

ROCKY MOUNTAIN RAIL REPORT



JULY 1998

No. 466 **ROCKY MOUNTAIN RAILROAD CLUB**

ROCKY MOUNTAIN RAILROAD CLUB

Atomic Age Narrow Gauge

Presented by Stephen Hart
July 14, 1998 • 7:30 PM

The July meeting features little known radioactive ore hauling operations on the Rio Grande Southern. There were three radioactive material mining booms in Colorado's Paradox Basin. Radium ore was mined and shipped from 1900 to 1922, Vanadium ore from 1935 to 1942 and Uranium ore from 1942 to the end of operations on the Rio Grande Southern. Join Stephen Hart for this fascinating program.

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.

Georgetown Loop Railroad Photographer's Special Freight Excursion

By Hugh Alexander

Fall in Colorado will provide a spectacular backdrop for our photographer's special freight excursion on the Georgetown Loop Railroad. The excursion will have a freight train pulled by the #40 steam engine. The consist will be a variety of freight cars complete with a long caboose on the rear. A second train with passenger cars pulled by a Shay steam engine will pace our freight train. As normal operations for the railroad are complete for the season, we will have the entire line to ourselves.

See the flyer included with this issue of the *Rail Report* for specific trip information and to order tickets.

Ft. Collins Trip Great Western Shop Tour

By Walter Weart

Thanks to the courtesy and cooperation of Great Western employees, the Great Western Shop Tour is back on for August 8th. The tour is limited to the first 50 people. Tickets are available for \$3.75 from the Rocky Mountain Railroad Club, Ticket Chairman, PO Box 2391, Denver, CO 80210-2391. Order your tickets for the shop tour now!

We will meet at the shops on August 8 at 9:00 AM where tickets will be collected. To get to the shops, take I-25 to Highway 34. Drive east on 34 to Madison Street. Travel south on Madison Street and turn right immediately before the railroad crossing on to the dirt road. Pull into the shop area and park.

1998 Events Schedule

July 25 & 26 Trip:	C&TS Weekend
August 8 Trip:	Ft. Collins
August 11 Meeting:	Movies & Videos
August 22 Trip:	Manitou & Pikes Peak
September 8 Meeting:	The Future of Denver's Commuter Rail Services
October Event:	Colorado Railroad Museum Night Photo Session
October 10 Trip:	Georgetown Loop Freight
October 17 Event:	Annual Banquet
November 10 Meeting:	Video Potpourri
December 5 Trip:	Silverton Mixed
December 8 Meeting:	Historic Club Trips

1999 Events Schedule

January 12 Meeting:	Program to be Announced
February 9 Meeting:	Program to be Announced
March 9 Meeting:	Program to be Announced

From the President

By Jimmy A. Blouch



Another trip the RMRRC had during its 20th Anniversary year was on the Colorado & Southern and Great Western. The trip ran Denver-Longmont-Eaton-Loveland, Colorado, using C&S engine #900 and GW engine #90. Here is Great Western engine #90 on July 27, 1958. – Jimmy Blouch Photo

First I would like to congratulate the volunteer members who worked on our equipment during our Annual Workday at the Colorado Railroad Museum. Not only do we get a lot of much needed repair done on the equipment, we also get to know one another better. We had volunteers from as far away as Illinois, and a member who has participated since 1969. The equipment owned by the club and on display at the museum is in much need of continuing maintenance and in some cases major repairs. Everyone is encouraged to volunteer to work on the equipment at anytime throughout the year. Carolyn twisted my arm to assist her in doing what she likes to do most, feed everyone and landscape work! However, I have to admit, it was fun taking care of the lunch, and the area around the supply car looks much better.

We are pleased with our ticket sales for the Cumbres and Toltec trip coming up July

25 & 26, 1998. Plans are being finalized for various photo runbys. The road power for both days will be K-27 #463. A helper engine will be used on Saturday, July 25th, from Chama to Cumbres. If further ticket sales warrant a helper engine could be used on Sunday, July 26th, from Antonito to Cumbres. Operating rules for the Cumbres & Toltec Scenic Railroad do not allow double headers on down grades.

Mark your calendar for July 18 & 19th, for the Railfair at the National Western Complex. The club will have two tables to hand out the information and membership application flyers, and to promote our trips and sell our merchandise. If you would like to join in the fun and man the tables for an hour or two, contact Phil Klinger.

