

ROCKY MOUNTAIN RAIL REPORT



NOVEMBER 1998

No. 470

ROCKY MOUNTAIN RAILROAD CLUB

ROCKY MOUNTAIN RAILROAD CLUB

Video Potpourri Night

Presented by Sherm Conners

November 10, 1998 • 7:30 PM

The November meeting features videos from your fellow club members. Members wishing to share their videos can send their videos to Sherm Conners, 298 South 22nd Avenue, Brighton, CO 80601-2489. Videos should be 6 to 10 minutes in length and on a VHS format tape. Tapes should be set at the starting point for your video and should be limited to a single subject.

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.

Durango & Silverton Mixed Passenger-Freight Excursion

By Jimmy A. Blouch

If you have not yet done so, do not forget to order your tickets for this trip. This trip will complete the events scheduled in connection with the Rocky Mountain Railroad Club's 60th Anniversary. It certainly will be one of the highlights of the year and you will not want to miss this opportunity to participate in this historic event.

The December 5th trip leaves from the Durango station at 8:30 AM. Please be ready to board the train at 8:00 AM. A shop tour is scheduled after the excursion and lunch is included. You can purchase tickets from the Rocky Mountain Railroad Club, Ticket Chairman, PO Box 2391, Denver, CO 80201-2391.

Out At The Museum - Equipment Committee Report

By Steve Mason

On Saturday, September 19, Phil Scholl and his ward, Mike, answered questions on the RICO during the steam up. On Sunday, September 20, Rich Berens, alone on the RICO, represented the club. Among the visitors were a group of English railfans on their way to the Narrow Gauge Convention in Colorado Springs.

Duane and John Fields helped out on Saturday September 19. We were able to get one more day from John on his "vacation". We stenciled the inside lettering in the caboose and touched up paint as needed. Brake piping inside was

Continued On Page 8

1998 Events Schedule

December 5 Trip: Silverton Mixed
December 8 Meeting: Historic Club Trips

1999 Events Schedule

January 12 Meeting: Program to be Announced
February Event: Midland Terminal Historical Tour
February 9 Meeting: Program to be Announced
March 9 Meeting: Program to be Announced
April Event: Union Pacific Cheyenne Shops & Station Tour
April 13 Meeting: Program to be Announced
May Event: AAR Test Center Tour
May 11 Meeting: Program to be Announced
June Event: Canon City & Royal Gorge Excursion
June 8 Meeting: Program to be Announced

From the President - Annual Banquet A Huge Success

By Jimmy A. Blouch

The Rocky Mountain Railroad Club 60th Anniversary annual banquet was a tremendous success. The banquet was held at the Arvada Center. We had 134 members and guests join us for a great evening. The evening started with a "social hour" from 6:00 PM to 7:00 PM. At 7:00 member Bob Griswold led the invocation and everyone then was treated to a wonderful meal. The menu offered three main course choices: Rocky Mountain Rainbow Trout, Napa Valley Roasted Breast of Chicken, or Roast Striploin in Bordelaise Sauce. After this we were served White Chocolate Raspberry Swirl for dessert. Many compliments were heard pertaining to the excellence of the dinner.

After dinner special guests were introduced. In connection with the club's 60th anniversary it had been decided to have members with numbers 1 through 10 attend the banquet at no expense to them. Attending were: Jack Thode (#2) and his wife Joyce, Warren Bailey (#4), Irv August (#5) and his wife Elna, and Neal Miller (#9) and his guest Glen Henry. These people have contributed so much to our club and they deserve to have special recognition.

Two members were presented special awards for their contributions to the Rocky Mountain Railroad Club. First to be honored was Bob Griswold who has worked in the past as publications chairman and authored or coauthored

Rocky Mountain railroad history publications on behalf of the club. He is currently finishing the third volume on his history of the "Moffat" line. Next it was Neal Miller who has unselfishly shared his photography with club members by donating prints to members who attend the annual meeting held during December. Both received plaques that included the 60th anniversary HO scale model box car.

Officers and board of directors were then introduced. Also introduced were members who are involved with the various committees. I inadvertently missed including some members and for this I sincerely apologize.

Steve Mason, chairman of the equipment committee, presented certificates to Duane Fields and Ralph Vance for their many hours and hard work on maintaining club equipment located at the Colorado Railroad Museum.

