.

Rocky Mountain Railroad Club Annual Banquet – The 64th Year

Continued from page 1, column 2

normal temperature for a bearing on the 3985 side rods? Ask about the time the final revenge happened, steam pushed a stalled Diesel train over Archer Hill. He has the slides to show you. This will be educational, historical and very entertaining.

We will have good door prizes. We will have door prizes for everyone again this year. Some hardware, some paper and some books. No one leaves empty handed!

We changed the menu and pricing this year. We have two prices and four entree choices. Three main entree choices are priced at \$35.00. They are: Our vegetarian choice, Shells Florentine – a delicious Ricotta cheese and spinach in jumbo pasta shells, served with a light garlic cream sauce and topped with a ribbon of marinara.

Princess Chicken is our poultry selection – lightly breaded chicken with a

stuffing of asparagus, topped with a white wine Bechamel sauce.

Then our seafood selection, Swordfish Parmesan – Swordfish steak lightly breaded in fresh Parmesan cheese, served with a lemon beurre blanc sauce. This was very popular last year.

Finally, for \$40.00, we have Roast Prime Rib of Beef – aged to perfection, served with au jus and horseradish, just the way you like it.

All meals will be served with a fresh medley of in-season vegetables, a twice baked potato and for dessert, Caramel Apple Pie with Cinnamon Sauce or White Chocolate Mousse Parfait if the pie is not available. We worked hard on these menu selections to try and bring you an extra entree and tasty choices.

Join us for a good program, good food, good fun and fellowship.

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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	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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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.

In Remembrance
Jackson C. Thode
By Jimmy A. Blouch

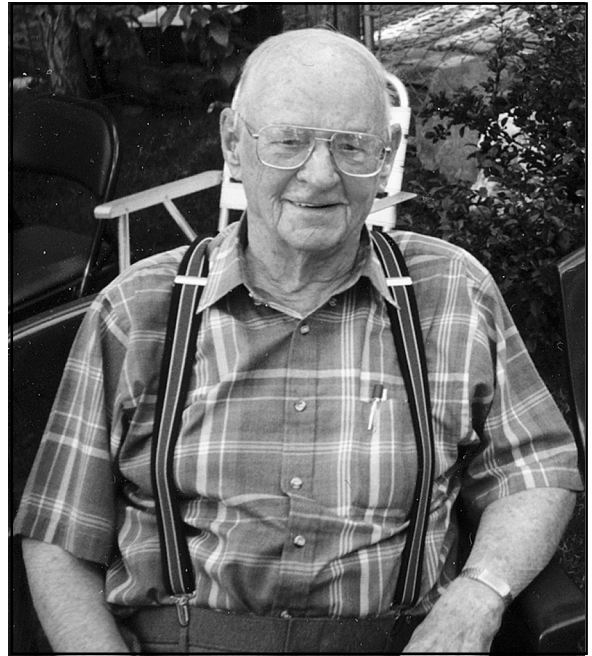
In a brief notice of the August issue of the *Rocky Mountain Rail Report*, we notified you of the death of our treasured member Jackson C. Thode. Jack died August 3, 2002, after a long battle with cancer.

Jack was born on July 16, 1916. He graduated from East High School in Denver and later attended Colorado A&M. Jack's career with the Denver & Rio Grande Western Railroad began in 1936 as a freight clerk. This was the first of many varied positions he was to hold at "The Grande".

During those early years of employment he also attended the University of Denver, graduating in 1942. Then on June 12, 1943, he married Joyce Tracy. Shortly thereafter, as our country was involved in World War II, duty with the armed forces called. Much of his military duty was spent overseas.

Upon his return from military service Jack resumed his career with the Denver & Rio Grande Western Railroad. He advanced up through the ranks to become secretary to the president and at the time of his retirement in 1978 he was Chief Budget Officer.

Jack had a great love and interest for the D&RGW. His association with the railroad provided him with the opportunity for learning and obtaining unparalleled knowledge and information pertaining to the history and operation of the D&RGW. He was also able to preserve, or cause to be preserved, a large quantity of historical material, material that would not otherwise have been preserved. While working for the railroad Jack was known by his colleagues as the unofficial historian-archivist for the D&RGW, a notoriety he retained throughout retirement.



Jack had a wealth of material and knowledge of other Colorado railroads and of Colorado history in general. He wrote several very popular books about "The Grande" and the people who documented the history of Colorado's railroads. Jack was cited in many other books for material and photographs he furnished for many other authors.