We are looking forward to a good railroading summer, and seeing everyone on the CATS trip and at Railfair.

In Remembrance – Chuck DeSellem

Charles “Chuck” DeSellem (member #38) died after an automobile accident on June 12th in Wyoming. Chuck’s wife Ginny was not seriously injured. Chuck was born and raised in Colorado, moving to Frisco after graduation from CSU, where he built a cabin on Bill’s Ranch. He worked for the D&RGW for

several years and then became a nurseryman with Marshall Nurseries. Chuck and Ginny spent many hours as members of the Newsletter Mailing Committee, volunteering to serve in 1988. Regularly in attendance at monthly meetings and frequently on club excursions, Chuck will be missed.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at Post Office Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member’s dues.

First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed below. Members joining after April may send a payment of \$1.75 for each month remaining in the year.

An associate membership for spouses and children is also available for \$10.00 per year.

Annual dues notices are mailed in November.

Club Information

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

Club Phone: 303-979-2806

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

Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Rocky Mountain Rail Report
PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

The deadline for items to be included in the August issue is July 17th.

Foundation Fund Raising Update Thank You!

As of June 19, 1998, a total of \$8,999.00 has been received from 157 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributor:

Edward R. Haley

A donation in the memory of
Ed J. Haley
has been received from
Edward R. Haley
toward the D&IM car 25 restoration.

Equipment Committee Annual Work Day at the Colorado Railroad Museum

by Steve Mason

Twenty members came to workday Saturday, June 13th and Sunday, June 14th. We had enthusiastic participation. Bill and Denny Haefele painted the cab of the 20 black and repainted all the silver trim. These two gentlemen only need to be pointed in the right direction and they scoot fast. The 20 now looks good for future visitors to the museum.

Les Nelson and Don Palmer worked hard installing the new windows and sills in the caboose, with some assistance provided by John Braselton, Director on the Board. They are skilled wood workers and can be counted on to do the job the "right way". Don has been coming to workdays since 1969. Steve had made new step boxes for the caboose and Rudy Jordon sanded them. Rudy also removed the corner post on the caboose. Steve and Duane planed and cut the new corner post.

Russ and Sue Stuska reinstalled the wood trim pieces in the Rico and cleaned all the windows. Rich Berens worked in the supply car directing window replacement. Mel Ott re-glazed two windows. Beyer Patton helped reinstall them and did considerable painting on the outside of the supply car. The end window had been shot out so that was much needed and welcome.



Work day crew at the Colorado Railroad Museum on 6/13/98. From left to right on the engine: Mel Ott, Carolyn Blouch, Russ Stuska, Sue Stuska, Tom Casper, Duane Fields and Denny Haefele. On the ground from left to right: Jimmy Blouch, Stephen Patterson, Beyer Patton, Ralph Vance, Les Nelson, Rudy Jordon, Don Palmer, Bill Haefele and Rich Berens. – Photo © Steve Mason

Carolyn and Jimmy Blouch came out Sunday and cut down the trash trees, cleaned up some of the junk, and raked and cut the grass. This is another job that many don't want to do. Steve Patterson came in the afternoon to start on the inventory of items we have stored in the supply car. It is felt there are some items of value that can be raffled off sometime in the future.

Carolyn and Jimmy Blouch also arranged for a Saturday lunch of barbecue beef and chicken with potato salad, coleslaw, baked beans, rolls, and big brownies washed down with all the pop one could want. There was plenty left over for Sunday's workers.

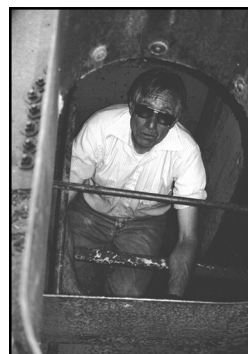
Probably the worst job in terms of working conditions was performed by Ralph Vance. He went into the tank of the 20 and removed buckets of rust scale. It had to be at least 20 degrees hotter in there. We begged him not to do it, but he saw his duty and did it! On Sunday, to make a tough job worse, he

went in there with a power wire brush to remove rust. Even on the outside the din was loud. Ralph wants to patch the holes in the bottom of the tank soon. Ralph you did a fine job! But can you still hear?

Sunday found Steve and Duane putting the tenons on the new corner post. Phil and Carol Scholl came out Sunday. Carol manned the Rico for visitors to the museum. Phil polished up the whistle on the 20. David Zerfas, who came to our steam up open house and last meeting, worked sanding the caboose step boxes. He even bought a new pry bar. We understand he is going to join us soon. Thanks, David, for the help.