After a break, which also included a fire drill, we were treated to a wonderful and sentimental program, "Steam and Smoke", presented by member Jim Ehernberger. This was just an excellent and wonderful presentation. At the conclusion of the last portion I don't think there was a dry eye in the house. Thanks Jim!

I would like to thank everyone involved, and all who attended, for making this banquet such a success, memories of which will last a long time.

Elections

The annual meeting of the Rocky Mountain Railroad Club will be held at 7:30 PM on December 8, 1998, at 2950 S. University, Denver. Election of officers and three (3) board of directors will take place at that time. Additionally, three (3) trustees will be elected to the Rocky Mountain Railroad Historical Foundation. If anyone is interested in being nominated to fill any of these vacancies please contact Don Zielesch, chairman of the nominating committee, at 303-934-4949.

A Thank You From Irv August

October 19, 1998

Dear Jimmy:

Elna and I want to thank you and the Rocky Mountain Railroad Club for the privilege of attending the 60th Anniversary dinner of the club. We both enjoyed the evening very much, especially the opportunity to visit with so many of the "Old Timers." Again, thanks for the special evening. - Irv

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.rockymtnrclub.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:

Bruce Nall, Editor
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 December issue is November 11th.

Foundation Fund Raising Update Thank You!

As of October 20, 1998, a total of \$9,097.00 has been received from 162 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributors:

Jackson Thode
Sharon Thomas
Claudine Woeber

A donation in the memory of
A. D. "Mike" Blecha
has been received from
Jackson Thode
toward the D&IM car 25 restoration.

In Remembrance

A. D. Mike Blecha

Long time Rocky Mountain Railroad Club member A. D. Mike Blecha passed away on September 26th. Mike carried Card No. 51 and was a member of the Club since 1955. Mike was the consummate traveler, both through his career at the Colorado State Highway Department, where he drove every drivable mile of highway in the State of Colorado, and his love of travel by train. Mike retired from the Colorado Department of Highways in 1982.

Mike participated in many of the Club trips over the years, most recently the Henderson Mine trip on September 12, as well as traveling on his own by train virtually all over the world. He was also a charter member of the Ghost Town Club of Colorado.

A service is planned to be held in his home town of Table Rock, Nebraska. His wife, Ann, suggests donations to his hometown library at Table Rock, NE 68447, where he developed his interest in travel.

Don't Forget to Order Club Books for Holiday Gifts

DAVID MOFFAT'S DENVER, NORTHWESTERN AND PACIFIC

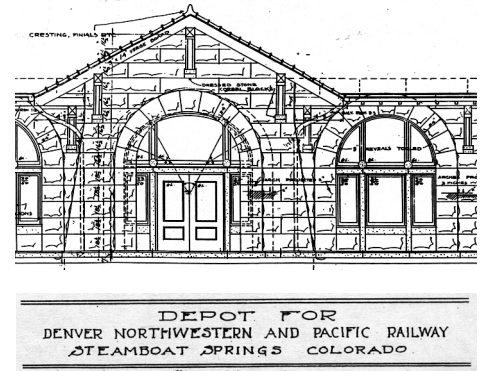
This history includes a David Moffat biography which relates his many banking, mining, and railroad ventures in early Denver. His years of leading the Denver and Rio Grande are chronicled before this history tells the story of his attempt to build his standard gauge railroad directly west from Denver through the Continental Divide to reach Salt Lake City. Moffat died before his completed railroad became a reality and was reorganized in 1913. The hard cover book contains 256 pages and more than 200 fine old photos including many superb McClure prints.

DENVER AND SALT LAKE RAILROAD 1913 TO 1926

This publication continues the Moffat Road history after its 1913 reorganization during the railroad's most difficult years, and it is the sequence to David Moffat's *Denver, Northwestern and Pacific. Denver and Salt Lake Railroad 1913 to 1926* is similar in format to David Moffat's book with many fine old photos and the same high quality paper between the hard covers and full color jacket. Also included are four extra features: our photo tribute to Otto Perry, William Gibson's 1926 trip to Corona, ninety year history of Private Car MARCIA, and a history of Chapel Car EMMANUEL.

