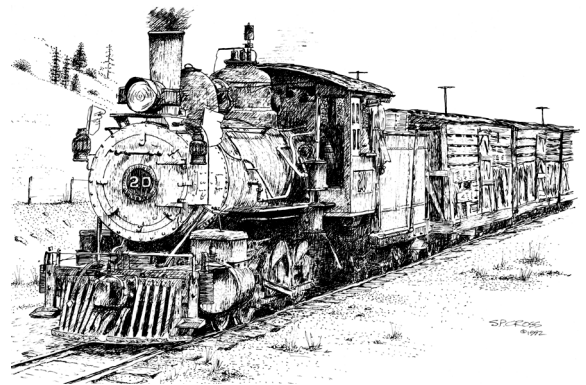


# ROCKY MOUNTAIN RAIL REPORT



AUGUST 2001

No. 503

## ROCKY MOUNTAIN RAILROAD CLUB

### Dusty Memories From 30 Years Ago

By Dave Goss

August 14, 2001 • 7:30 PM

The August program will feature slides of motive power from different railroads found in Denver, Kansas City and in the Deep South twenty-five to thirty years ago. Emphasis will be on the forgotten, obscure or unusual.

Dave, a Denver native, began taking slides in the late 1960's. His travels include Colorado, the Midwest and states south of the Mason-Dixon Line. Dave has also taken many slides in Taiwan, Japan, Korea and Thailand, none of which have been published. Dave enjoys taking track side photos, most recently using a digital camera.

We will meet in the southwest wing of Christ Episcopal Church in Barnes Hall, 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.

### 2001 Events Schedule

September 11 Meeting:	Rio Grande Trains
September 15 Event:	No. 25 Operation
September 29 Event:	Pueblo RailFest
September Event:	Narrow Gauge Right-of-Way Hike
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	California Rails

### Durango & Silverton Trip Cancelled

By Joe Minnich

Due to lack of ticket sales, the trip scheduled for August 27th is cancelled. Although advertised nationally, only 34 tickets were sold. 135 tickets were required to break even. Refunds will be in the mail by the time you read this news.

The Trip Committee has two additional field trips in the planning stages for 2001. A trip to Pueblo and a walk on a narrow gauge right of way are both scheduled for September. Full details in the next issue.

### Pueblo RailFest Family Outing

By Bob Wilson

Come join the Rocky Mountain Railroad Club on Saturday, September 29, for a trip to Pueblo Railfest 2001. This event will not only be fun for the railfan but for the entire family. At Railfest, take a railcar ride, inspect the restoration activities on the standard-gauge ATSF 2912 steam locomotive, see several cabooses and many other pieces of historical railway equipment. The Railfest will be held at the Pueblo Railway Museum which is behind the beautifully restored Union Depot. Other Railfest activities are advertised as a circus train, video presentations, model RR display, and the Museum gift shop.

Continued on Page 3, Column 1

The deadline for items to be included in the September *Rail Report* is 8/20/01.

### D&IM No. 25 Operation Scheduled For September 15th

By Darrell Arndt

Mark your calendars for Saturday, September 15th, when No. 25 will be operated between 10:00 AM and 3:00 PM. All members of the Club and the general public are encouraged to visit.

One main feature of the day will be the lighting of the new, interior light fixtures that replicate the original ones that we estimate were removed sometime during the 1920's. Details about this year's rollout will be in the September newsletter.

## From The President

By Dave Goss

In 1962, the Club received part of a collection of original glass plates and negatives taken by Portland area photographer, J. Foster Adams. His work covers the period from 1910 to about 1930. The collection has resided in a carefully protected storage facility and was rarely handled.

Two years ago, Jimmy Blouch and I removed the collection from storage, cataloged the contents and placed each glass plate in archival paper protective folders. Jimmy has continued to process the collection, matching each glass plate with associated prints made back in the early 1960's.

About the same time, Boston Mills Press began to publish a series of books, *Masters of Railroad Photography*. The timing seemed to be appropriate so we contacted Boston Mills to determine if they had any interest in a book of Adams photographs. Their reply was almost immediate. Yes, they were interested and asked us to consider working with them on the project.