Keith Goodrich and Rick Greer left for Chama, New Mexico, Friday night to pick up the oak beams for the 20 and caboose. However, once in Chama they soon found out the beams were in Antonito, Colorado. The beams are on a flat car at the museum, looking just like a load of lumber. Keith was out for workday on Sunday, in spite of little sleep. Keith saved the club \$500 in LCL freight by picking up the beams. Thanks Keith!

We all had a good time, accomplished much, had good fellowship and good food. Best of all was the feeling of contributing to the "Rocky Club". Thanks to all from the "equipment guys".



Ralph Vance
Photo © Steve Mason

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.

SD70IAC's Assembled in Mexico

BNSF's huge order for new power prompted EMD to team up with Bombardier, Inc., this year to begin assembling SD70IAC's (SD70MAC's to most) in Mexico. BNSF 9865 was built in London, Ontario, Canada last year and shipped to Sagahun, Mexico, where Bombardier, Inc., has a plant.

EMD needed to add capacity to support BNSF's needs and Bombardier's Mexican plant was the answer. Currently, only BNSF SD70MAC's are being built at Sagahun by EMD.

The locomotives are assembled under the joint supervision of EMD and Bombardier. Components are built and shipped from EMD facilities in La Grange, IL, near Chicago, and London, Ontario, to the Sagahun facility for final assembly and painting into BNSF's Heritage II scheme.

BNSF 9865 and BNSF 9866 moved from Mexico into the USA on 5/10/98. They were the first units moved out of Mexico – BNSF 9866 actually being the first built in Mexico. BNSF will take delivery of 387 locomotives in 1998.

Three new BNSF SD70IAC's moved north through Colorado on 5/20 & 5/21/98. BNSF put newly delivered BNSF 9869, 9870 and 9867 on the point of a UFIX coal empty at Temple, TX. The train had nine (yes, 9!) SD70MAC's on this train; BNSF 9869-9870-9867-9842-9682-9549-9781-9804-9539 (not all operating, of course). The first four units were in the new Heritage II paint scheme, and the first three of them – making their first runs – were Mexican-built “Mexi-MAC's” or “Chili-MAC's.”

– Joe, Bruce & Chuck Conway



BNSF SD70MAC's, 9869, 9870 and 9867 make their first trip from the EMD Sagahun, Mexico, assembly plant. The units were west of Hudson, CO, at the Tonneville Siding on 5/21/98.

– Photo by Chip Sherman

Tennessee Pass Line

Union Pacific's Tennessee Pass line had a track gang working at Malta, near Leadville, CO, milepost 273.3, 5/27 through 5/29/98. The gang installed new ties and were tamping.

The line is still severed – no through traffic. The line has been severed since 1/98 when UP took out sections of rail at Malta and Gypsum, CO. The last through coal trains operated in 8/97, and the last local over the pass in 12/97.

– Steve Rasmussen

Union Pacific Passenger Special

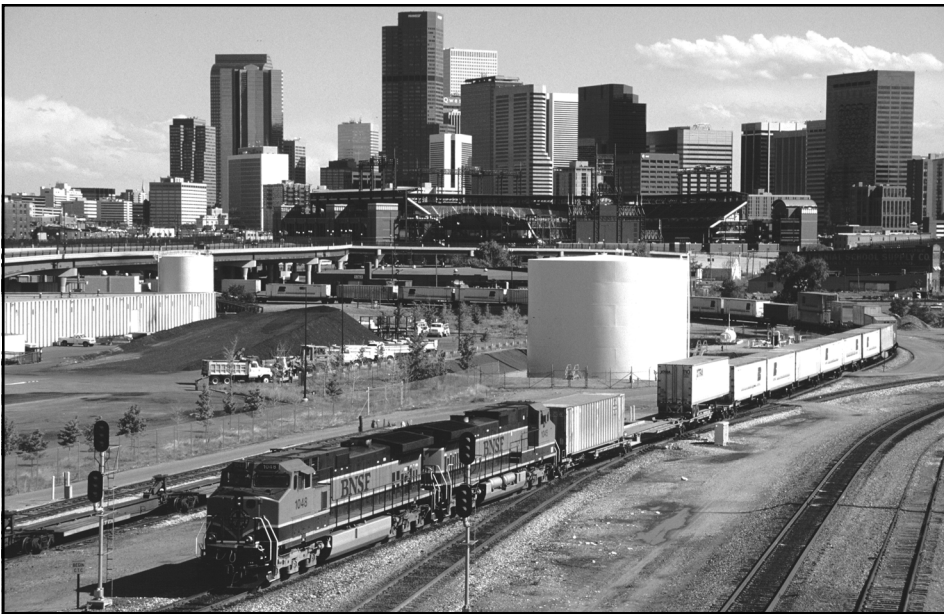
Union Pacific ran an E-unit powered 13-car passenger special into Denver, CO, Union Station arriving on track 3 at 7:30 PM, 6/1/98. The E-9's; 949, 963B and 951, were the power. In the train were two dome cars, two diners, and the track inspection car FOX RIVER (ex-Chicago & North Western) bringing up the markers. The train had come from Council Bluff, IA, via the UP's Nebraska main.