During 1938, Jack Thode was a member of a group of individuals that met periodically to take train pictures at Union Station and to quote him, "swap lies". They decided they would like to form a club and so, in April of that year, the Rocky Mountain Railroad Club was formed. Jack was one of the charter members of the Rocky Mountain Railroad Club. He was the Club's first secretary and served as Club president during the years of 1962 and 1963. At the time of his death he held membership card #2. Jack's commitment, loyalty and devotion to the Rocky Mountain Railroad Club never declined or wavered during his entire 64 years of membership. A fond memory for all of us able to attend the monthly meetings was to see Jack enter and proudly take his seat, and then watch as his many friends stopped to talk railroading.

Jack leaves a tremendous legacy in all phases of his life, which includes Colorado railroad history, contribution to the Rocky Mountain Railroad Club and his personal relationships, to which he contributed generously. He will be greatly missed.

Jack is survived by his wife Joyce, sons Paul and Kirk Thode, daughter Tracy D'Angelo and seven grandchildren.

A Day Out With Thomas the Tank Engine at the Colorado Railroad Museum

The Colorado Railroad Museum will be running Thomas the Tank Engine this fall. The event will run on October 11, 12, 13, 14 and 18, 19, 20. They would like

volunteers to sign up to work half-days on one or as many days as possible. Contact the Club at 303-979-2806 to volunteer. The Club will loan volunteers a RMRRC

vest for identification. This will be a fun event with an estimated 50,000 people showing up over the entire course of the "A Day Out With Thomas" event.

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.

Unit Soda Ash Train

A BNSF unit soda ash train moved over the Union Pacific trackage rights with distributed power on August 10 and 11th. The train, symbolled U GJCBNT1 10 (Grand Junction, CO, to Beaumont, TX), picked up the loaded soda ash cars at the BNSF's new Parachute, CO, yard. It had BNSF 9-44CW 4351, ATSF 658 and BNSF 4827 up front. Distributed power was BNSF 5420, 4774 and 5436 which came off the train at BNSF's Rennix Yard, Denver, CO. The 101-car train set out some cars in Denver. It left Denver early Sunday morning, 8/11/02, with 84-cars of American Soda (ASHX reporting marks) covered hoppers loaded with soda ash. These trains originate at Grand Junction (crew and power) with ASHX cars picked up at Parachute, (Grand Valley on the Union Pacific, ex-Denver & Rio Grande Western RR) CO.

Power on the unit soda ash train leaving Denver was BNSF 4351, ATSF 658 and 4827 running south on the Joint Line. Nice change of pace at Palmer Lake amidst all those coal trains.

New Diesel Multiple Unit Commuter Car

Colorado Railcar of Fort Lupton, CO, displayed their new Aero Diesel Multiple Unit (DMU), CRMX 2002, a self-propelled commuter railcar prototype. Union Pacific moved it from Ft. Lupton to Denver on 8/14/02. Colorado Railcar is looking at the expanding commuter systems across the nation to use its DMU. It can run up to 90 M.P.H. and carry 92 people. It can operate on freight line railroads. This is the first of its kind in over 40 years.

The DMU in burgundy and yellow paint



Denver bound train had Dash 9-44CW 5433 and 4818 with a flatcar loaded with a new construction dump truck. West end Barr Siding, CO, 7/20/02 from new E-470 Tollway. – Photo © Chip.

scheme was previewed on August 22nd at Denver Union Station. There was a reception for potential commuter buyers that afternoon on track three. Denver's Regional Transportation District was present at the reception.

The car moved to the Technology Test Center (TTC) in Pueblo, CO, on 8/16/02. The car was tested and demonstrated at TTC starting 8/25/02. The car will then travel to Orlando, FL, for its first demonstration run. September 23-25, 2002, it will be in Las Vegas, NV, for the APTA Conference.

The CRMX 2002 DMU was the glass domed Aero version. Large windows are a trademark of Colorado Railcar, previously known as Rader Railcar. The DMU has two complete drive trains, i.e. twin 600-horsepower Detroit Diesel Series 60 engines and twin Voith Hydrodynamic transmissions and final drives. The air conditioning and heating unit operates with an independent generator.