GEORGETOWN & THE LOOP

Georgetown & The Loop, our 50th anniversary book, is still available. This 270 page 8-1/2" by 11" hard back book is a photographic history of Colorado's "far famed" Georgetown Loop of a century ago through its glory years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad. Many Rocky Mountain Railroad Club members and friends have contributed an amazing amount of material to make *Georgetown & The Loop* an outstanding history of the railroad that made Georgetown and Silver



Plume famous for more than a century.

Georgetown & The Loop is a different railroad history book with a short text and a fantastic collection of rare photographs of the "Old Loop" as well as pictures (some in color) of the incredible rebuilding of the "New Loop". This unique railroad history tells the fascinating story of just a few miles of Colorado narrow gauge railroad and the mining towns it served. Every true railfan will be thrilled to see the photos of the five presently operated steam engines on the Georgetown Loop Railroad.

To order any of these books, send your Name, Address, Membership Number, the book title and check or money order to:

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

Members pay only \$33.95 for each book plus \$3.50 shipping for the first book and \$1.00 shipping for each additional book. Denver residents please add \$2.48 sales tax for each book, Colorado residents please add \$1.02 sales tax for each book.

Swap & Shop

Own a piece of D.& R.G.W. narrow gauge history. Match up train orders, engine inspection reports, or roundhouse work slip with your favorite locomotive photo. Not all numbers available. A few pieces of R.G.S. available. Send S.S.A.E. to Peter Gilbert, PO Box 16629, Denver, CO 80216 for price list.

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.

Bill Gates, Railfan

What modern day captain of industry travels by rail in style? Would you believe Bill Gates? In late September, Bill Gates, Microsoft chairman and Chief Executive Officer, chartered a Wisconsin & Southern (WSOR) 8-car passenger train for an excursion across the Western States.

His odyssey began in Montana and continued south across Wyoming and into Colorado on Sept. 25, 1998. After a brief stop at Denver’s Union Station, the special departed west over the Union Pacific’s Moffat Route across Utah and Nevada to Barstow, CA, where it turned east to the Grand Canyon. From there, the special moved west to Los Angeles and up the old Southern Pacific Coast Line to the Napa Valley wine region northeast of San Francisco. Mr. Gates and his guests left the train at Rutherford, CA.

Mr. Gates had a short chat with the Helena Road Foremen of Engines (RFE) on Thursday, Sep. 24th. The RFE asked Mr. Gates if he were a railfan. “Yes!” came the reply. The RFE also said it was pretty quiet in Livingston before boarding time, but around noon the dust started to fly. Limos began pulling up and letting people out. Finally, a tour bus with the bulk of the group arrived. – *Dave F.*

BNSF had a crew on duty at Cheyenne, WY, at 6:15 AM, Friday, September 25, for the passenger special. Under cloudless skies, BNSF hustled the special down the Front Range Subdivision in less than five hours. At Longmont, the Longmont Local requested to use the main around 8:30 AM. The dispatcher told them to stay in the clear for the passenger special. Radio conversations indicated Bill Gates was riding the BNSF. The dispatcher said the



Bill Gates, Microsoft CEO, leased and rode the Wisconsin & Southern (WSOR) 8-car passenger special with E-9A units 10-C & 10-A. BNSF expedited the train (symboled O-LIVDEN1-24) over the old Colorado & Southern line. It arrived Denver ahead of schedule at 11:10 AM going to Denver Union Terminal (DUT). UP crew was there at DUT when train arrived – quickest crew change I ever saw! Train departed Denver at noon 9/25/98 and highballed west towards California on UP’s Moffat Tunnel line. The train was crossing Clear Creek near Utah Junction, north of Denver, CO. – Photo © Chip Sherman

train would be at Longmont at 9:30 AM, but it rolled by at 9:10!

The special arrived Denver ahead of schedule backing into Union Station at 11:10 AM. A Union Pacific (UP) crew was there when the train arrived! Fuel and supplies were loaded while Bill Gates stayed aboard and kept a low profile. Twelve guests enjoyed the trip with a staff of 15 keeping the folks comfortable. Also riding were William Randolph Hearst and Warren Buffett. The train departed Denver at noon on the 25th and highballed west on UP’s Moffat Route.

Bill Gates is reportedly one of the richest men in the world. He developed and marketed the widely used Windows operating system used on many personal computers today. Forbes Magazine estimates Mr. Gates worth at close to \$60 billion.

The BNSF/WSOR special, BNSF

symboled O-LIVDEN1-24, operated with two Wisconsin & Southern E9A’s: #10C & 10A, ex-Milwaukee Road units.