The special departed Denver shortly after 7:00 AM, 6/2 heading west via the Moffat

Tunnel Line - Glenwood Springs - Grand Junction, CO, route. The train stopped for 14 minutes at Rocky Siding, west of Arvada, CO, to fix a loose head end power cable. The train climbed the Colorado Rockies to Tolland, CO, where it met an eastbound train. Then, into the 6.2-mile Moffat Tunnel for a quick trip across the state. At Bond, CO, the train stopped briefly to change crews.

The train's consist; UPP 208 power car, UPP 315 staff sleeper, UPP 5714 PONY EXPRESS baggage car, UPP 101 POCATELLO business car, UPP 1602 GREEN RIVER sleeper, UPP 1610 sleeper, UPP 201 WYOMING sleeper, UPP 1605 POWDER RIVER sleeper, UPP 9004 HARRIMAN dome, UPP 9009 CITY OF SAN FRANCISCO square end dome/lounge, UPP 4808 CITY OF LOS ANGELES diner, UPP 302 OVERLAND dining car and track inspection car with rear facing theatre seats UPP 420 FOX RIVER.

The train continued west for Las Vegas, NV. It returned east via the same route arriving Bond, CO, 5:40 PM, 6/6 for a quick crew change. The train rolled through Denver around 11:00 PM that evening. The train was routed over the



The BNSF's hot intermodal Kansas City, MO, to Denver train arrived Denver, CO, on May 23, 1998 with matching 9-44CW's, 1048 & 1045. Here they roll through Prospect Junction with the Denver skyline behind the train.
 – Photo by Chip Sherman

Belt Line (from North Yard, Denver, CO) to the UP's Denver-Cheyenne, WY, line. The train then proceeded north via Cheyenne, WY, and turning east via North Platte on 6/7. – *Steve R, C.W., & David*

Canon City & Royal Gorge

The Union Pacific moved recently purchased Chicago & North Western F-7A's #402 & 403 to new owner Canon City & Royal Gorge starting 6/12/98. The F-units have in recent years resided at UP's Cheyenne Yard with the UP Historical Collection. They once were power for Chicago & North Western's executive train, but have fallen into disrepair and were not operational on 6/98.

En route to the new Royal Gorge tourist train operation, the C&NW 402 & 403 will undergo repairs in Pueblo, CO. The repairs are expected to return the units to operation later this summer. The units will be repainted blue & yellow to match the VIA passenger coaches purchased for the new tourist railroad.

The Canon City & Royal Gorge line, expected to open in early August 1998 is getting seven ex-VIA passenger cars. VIA 15462 or 15468 is being bought by the

operation for conversion to a gift shop. Spare passenger car parts have also been purchased.

According to Lindsey Ashby, president of the Georgetown Loop RR, as of June 1998, the Union Pacific had not formally approved the deal. Plans are to run trains between Canon City and Parkdale, CO, along the Arkansas River in the Royal Gorge. The UP tracks (formerly Denver & Rio Grande Western RR) are located near the river in the 1,053-foot-deep gorge.

A proposed freight service operated by Rock-and-Rail might also use the line for a proposed mine in Parkdale, CO. Rock-and-Rail is an Englewood, CO, based company which would alternate usage of the line with the tourist train.