Trailer cars of single level or bi-level design are envisioned being pulled behind the powered unit. A single level, low level trailer with power cab is priced at \$1.9 million each. That car would have a 92-car seat capacity. The bi-level, low floor trailer is priced at \$2.9 million and

has a 185 passenger seat capacity.

Colorado Railcar is the manufacturer of those innovative passenger cars shipped primarily to Alaska and Canada beginning in 1987. Their specialty is their patented double-decked, glass-domed luxury railcars. Princess Cruises and Tours currently operate ten “Ultra Domes” built by Colorado Railcar.

Clay Siding Fire

A UP coal load, C SMWN 10, from Somerset Mine, CO, accidentally started a fire at Clay Siding on the UP's Moffat Tunnel line about 5:30 AM, 8/14/02. The fire started due to a dynamic brake grid failure on rear distributed power unit (DPU) SP 196. A dynamic brake grid blew and threw hot material out that started two fires at Clay Siding. Train had UP C44ACCTE 5862, UP 8276, mid-train DPU 6567, rear DPU's SP 196 and UP 6463. The UP engineer realized he had a problem. The crew promptly called in the fire to Omaha dispatcher 82. Engineer went back and shutdown the offending unit. SP 196 was moved to UP's Denver Diesel Shop (AKA Burnham Shops) for evaluation later that day.

UP rerouted Amtrak train 5, the California Zephyr, with UP 6463 leading via the

Greeley Subdivision (Brighton, CO, and Speer, WY) across Wyoming. Lead Amtrak unit didn't have an operational cab control signal. UP added the 6463 to Amtrak 181-132-93. Private Varnish dome BELLA VISTA was added to #5 at Denver Union Station between the Superliners and ahead of four material handle cars (express boxcars). Train departed Denver about 11:00 AM on 8/14.

UP SD70M 1000-unit Leased Order Gets UP #5000 Delivered

UP took delivery of SD70M (Mexican built) UP 5000 at Laredo, TX, on 8/10/02. It with other new unit deliveries rolled west to California on UP's IEWLB 14 (Englewood, Houston, TX, to ICTF at Long Beach, CA). The power was:

UP 5000-5001-4998-4999-9262

The first four units are newly built SD70M's with flared radiators and US flags on their flanks. The train had 121-loads. The Intermodal train arrived ICTF on 8/16/02.

EMD leases UP the 1000-plus order of newly built SD70M units. They continue to enter service from the two factories in Canada and Sahagun, Mexico. Owned by General Motors-EMD, built at Bombardier Concarrial Sahagun, Mexico.

-The Colorado Zephyr

Private Varnish Head West for ATSF 3751 Trip

Amtrak 124 West (train 5) had Amtrak mail car 1801 with Vermonter mural behind power and two PV's on the rear leaving Denver, CO. Train had DOVER HARBOR and M-K-T 403, both in Pullman brown scheme. They were late out of Denver and delayed on UP's Moffat Tunnel line between Plainview and Crescent by rock hitting a slide detector fence. They were last seen at 3:00 PM on 8/16/02 at East Portal, CO. Train was scheduled into Winter Park/Frazer at 11:41 AM, but more likely was there at 3:35 PM.

John Gezelius wrote, "I've ridden aboard the DOVER HARBOR and it truly is a

Into the sunlight for D&IM No. 25

By Darrell Arndt

On Saturday, September 28, 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. Work this year has included renovation of the luggage racks, the sliding doors and a wheel bearing on the rear truck.



A Rocky Club trip before No. 25 went out of service in 1953.

This will be an open house for everyone in the community so feel free to bring your family, your friends and your neighbors. Rides are free but donations will be gratefully accepted. Please visit from 10:00 AM to 3:00 PM.

No. 25 souvenir memorabilia will be for sale. In addition, books from the Ed Haley collection that have been graciously donated by the family for the express purpose of raising funds for the restoration

will also be for sale.

Enter the Federal Center at Gate No. 1 off Kipling Street south of 6th Avenue and just north of Alameda. Tell the guard you wish to go to Building 78 for the trolley open house and then follow the signs. Sorry, pets are not permitted and there are no rest room facilities. The Building 78 phone number is 303-232-6386.

Please direct questions to 303-797-8444.

unique experience. For those of us too young to remember Pullman, this is as close as it gets. The car is authentic, with the only compromise being those items needed for operation in 2002 (HEP, retention tanks, etc.). On the inside, this is your grandmother's, or perhaps your great-grandmother's Pullman 6-double bedroom-Buffer-Lounge. On the outside, it is as current as anything in the Amtrak fleet. And the ride - well, where do you think that the phrase, 'Rides like a Pullman Car' came from."