The train consist was as follows:

- Wisconsin & Southern (WSOR) 800151 NORTHERN PASS (maroon and silver baggage car)
- WSOR 800150 NORTHERN PLAINS (maroon and silver)
- RailCruise America from St. Louis, MO, 800066 MISSOURI RIVER
- WSOR 800149 NORTHERN NIGHTS (maroon and silver)
- WSOR 800588 NORTHERN SKY (maroon and silver dome/lounge)
- BNSF 800266 DESCHUTES RIVER (stainless steel BNSF 60, sleeper/lounge)
- BNSF 800294 MISSISSIPPI RIVER (stainless steel BNSF 1, business car)
- WSOR 800148 NORTHERN VIEW (maroon and silver dome business car)

The special’s equipment was a

combination of privately owned and BNSF executive fleet cars. The dome/sleeper/lounge NORTHERN SKY featured a master bedroom, three double bedrooms, three showers, kitchen, full meal service, observation lounge with rear-facing windows on the lower level. Upstairs is the dome lounge. Car has retention toilets, diesel generator, stereo, TV/VCR and cellular phone. The car was built by America Car & Foundry in 1955 for Union Pacific as a dome, square end observation car #9003. Auto Train bought the car from UP in 1973 for the original Virginia to Florida auto/passenger carrying Auto Train. Northern Sky, Inc., bought and refurbished the car to its current deluxe standards in 1992.

The RailCruise America owned MISSOURI RIVER (green business car) is a parlor observation car with expansive seating, bar, private conference/break out room, viewing platform, mahogany interior and sound system. Built by Pullman in 1950, it was rebuilt in 1996.

BNSF's MISSISSIPPI RIVER, BNSF1, is the BNSF's top executive business car. Yes, Mr. Krebs' assigned car, no less! The stainless steel fluted, Budd 1951 built business car was ordered and delivered to the Chicago, Burlington & Quincy.

The train had departed La Crosse on September 22nd as BNSF train O-LAWLAU1-22 arriving Laurel, MT, 2:45 PM on the 23rd. It then moved via Montana Rail Link from Laurel to Livingston, Montana, where Bill Gates and his entourage boarded on the 24th. The train was given back to BNSF on the 24th as train O-LIVDEN1-24. At Denver, the UP took the train and handled it to Barstow, CA, via Las Vegas, NV, giving it back to BNSF on Sept. 27th.

At Los Angeles, the train was interchanged to the UP for movement to Denver via San Francisco. The Gates special train with BNSF 1039 leading was on the UP, ex-Southern Pacific Coast Line, the morning of 9/29/98 around 7:30 AM heading railroad west (compass North) through Chatsworth, northwest of Los Angeles. It soon entered tunnels 26, 27 and 28 with passengers enjoying the

Pacific Ocean view.

The UP crew reported problems with the lead BNSF unit #1039. The train crawled up the grade approaching the 7000+ foot Santa Susana Tunnel. The Metrolink dispatcher put the BNSF train in the hole at Hasson siding for two eastbound Metrolink commuter trains.

The Gates entourage rode the train into Northern California to the Napa Valley wine region. Using the California Northern and Napa Valley Wine train rails, the Wisconsin and Southern train stopped at Rutherford, CA, at 10:30 AM on 9/30/98. There Mr. Gates and his family detrained.

In northern California, lead unit WSOR E-unit 10-C lost a traction motor so 10-A was doing all the work. Protection power, BNSF heritage one painted GE model Dash 9-44CW #1039, was left at Napa Junction., CA. It was put back on the train later that day.

The Gates train met the 1:00 PM Napa Valley Wine Train at St. Helena, CA, then ran around its train and headed south. The train was serviced (watered and cleaned) at Napa, CA. It was then interchanged to California Northern and onto the Union Pacific.

With the VIP's gone, it was now time to deadhead the train back east. The WSOR/Gates special came through Sacramento, CA, around 6:30 PM on 10/1/98 with WSOR 10-C, 10-A and BNSF 1039. It was doing 60 m.p.h. past the detector at milepost 98.3! UP crews changed at the Roseville, CA, Amtrak depot while a very hot UP train, the Z-SELA, was held on the East Valley line. At 7:06 PM the special headed eastward for Donner Pass. Some problems were encountered with hotbox detectors, but the train continued east though the night via Nevada and Utah.