– *Joe Snider, John G.*

Powder River Basin News

BNSF SD70MAC's are distributed power unit (DPU) equipped. Witness the Laramie River Power Station, near Wheatland, WY, set seen operating in May 1998. BNSF 9850, 9853 with 9844 on the rear were the DPU set operating from the power plant north (5/19/98) to the Rawhide Mine located north of Gillette,

WY. The train made a quick load and was blazing back south through the Powder River Basin (PRB) early on 5/20/98. It hustled south to avoid the track maintenance window at West Bill, WY.

The train had all new "pumpkin" SD70MAC's, two up front and one on the rear. BNSF has tested a few trains in the DPU setup. Union Pacific commonly configures their coal trains with the DPU setup.

BNSF runs two sets for the power plant, and both are DPU configured. The other set was running up to the Black Thunder Mine. Both trains use aluminum hoppers with WFAX markings.

BNSF/UP's Powder River Basin continues to add track. Main line, CTC equipped 3rd track was being laid from West Bill to Logans Hill, WY, in May 1998. Another mine will also come on-line later in 1998!

Some highlights:

A third track was being built from W. Bill to Logans Hill. The 3-track signal bridge at West Bill, WY, will be replaced with a 4-track signal bridge! The new signal bridge was at the site awaiting installation. A large BNSF track crew was cutting in numerous switches at West Bill 5/19 & 5/20/98.

The new North Rochelle Mine 6.5-mile spur to the under construction mine was being laid in 5/98. The new mine spur comes off the Orin Subdivision at Milepost 50, and swings east. The highway location is 33 miles from Bill, WY, and 15 miles east of Reno, WY. The mine is expected to be operational and start shipping in 11/98. Mid West Railroad Construction & Maintenance Corp. of Gillette, WY, was the contractor laying the new mine spur.

– *The Colorado Zephyr*

DRGW 3129

DRGW 3129 was found working the UP's Julesburg Subdivision which runs from Julesburg to Sterling, CO, in late April 1998. UP does local switching at Sterling and keeps its switcher there. – *Jim*

DRIVER TRAINING 101

By Chris Wolf

As a cop, traffic enforcement has never been my favorite job. Usually when I pull someone over I think, "It could have been me committing that violation." There are some violations, however, that I will always write tickets for. Running a red light, going more than 15 miles per hour over the speed limit and violating a railroad crossing. That's why I jumped at the chance to participate in an "officer on the train operation" that Colorado State Patrol Sergeant Craig LeVere put together. I would be helping with an important aspect of traffic safety as well as getting a cab ride! The date was set for May 28th and we would be on the UP local running between LaSalle and Brighton.

I met Sergeant LeVere in LaSalle at 8:00 AM on May 28th. You couldn't ask for a better day. There wasn't a cloud in the sky and the temperature was fast approaching the low 70's. Sergeant LeVere had two troopers lined up to help with the operation, however, they were going to be late since they had to respond to a rollover accident near Ault just before the operation began. Also helping out would be Randy Schamel, a Union Pacific special agent assigned to the UP's Crossing Accident Reduction Enforcement (CARE) program. Schamel drives a Jeep Cherokee that is all decked out with the CARE logo. Schamel works throughout the state to educate and prevent drivers from taking risks at rail crossings. Two more participants in the day's operation would be Jay Quadracci and Steve Lannen from the Greeley Daily Tribune.

Schamel contacted the train crew to brief them on the operation. They seemed glad to have us along and said there have been a lot of close calls near Brighton recently. Only two riders can be on the engine at a time. I would be one of those riders since I would be looking for violators and radioing the information to the Troopers. Quadracci would also be riding as he was the photographer and wanted to get some shots from the cab. Schamel told us the crew had to do some switching around LaSalle, so it would be about an hour before we would get under way.



Union Pacific Police Crossing Accident Reduction Enforcement (CARE) vehicle at LaSalle, CO on 5/28/98. – Chris Wolf photo

We all stood around swapping stories as we waited. Suddenly a propane truck went across the nearby railroad crossing without stopping as required by law. The Troopers didn't think they would be able to get to their cars and catch him, so they made no move to try. A few minutes later the propane truck came around the corner and stopped to pick-up someone near the LaSalle yard office. LaVere and Schamel walked over and contacted the driver. He was given a ticket and educated on the dangers of failing to stop for a crossing while transporting hazardous materials. The officers were very friendly and at the end of the contact the driver made the comment that they were so nice it was hard to be mad at them.

At about 10:00 AM the engines stopped in front of the yard office and conductor Bill Collins let us know it was time to go. He urged us to hurry as the train was tying up a crossing. I would find out during the trip that the crew did everything in their power to reduce the amount of time they spent tying up a crossing.