The Washington, DC, Chapter of the NRHS has a rolling artifact that can show Pullman at its best. Not as fancy or as

glitzy as the other cars in the train, but surely the most authentic and the car that best represents the history of American First Class rail travel.

If the mission of the NRHS is to preserve and teach, then this surely is a marvelous vehicle to use to show our history! Thanks John for your observations. The NRHS National Convention ran ex-Santa Fe (now owned by the San Bernardino Railroad Historical Society) steamer 3751 running from Los Angeles, CA, to Williams, AZ, and up the Grand Canyon Railway starting 8/19/02.

-John Gezelius and Chip

UP 3985 Steam Excursion Trip

By Steve Mason – Trip Chairman

There was great relief for me at 1:00 PM when engineer Bob Krieger effortlessly pulled UP 3985 out of Union Station. If I hadn't been watching, I wouldn't have felt it, except for the weight coming off my shoulders for all the preparation and coordination that had come to fruition. No matter what, we were on our way.

We ran into rain about Nunn, then had a double photo run-by at Gleason. About five miles down the track, passengers detrained for Terry where we had another photo run-by. The train went into Cheyenne and the remaining passengers boarded busses for the Terry Bison Ranch.

Terry Bison people picked the first group up with ranch busses and hay racks. We enjoyed a western BBQ buffalo dinner buffet style served up with plenty of Western hospitality. The Terry people toured everyone around their pastures. The buffalo even poked their heads in the busses to have their pictures taken.

Many people were involved in making this trip run. The crew Ed Gerlits assembled did a great job. First and foremost I want to thank Jim Ehernberger and Ed Gerlits for all the help and advice.

Ed was Trip Leader and ran the RMRRC train crew. Jim ran the Cheyenne end of the trip and arranged for the Terry Bison Ranch. Early on, I received advice from Joe Minnich and later, Hugh Alexander, previous trip chairmen. Of course, without the Union Pacific Steam Crew we would still be in Denver.

Mary Nystrom was selling souvenirs and goodies in the Sherman Hill. Reed Jackson was the conductor and railroad liaison. Steve Lee was in the service baggage cars and he made it all happen. Lynn Nystrom was the fireman. UP also had an air conditioning mechanic, an electrician and a support crew. Charles Moffat and Dave Gross were in the Sherman Hill next to Mary selling RMRRC merchandise and videos. Don Hulse was my assistant and was a big help as we collected tickets. Ed's assistant was



UP 3985 is approaching the Terry Ranch Road overpass just east of I-25 and south of Speer under threatening skies and light drizzle. The train has just gotten underway after allowing passengers to detrain for dinner at the Terry Ranch.

–Photo © 2002 Dave Cohen

Greg Stransky. Our paramedic was Rich Klein. Our Registered Nurse was Joy Gailus. Mike Gailus took care of the bullhorns and radios. Kurt Penny and Phil Klinger served as photo line supervisors.

Car hosts were Tom Peyton, Joe McMillan, John Dillavou, Barry Smith, Ron Kaminen, Doug Barton, Aaron Mason, Jim Hurt, Hugh Wilson, Jr., Dave Phillips, Kurt Penny, Phil Klinger, Steve Rasmussen, Skip Foltz, Bob Tully, Eric Saenger, Dave Henker, Hugh Wilson, Sr., Neal Reich, Bill Riordan, Bob Wilson, and Ken Gow (all the way from Australia).

Terry owner Dan Thiele and all the people at Terry really worked hard for us. Lynn Marinkovic and the Arrow Stage Lines people furnished us with clean and cool busses with courteous drivers. My wife, Cindi, helped me set up the Excel spreadsheets and answered computer questions. Ruth Koons did the art work in the ticket center. My son, Aaron, did the graphic design on the tickets.

That totals over 40 people to serve 450 passengers from all over the United States. It is a total team effort to provide a top quality experience. Everyone including the crew really enjoyed themselves. Many people told me and crew members that they had a good time. It was a unique blend of a family outing and a rail fan event. And guess what? We even made a little money for the Club and added a few members. See you next year on July 20, 2003. Mark your calendar!