Union Pacific had a problem with boulders rolling onto their tracks early 10/2/98. The Craig Branch was hit by a rock slide which resulted in a mini-log jam. UP's coal loads and empties operating around the northern Colorado coal fields were tied down awaiting rock

removal and the lines' reopening. The WSOR special was delayed at Fraser, CO, due to this congestion and signal trouble.

The WSOR 8-car special crossed the snowy Colorado Rockies on October 2nd, behind E9A 10-C and BNSF #1039. Due to mechanical problems, E9A 10-A was left at Green River, Utah, on Oct. 1st. The UP symbolized the train S-LADV-30. The Colorado aspens were brilliant at Tolland where David Moffat's Denver & Salt Lake Railroad once climbed up and over lofty Rollins Pass. The first significant snow of the year had the Colorado Rockies covered making a splendid setting for the event.

At 11:30 AM, the 8-car special met Amtrak train #5 in the fog at Plain siding in the foothills above Denver. After the meet, the WSOR train moved into Denver and Union Station's track one for crew change, the two BNSF business cars switched out and the train inspected.

At Denver, the BNSF business cars were cut out of the train for movement back to Kansas City via train Z-DENKCM7-03 departing on October 3rd. The remaining six Wisconsin & Southern cars (and engines W&S E-units 10-C and BNSF 1039) moved back to Wisconsin as train O-DENCFD1-02 departing Denver the afternoon of October 2nd and returning to Crawford, WI, on Oct. 3rd.

Quite an impressive train and routing. Way to go Mr. Gates - by train! Rail cruising at its finest.

— *The Colorado Zephyr*

Cañon City & Royal Gorge

The Cañon City and Royal Gorge Railroad ran its first test trains through Colorado's Royal Gorge on October 17th, 18th, 24th and 25th. The three-car train was powered by ex-C&NW 403, immaculate in its new Rio Grande-inspired paint scheme. CC&RG crews—and invited guests—made round trips through the Gorge between Cañon City and Parkdale for the purpose of training crew members and qualifying locomotive engineers. Trailing the 403

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Cañon City & Royal Gorge's F-7A #403 looks sharp in its Rio Grande inspired scheme in early October, 1998. Painters Jim Webb and Lennie Miles of Liberty Railway Services, Inc., of Pueblo, CO, applied Imron and a clear coat to keep this F-unit looking sharp for years to come.

– Left Photo © Chip Sherman, Above Photo © Mike McGowen.

Cañon City & Royal Gorge

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were three ex-VIA Rail coaches, one of which was lettered for the CC&RG. On each 90-minute round trip, the train operated west from the old Santa Fe station in Cañon City to the west end of Parkdale siding, a distance of about 12

miles, then backed up to Cañon City.

Sister F-unit 402 (also ex-C&NW) is presently being rebuilt in Pueblo and is expected to be ready in the spring prior to the May start-up of the tourist operation. Initial plans call for three daily round trips through the Gorge. Both F-units will be

assigned to the train. At Parkdale, the F-units will run around the train for the eastward trip. In other words. The units will always be in the lead, which is great news for those willing to hike into the Gorge for those spectacular photos.

– Joe McMillan

No. 25 Update

By Darrell Arndt

Work on No. 25 continued through the summer. We had the pleasure of a visit from Bruce Thain of Connecticut in August who provided advice and council on the project. Bruce has worked on the restoration of streetcars for many years. On Saturday, September 19th, we rolled the car outside of Building 78 to show it to members of the Woeber family who were having a family reunion. Although Donald Woeber of Ft. Collins has seen the car on several occasions, it was the first time for the others. The Woeber's are descendants of Adam Woeber, founder of the Woeber Carriage Company that built over 300 streetcars for Denver electric lines, including No. 25.

About twenty residents of the Courtyard retirement facility in Lakewood also stopped out. We are indebted to Al Vienberg and his son Erik who came down from Evergreen with a truck to winch the car out. In the afternoon Captain Carman

and Sargent Major Duncan of the U.S. Army Reserve, Logistical Support Battalion 6th BDE, 91st DIV based at the Denver Federal Center, came over with a HUMVEE and pulled No. 25 back into the building.

In the area of other contributions to the effort, Russ and Sue Stuska donated a wall hook for the vestibule on which hangs a lever once used to throw street switches.