The other portion of the Adams collection is on permanent loan from the State Historical Society of Wisconsin to the

Mid-continent Chapter of the NRHS, in North Freedom, WI. We contacted the Mid-continent group to see if they'd like to join us in this endeavor. Their answer was also a yes.

At the July Board meeting, action was taken to negotiate the details of a new book with Boston Mills Press and the Mid-continent Chapter. The new book will feature representative photos from both collections, giving readers a broad perspective of Adam's talent. A committee has been formed to shepherd this task and we hope to report to you in several months more details of the project.

The Club does not anticipate significant costs to do the book, as Boston Mills will cover all publishing and most distribution activities. Our efforts will include preparation of text, captions for the photos and other research to support the development of the book.

We are pleased that after forty years, this collection will become available for many to see. Adams work is very impressive and his skill marks him among the most talented of the early twentieth century photographers.

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## D&IM No. 25 Volunteer Appreciation Day

By Darrell Arndt

On Saturday, June 30th, D&IM No. 25 exercised its traction motors during Volunteer Appreciation Day. This event was in response to Foundation President Joe Minnich's invitation to all volunteer's who have worked on the car over the years and those who are working on the club's equipment at the Colorado Railroad Museum to come out and enjoy the fruits of the restoration effort. The car made numerous runs and even presented an opportunity for some of those present to operate the controller.

A fine lunch was provided thanks to the efforts of Mat Anderson. A tasty cake featuring a photo of No. 25 in its frosting was procured by Foundation

Vice-president Bob Wilson. Everyone seemed to really enjoy the event.

A note of thanks is due Tom Peyton, Dick Kremers and Frank Navarro for their continuing effort on the car and the preparation work for this event. Tom also designed and printed commemorative tickets for the occasion. Thanks also to Tom Gill for his recent welding expertise on the project. If we inadvertently missed inviting anyone who has worked on No. 25, please let us know.

Prior to the operation, both Foundation and Club Board meetings were held aboard the car.

## Publishers Statement Rocky Mountain Rail Report

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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	Dave Goss
Vice President	Mike Gailus
Secretary	Frend John Miner
Treasurer	Fran Minnich

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto: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.

## Pueblo RailFest Family Outing

Continued from Page 1, Column 2

For the non-railfan, within four blocks is the Union Avenue Historic District with its many shops for shopping and dining. The Railfest is close to the Historic Arkansas Riverwalk and several Pueblo area museums.

The Club will charter a tour bus which will leave the RTD Park and Ride at I-25 and Broadway at 8:00 AM with loading beginning at 7:30 AM. Please park in outlying areas. We may see a great deal of railroad action as we follow the joint line along I-25. Our bus will load for the return trip at 4:00 PM and return to I-25 and Broadway at roughly 5:30 PM.

Tickets are \$27.50, which includes bus transportation and railfest admission fee. Lunch is not provided, but is available at many restaurants within walking distance.

Order deadline for Club members is September 10th, after which tickets will be offered to nonmembers. All tickets will be mailed on September 24. Tickets may be ordered by mail or through our web site. Cash, checks, Visa and Master Card are welcomed and accepted.

This trip will be an enjoyable time for the railfan and the entire family, so order your tickets early!

## The Rio Grande Modeling & Historical Society

By Bob Webber, President

The Rio Grande Modeling & Historical Society is accepting memberships. For those of you interested in joining the society, visit <http://rgmhs.drgw.org/> on the Internet, email [drgw@drgw.org](mailto:drgw@drgw.org) or write:

The Rio Grande Modeling & Historical Society  
P.O. Box 25114  
Colorado Springs, CO 80936-5114

We are working on the first issue of *The Prospector*, the official publication of the Rio Grande Modeling & Historical Society.