Out At The Museum

By Denny Haeefele and Bob Tully

The July work weekend at the CRRM went off very well and much woodwork was completed. The number of volunteers was less than desired. With one exception, it was the same crew who has worked on equipment for the past two years. The ten volunteers who represented the Club were Ken Gow, Bill Haeefele, Denny Haeefele, John Palmer (his first time out), Roger Sherman, Russ Stuska, Sue Stuska, Mark Tomon, Matt Tomon and Bob Tully.

Preparations for this weekend started in June when the C&S boxcar was surveyed. Several of us decided to keep the materials to the minimum necessary to protect the C&S standard gauge boxcar from severe weathering. We decided to replace only the worst broken siding, most of the door and window trim and all broken and well rotted skirting, and then give it a good coat of paint.

Over the work weekend, all the skirting was removed from around the car to allow access to the bottoms of the tongue and groove siding. The pieces that were in the poorest shape were cut, pried, hammered and sawed out. Sometimes that is how things go on old railroad cars!

The windows and door got new trim boards. Pieces of new cedar tongue and groove siding were fitted into place where rotten wood was removed. The window on the south side of the car was re-framed and shimmed back into place so that it would not fall out. Railroad ties were placed underneath the car so that the new skirting will have some backing.

Ten tubes of caulking were used to fill holes and seal up cracks. The holes were great places for wasps which lived there in abundance. There were six cans of bee and wasp killer open and on hand during the whole operation. The steady aim of supervisor Bob Tully kept all the pesky little varmints at bay all afternoon. We are proud to report no bites so far.

During the week, Russ and Sue Stuska came out and put a coat of primer on the new siding and window trim. This will



From left, Roger Sherman, Ken Gow, Denny Haefele, Sue Stuska, Russ Stuska and John Palmer rest for a minute as they pose for a group photo in front of the new siding.

protect it until the rest of the car is finished and painting can begin.

Saturday, August 10, Ken Gow, Bill and Denny Haefele cut and fit new boards for the skirting around the boxcar. The new boards were put into place and screwed to the car. The entire south side was enclosed and the wood primed for painting. The ever-present buzz of the wasp was finally missing from the work site today.

The north side will require some creative engineering to complete, as much of the bottom beam of the car is dry rotted and is not suitable for backing. We will prevail against the forces of nature and the car will stand to see many more seasons of hearty helpers as we keep the clubs equipment in shape for viewing.

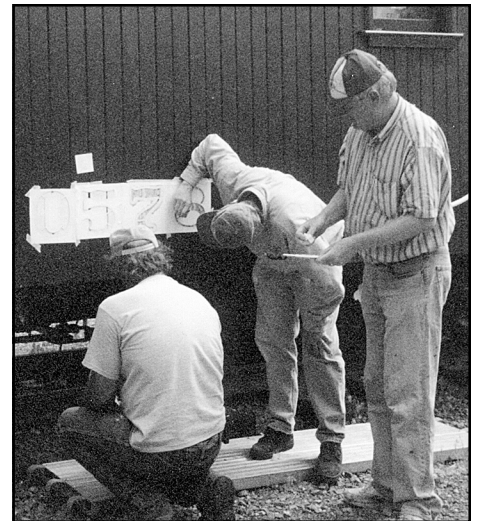
The lettering of Caboose 0578 including weights and repack dates is completed! Scheduled workdays during June and July found the regular crew of 2 to 4 volunteers with stencils and paint at the Club's short caboose. After several false starts using a variety of stencil and other small brushes where lettering paint had to be removed because of poor numbering and lettering results, we finally learned the best method. Dab the paint on with a small triangular shaped dense sponge and the characters came out great.

A very good white sign paint named "One Shot" was used. Only one coat was necessary in most locations. Denny Haefele led the stenciling efforts and was assisted by Roger Sherman, Ken Gow, Bill Haefele and Bob Tully. Considerable time was spent selecting and positioning the proper size stencil before applying the paint. Following the application of small amounts of "One Shot" and after the paint hardened for a time, the various letters and numbers were touched up.