We have made some recent strides in publicizing the restoration project. The Denver Federal Center Customer News had a nice article about the project. Tom Peyton set up a table at "Cider Days" at Belmar Park in Lakewood for two days in October at which photos and some artifacts from the car were displayed. He also sold a respectable number of items from the Foundation's company store that publicize the car. Tom is planning on going to the Boulder Co. Railroad Days on

November 7th. On October 3rd Darrell Arndt and Desmond Sainsbury presented a slide program on the history of the interurban line to Golden and the restoration of No. 25 to the Pikes Peak Historical Street Railway Foundation. On October 5th Darrell and Les Nelson presented the program at the Courtyard in Lakewood and sold some "goodies" and in early November the No. 25 program was given to the local AARP group in Wheat Ridge.

Please keep us in mind if you know of a group that is looking for a program and would be interested in hearing about our project. The dual projector slide show outlines the restoration effort plus gives a brief history of the Denver-Golden line. We need to publicize the project to generate more interest and contributions to finish the car. Please contact Darrell Arndt at 303-797-8444 for further information.

60 Years Ago

By Dave Goss

Obituaries, have been part of the Rocky Mountain Railroad Club since it was formed. That is because it is our stated goal to remember, if we can't save, those railroads and trains that we all love so much.

March 1949: Members of the Rocky Mountain Railroad Club and their guests - 169 strong - bid a fitting farewell to the Midland Terminal Railway February 6th when they rode the last passenger train to run over the historic bonanza railroad. The equipment was in fitting with the pike's historic past. At the head end, brave in new paint, was number 59, a sturdy 2-8-0 type built in 1898. Behind were two wooden Rio Grande combines, a combine which once rolled on the Cripple Creek Short Line and, last, but not least, a fine old wooden observation car...We couldn't have asked for a better day. A bright sun shone down out of an almost cloudless sky, making for perfect visibility and photographic conditions. We are indebted for the fine weather, at least in part, to fervent prayer uttered by Ed Haley, club president...No one aboard will ever forget the breathtaking view from the mainline near Elkton. The Sangre De Cristo range, the Continental Divide itself, even Harvard, Princeton and Yale peaks far to the west...Nor can we forget the people along the line who waved at us while taking a final look at their train...It was a fitting farewell to one of the most romantic of railroads.

October 1963: Sorrowful news indeed to railfans is the decision of the Great Western Railway to begin abandoning the fleet of steam locomotives.

December 1964: The Rio Grande has been authorized to remove the Royal Gorge from service between Salida and Grand Junction, CO, effective Dec. 8th.

November 1966: The Rock Island announced its intent to discontinue the Rocky Mountain Rocket. Despite efforts of club members and various chambers of commerce, the train will not be continued.

May 1968: On Monday, March 18, 1968, by a vote of 2 to 1, the Colorado Public Utilities Commission approved the Denver & Rio Grande Western Railroad's application to discontinue passenger service between Denver and Craig.

October 1969: Passenger train service between Lincoln, Nebraska, and Billings, Montana, was discontinued during the late part of August despite Union protests and attempt for another injunction.

November 1969: The Union Pacific has discontinued Omaha-Los Angeles passenger trains #5 and #6, after they left their terminals on October 29th.

March 1971: Dismantling of the narrow gauge between Durango and Farmington is nearly complete. Much of the main line

between Chama and Durango is gone and dismantling is being done around Carbon Junction.

April 1971: UP intends to halt all passenger service including mixed trains effective May 1971.

June 1971: Passengers aboard UP trains Nos. 103 and 104 had a special surprise for them on May 1st, 1971, the last day the UP operated these trains prior to the AMTRAK takeover. Eng. 8444 pulled Tr. 103 from Cheyenne to Laramie and took Tr. 104 back from Cheyenne to bid a fitting farewell to years of first class passenger service.

November 1971: AT&SF is petitioning the ICC for abandonment of its Socorro to Magdalena, New Mexico, branch line.

