

## FAHP News, August 13, 2018

**Colorado and Its Rivers:** The rivers of America are rich in history and have many stories to tell. Colorado is not known for its navigable rivers and did not depend on river traffic for its growth. Nonetheless, three of the nation's 10 longest rivers rise in Colorado and flow through several states and cities to the sea or their junction with a still-longer waterway. Navigation on these rivers, unlike the Mississippi-Missouri system, was minimal, however.

The Rio Grande, 4th longest in the nation, rises just east of the continental divide near Silverton, Colorado, and flows generally southward and southeastward 1885 miles to the Gulf of Mexico, forming the U.S.-Mexican border from El Paso, Texas, to its mouth at Brownsville. Principal cities include Alamosa (CO), Albuquerque (NM), Las Cruces (NM), El Paso TX)-Ciudad Juarez (Mexico), Del Rio (TX), and Laredo (TX-Mexico).

The Arkansas River, 6th longest in the U.S., rises near Leadville, Colorado, and flows south, then east 1,469 miles through the Royal Gorge, Canon City, Pueblo, and La Junta in Colorado, Dodge City (KS), Tulsa, (OK), and Little Rock (AR), before joining the Mississippi River north of Vicksburg (MS). From the Mississippi, steamboats can get as far upstream as Little Rock. In 1982, Bob Reilly and I broke down with our Model 87 just west of Holly, Colorado, between Lamar (CO, and Garden City (KS). Being towed into Holly, Bob and I worked on the car while local boys fished in the sleepy Arkansas River nearby.

The Colorado River, 7th longest in the country rises in Grand Lake on the western slope of the Front Range of the Rockies at the edge of Rocky Mountain National Park. It flows generally southwestward 1450 miles through Glenwood Springs (CO), Grand Junction (CO), the Grand Canyon (AZ), Lake Meade and Hoover Dam (AZ), and then forms the border between Arizona and California to Yuma (AZ), before flowing into the Gulf of California just south of the U.S.-Mexican border.

Finally, the South Platte River rises in South Park, southwest of Denver, and flows 439 miles through Denver, Fort Morgan (CO), and Ogallala (NE), to its junction with the North Platte at North Platte, Nebraska.

The Pecos River, 926 miles long, ALMOST rises in Colorado, but actually begins in the Sangre de Cristo Mountains of northern New Mexico, and flows southward through Santa Rosa, Fort Sumner, and Carlsbad, New Mexico, and Pecos, Texas, to its junction with the Rio Grande near Langtry, Texas. It passed about 5 miles east of Roswell, New Mexico, where I was stationed in 1944, and it was no more than a dry ditch except in the springtime.

## Work Report

The Tuesday, August 7, work night coincided with the Evening at the Museum program on plans for the future Auburn Valley Parks corridor. Team members attending were: Richard Bernard, Steve Bryce, Mike Ciosek, Ted Kamen, Jerry Novak, Mark Russell, John Schubel, Mac Taylor, Larry Tennity, Mike Todd, Bob Wilhelm, Jay Williams, Francis Luca, and Stan Lakey supervising the work portion.

- On the Model 740, clean up work was accomplished on the replacement motor. Unsuccessful attempts were made to find the box of Stanley gauges. We would like to test the oil lines on the 740 and could use them. If you know where they have been moved to, please email me or let one of us know.
- The model railroad team met and planned the moves necessary as part of the museum upgrades.

On Wednesday, August 8, the following attended the work session: Richard Bernard (supervising), Gary Fitch, Stan Lakey, Jerry Lucas, Bill Schwoebel, Larry Tennity.

- Mountain Wagon: Boiler did not siphon, forks and nozzles were thoroughly cleaned.

- Model 87: Fired up, oil pump tested and adjusted, car was driven over road for further testing. All seems to be working properly.
- Model 740: Replacement engine was oiled and a first attempt at adjusting the valves was accomplished. They will need a second look. Oil pump line was hooked up to a pressure gauge after the check valve to test pump strength and functioning of check valve. Check valve functioned well holding pressure in the line. Oil pump functioned best using hand crank and was able to produce 3-400 psi. Using the actuator arm that is driven from the engine produced mixed, inconsistent results. Oil sump box was removed from the car, drained, and the pump mechanism was removed for further inspection. Sludge was found in the bottom of the sump and will need to be flushed out.

On Thursday, August 9, a Board Meeting was held, and only the supervisor (Mark Russell) showed up for the work session. He cleaned up the Cretors popper after the last event.

AVRR Report: Volunteers: Mike Ciosek, Bob Koury, Dave Moorhead

#### Accomplishments:

1. Cleaned 402 after last Sunday's Steamin Day Event.
2. Painted trim on maintenance shed
3. Started painting black cover coat on three axles trucks
4. Pulled the truck on maroon car that was derailing last Sunday during Steamin Day. The front axle had a loose wheel that would slide back and forth on the axle.