Ben Shultz, our engineer, gave Quadracci and me a quick lesson on operating a locomotive during our first switching job in Platteville. Shultz admitted that he was not a railfan when I asked him the nomenclature of the locomotive we were riding in. He pointed out the location of

the locomotive's papers and I was able to find out that # 2270 is a GP 38-2. I didn't get all the other technical data. In my 25 years of railfanning I have never been that good at all the technical details. I just like to watch and ride trains.

Our trip was pretty uneventful until we reached Brighton. While switching several cars loaded with sand it was necessary to keep the crossing gates activated for about five minutes. The troopers soon had three cars stopped, one of which I called in. I later found out that one of the cars had young children in it and the woman who was driving didn't think it was that big of a deal to go around the gates. With this type of attitude displayed by parents, its no wonder that over 50 percent of collisions at railroad crossings occur at crossings equipped with automatic warning devices.

Shortly after noon the crew took a lunch break at a local beanery in Brighton. The other cops and I took this opportunity to discuss the morning's operation. We all agreed that it was a successful operation. We cited a total of five violators, hopefully changing some attitudes in the process. If we are able to save one of those cited from becoming a railroad crossing fatality, then our job was worth it. I hope all of you remember to LOOK, LISTEN, and LIVE whenever you cross the tracks.

60 Years Ago

By Dave Goss

This month we are sending out a flyer for an excursion over the Georgetown Loop Railroad. As we look around today, we find few opportunities to take a trip behind steam. In 1998, we have arranged for three steam powered trips, about ten (or more) fewer than we'd like. In some ways this seems like a fairly recent problem, but as we go back in the club's newsletter archives, we find it's a problem that is nearly forty years old.

In December, 1960, Dick Kindig reported: "Our excursions took us over trackage in Colorado, Wyoming and New Mexico. Excursion Committee Chairman, Ed Haley, managed to secure four steam excursions for us during the year, although the task becomes more difficult each year." One trip was an evening run behind C&S #638 to the Harvest House in Boulder for the annual banquet. The club also took a three day narrow gauge trip over the Alamosa-Durango-Silverton line. An October trip combined the C&S #638 and the Great Western #90. And the club's first excursion behind UP #844 was a 560-mile trip from Denver to Rawlins, WY.

In March 1961, the club reported that the last of the C&S's steam fleet was soon to be scrapped. Eighteen locomotives were sent to a scrap dealer in Houston for disposition and included the following road numbers: 605, 608, 629, 631, 632, 634, 644, 647, 648, 804, 805, 806, 807, 808, 809, 904, 909 and 911. Three additional engines remained (4947, 4952 and 4994) and their shipment to Houston was not scheduled. Three others (602, 620 and 902) were incapable of movement and were to be cut up in Denver. That left only #641 working the Leadville - Climax line and #638 occasionally working around Denver.



Union Pacific 5511, photographed in 1970 at Cheyenne, Wyoming.
– Dave Goss photo

To the north, the Union Pacific reported 55 steam locomotives on the December 1960 roster. Scattered across the system were: 814, 823, 825, 832, 833, 836, 838 and 839 in Council Bluffs; 4466 in Grand Island; 3710 in North Platte; 828, 829, 844, 3700, 3701, 3702, 3703, 3706, 3707, 3708, 3712, 3713, 3715, 3806, 3818, 3950, 3985, 3991, 4001, 4002, 4006, 4007, 4008, 4011, 4013, 4014, 4015, 4016, 4017, 4019, 4021, 4023, and 4024 in Cheyenne; 4003, 4004, 4012 and 4022 in Laramie; 1243 in Rawlins; and 4000, 4005, 4009, 4010, 4018, 4020 and 5511 in Green River. Of these, only eight were stored in serviceable condition: 844, 3708, 3710, 3712, 3713, 3715, 4003 and 4019. The only active locomotives were 844 and 3710, both in snow melter service. Just the year before, the UP had 86 steam engines with 20 in serviceable condition.

Not to be forgotten, the Great Western had four steam locomotives in active service for the 1961 fall beet campaign: numbers 51, 60, 75 and 90. These locomotives provided the club a number of excursions during their remaining years, but unfortunately, they too would disappear as mainline steam in Colorado all but disappeared by the mid-1960's.