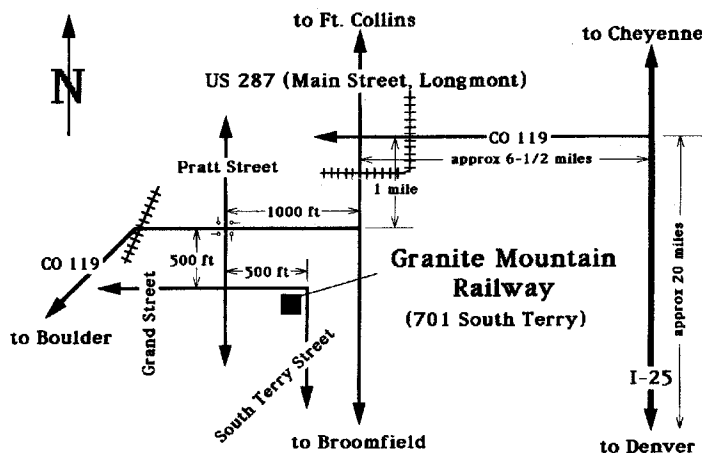
May 1972: After 71 years of operation, the Great Western Railway...terminated its mixed train service over its lines from Loveland & Longmont to Johnstown, CO.

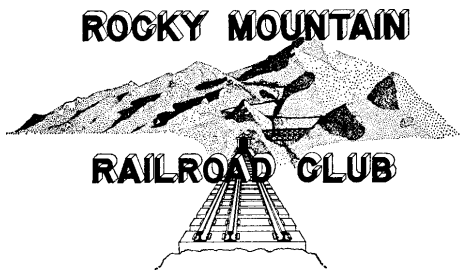
We cannot recall all the abandonments that have occurred in the past sixty years. However, as the dramatic changes in the last three years have demonstrated, abandonments or significant changes may occur faster than anyone might expect. We need to continue to record those trains and services that today, in 1998, may seem routine, because in 2008, they may be altogether gone.

Granite Mountain Railway Open House

The management of the Granite Mountain Railway Invites you to our annual open house on Saturday, 11/14/98, from 10:00 AM to 5:00 PM and on Sunday, 11/15/98, from 1:00 PM until 5:00 PM. The railroad is located in the basement of 701 South Terry Street in Longmont. Directions are given by the accompanying map.

The GMRy is a modern-era HO/HOn3 model railroad of approximately 2000 square feet, with multiple levels, DYNATROL command control, three large staging yards, four spirals, freight and Amtrak passenger operations, and six interchange railroads. We hold operating sessions with about 18 people, trying to run the railroad as realistically as possible. A full-CTC machine with a dispatcher together with operating signals controls the railroad.





BOX 2391
DENVER, COLORADO 80201

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Out At The Museum - Equipment Committee Report

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reconnected. John put the brass pulls on the windows and squared up the screws. He also painted the class lights for the #20.

On October 4th, Duane and I worked on rewiring the #20. We stripped out the old wiring and wired the headlight, engine number boards, and class lights. We rigged an on-off switch for the night photo shoot on October 24th.

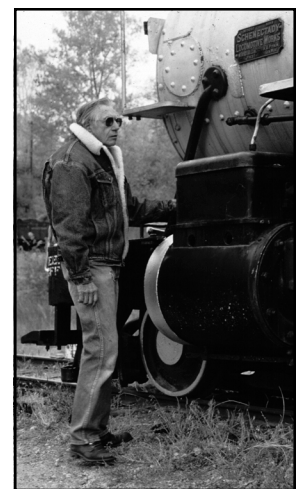
Rick Greer lettered "20" and small size "R.G.S." on the cab for us. His timely and good work is much appreciated. When the headlight is on with its soft yellow glow, and now for the first time in several years having the engine properly lettered, it almost looks like a live engine.

Dave Gross, Bruce Nall, and Wally Weart did a test photo shoot at night on October 8 to check exposures. We are happy to report our wiring job performed well.

On Saturday, October 17, Duane and I finished up the wiring on the #20 and painted all the new hardware we had installed. Duane made steel brackets to lock the class lights in the holders. We finished putting on hardware in



John and Duane Fields (Above), Ralph Vance (Right) at the Colorado Railroad Museum. – Photos © Steve Mason



the caboose. Ralph Vance came out and the three of us measured up the rear deck of the #20's tender for new steel decking around the water hatch. The north side is rusted through to the point of being unsafe.

Remember, anyone can volunteer to help with our various projects. We need volunteers for the upcoming steam-up in December. Won't you consider helping out so we can represent the club on all our equipment? Just call Steve Mason at 303-772-6418.