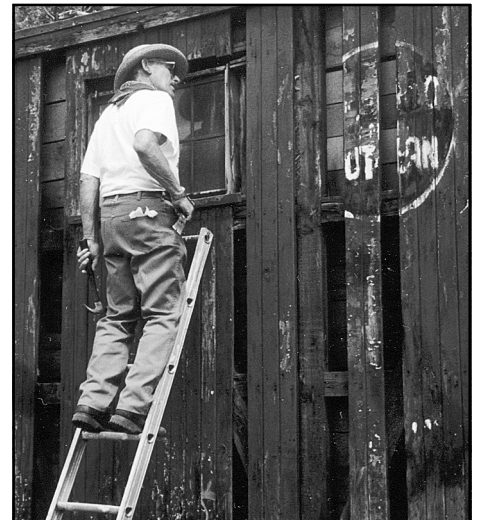
Prior to starting this phase of our restoration efforts, we obtained two estimates from professional sign painters. Both of these exceeded \$1,200 for about 16 hours. Your equipment volunteers completed it for less than \$100 and we still have over a quart of stencil paint and a number of good brushes. We probably expended over 100 hours, but have a great deal of satisfaction and are quite pleased with the numbering and lettering.

If you need a picture of DRGW caboose 0578, sporting it's new paint job and lettering, take a picture now while it's still got it's factory fresh look.

Sincere appreciation is extended to those who participated in this work weekend especially to those who spent more than one day preparing and working.



Denny Haefele and Roger Sherman assist Ken Gow with the stencil placement for numbering caboose 0578.



Bill Haefele repairs and resets the window. Seven pieces of siding were removed and replaced.

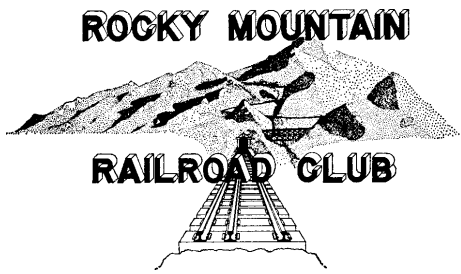
– Three photos © Bob Tully

Video Potpourri Night

By Mike Gailus

It is time to start thinking about what video clips you want to show at the Club's Video Potpourri night on November 12th. Content should be of train subjects and the length should be about five minutes. Be sure to label your tape with your name, telephone number and subject.

We need a host for the video potpourri night. If you would like to coordinate this event, please contact Mike Gailus at a Club meeting or telephone 303-788-0403.



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The Crawford Hill Trip

Continued from page 1, column 3

The next morning we will go to South Morrill to see the UP operations there. Then, after watching helper action in Crawford, we will ascend Crawford Hill to Belmont to watch trains. Our next night will be spent in Alliance. On Sunday, we will watch the busy BNSF activity around Alliance before we return to Denver. Our route back through Sidney will follow the UP's busy mainline to Kimball and then south to Fort Morgan and Denver.

The price of the trip will include three days luxury coach service, two nights accommodations, dinner on Friday night and lunch on Saturday, snacks and beverages while on the coach. Both motels have pools and hot tubs so bring your swimming suits. The trip brochure will include a lot of details. Supplemental brochures and maps will be provided. This educational field trip will interest not only railroad enthusiasts, but the history buff as well. The scenic beauty of the Panhandle of Nebraska creates some remarkable vistas, and many locations recount events pertaining to the Oregon Trail, the California Trail, the Mormon Trail, the Black Hills Trail and the Pony Express route.

San Luis Central – Pea Vine Flyer

By Steve Mason

Our friends at the Intermountain chapter, NRHS, are running the Pea Vine Flyer on September 28, 2002. This is a very informal 15-mile rail excursion from Monte Vista, CO, to Center, CO.

Where else can rail fans ride all over a Diesel engine, have photo run-bys on demand and enjoy the scenery of one of Colorado's superb agricultural areas including a national wildlife refuge. Where else can you partake of a gourmet picnic lunch provided by the Chapter in the heart of the San Luis Central rail yards in Center and ride in private box cars with seating to suit yourself? The Pea Vine Flyer is the answer. During the return trip, there may also be a stop for a tour of a potato processing plant.

The excursion leaves Sugar Junction on Saturday, September 28, 2002, at 10:00 AM with a planned 3:30 PM return. You have to arrange your own overnight accommodations which means getting down to Monte Vista on Friday night. Early reservation, including lunch, is \$25.00. Fare at trackside is \$30.00. All reservations MUST be made at the Intermountain Chapter office by Tuesday, September 24, 2002. For a ticket form or to order tickets, mail to Joyce Mathisen, Intermountain Chapter, National Railway Historical Society, Suite 305, 4701 Marion Street, Denver, CO 80216-2140.



San Luis Central switch engine #70 was used for last year's excursion.