1960 also brought news of a different type. The new 4,000 hp Krauss Maffei's were soon to arrive on the D&RGW and the Santa Fe was taking delivery of the most powerful four axle diesel electric locomotives in the U.S. - U-25B's. In late 1961, the CB&Q announced their purchase of 30 new GP-30's and the Missouri Pacific had ordered 50 new 1,800 horsepower GP-18's. A new generation of motive power was on the horizon. However, the last steam in this region would survive in narrow gauge form on remote mountain rights-of-way well beyond the life of many of these new diesel units.

Denver Post Cheyenne Frontier Days Train

Information from Jim Ehernberger

UP 844 will leave Denver's Union Station at 7:00 AM on 7/18/98 for a two hour trip north to Cheyenne, WY. The train will leave Cheyenne at 5:30 PM to return to Denver.

Opportunities to view and photograph UP steam are possible before, during and after the Denver Post special. UP 844 will leave Cheyenne for Denver with DH passenger cars late in the morning on 7/16. The train will lay over in Denver on 7/17 and switch cars. UP 844 and the DH passenger cars will leave Denver for Cheyenne mid-morning on 7/19.

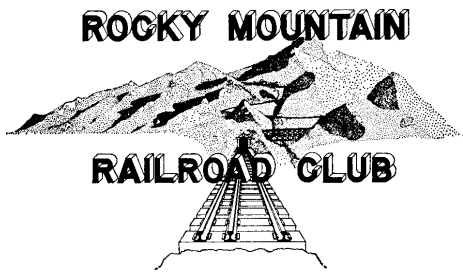
This is the only trip currently scheduled for UP 844 this year.

Attention Members – Attention Members – Attention Members

The Banquet Committee Needs Copies of Dining Car Menus

The Banquet Planning committee would like to obtain photocopies of dining car menus for any railroads that served Colorado in the 1938-39 time frame and in the 1960's.

If you would be willing, please send photocopies to PO Box 2391, Denver, CO 80201 ATTN: Banquet Committee. If you have any questions, please call Dave Goss at 693-9933.



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Colorado Railroad Museum Steam Up!

By Steve Mason

June 6 & 7 the Colorado Railroad Museum held one of several steam up days for 1998. The Equipment Committee thought this would be a perfect opportunity to try something new with the equipment the club has stored there. Steve Mason, Keith Goodrich, Duane Fields, Rich Berens and Phil Scholl spent many hours cleaning and preparing the equipment for display.

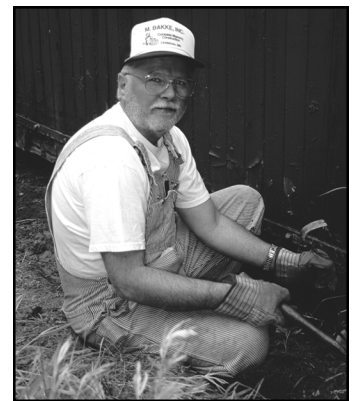
Duane Fields helped install new custom step boxes for the Rico, which have the club logo and car name routed into the top surfaces. Jim Petruzzo of Country Flair Upholstery finished the caboose cushions, which were installed by Steve Mason and Rick Greer. The fabric is snowmobile seat material good for 50 degrees below zero. The new cushions are quite an improvement and everyone commented about how good they looked.

Phil and Carol Scholl, and Wally Weart manned the Rico during the steam up. Don and Steve manned the caboose. We were asked many questions such as "How do air brakes work? How does a steam engine go? Why don't trains have cabooses anymore?" We also introduced many visitors to our club passing out the new flyers with the membership application. It is lots of fun to answer questions like these and pitch the club.

Workday Special Recognition Colorado Railroad Museum

By Steve Mason

One member deserves special recognition for his participation in our Annual Workday at the Colorado Railroad Museum. Tom Casper, a telephone installer from Boilingbrook, Illinois, learned that his company had a job coming up in Boulder, Colorado. Knowing that he could combine the assignment and our workday he asked his boss if he could do the job.



Tom Casper
Photo © Steve Mason

Tom volunteered to dig out around the supply car to keep the water away from the siding and prevent further rot. Tom is a Rio Grande Southern fan and likes to come to Colorado anytime he can. Of all the members who participated in workday, Tom traveled the farthest. What a nice guy and what a nice thing to do for the club. We all enjoyed meeting and getting to know Tom and hope he can join us again next year. Thanks Tom for a job well done.