## A Photo Album of Club Activities



The Rocky Mountain Railroad Club board meeting aboard D&IM No. 25 on June 30, 2001. – Photo © Tom Peyton



UP 3985 blasts by the photo line south of Carr, Colorado, during the RMRRC excursion on Sunday, July 22, 2001. – Photo © Sherm Conners



Mr. and Mrs. Ed McFarland attended the first annual Club picnic at the Colorado Railroad Museum on June 9, 2001 dressed as turn of the century travelers. – Photo © Joe Minnich



The first annual Club BBQ picnic at the Colorado Railroad Museum on June 9, 2001. – Two photos © Joe Minnich

## 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.

### Battle of the Titans – Wyoming Style!

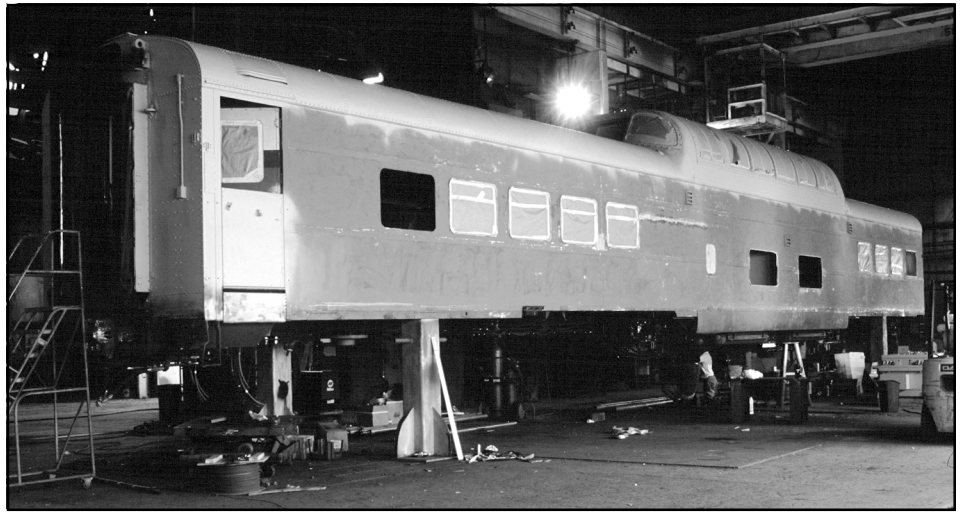


BNSF SD75M 8204 and 8234 with 9-44CW 4546 and Heritage I painted 996 on the C NAMCXC 012 (North Antelope Mine, WY, load to Wolive, MI, overtake UP AC4400 6816 & CNW 8832 on train C CAWB 23 (Caballo Mine, WY, 120-loads). The BNSF's Orin Line now has three tracks at milepost 101 near Walker, south of Bill, WY. The Titans battled it out climbing the grade – BNSF overtook the UP train! – 7/23/01 photo © Chip.

### AOE Shop Move

American Orient Express (AOE) still plans to move from their leased Denver, CO, location to a new shop starting in August 2001. Plans are underway to move to Centralia, WA, north of Portland. This is served by Oregon Rail. AOE needs to vacate its current Denver Shop at the old General Iron Works location along the Joint Line no later than 8/31/01. Denver's Regional Transportation District (RTD) will be taking over the site to build a new Elati Light Rail Maintenance Facility. Other sites considered were Albuquerque, NM, and Eugene, OR.

AOE is continuing work on ex-Auto Train dome 700, ex-UP 7000 dome. Car is off its trucks at the Denver facility undergoing upgrades in anticipation of joining the second AOE train set in 2002.



American Orient Express (AOE) has been refurbishing ex-Auto Train dome coach #700 in recent months. Car was found 6/27/01 off its trucks at AOE's Denver Shop. Exterior and interior work was underway. American Car & Foundry built this car. – Photo © Chip.

AOE's second train set will come from several car shops: AOE's Denver Shop, Colorado Railcar at Fort Lupton, CO (four new sleepers) and three or four from Illinois Transit Assembly Corporation of which Les Kasten is a principal (was reorganized some years ago from Kasten Railcar Services, both on Illinois side of St. Louis). Included in this order will be round-end dome observation car LINOMA, ex-Chesapeake & Ohio 1877.

The LINOMA was built by Budd and delivered in summer of 1948. Car built as a 20-seat coach, snack bar and 16-seat lounge. Car acquired by the Denver & Rio Grande Western RR in 1949, DRGW 1250, one of three picked up from C&O. Autoliner bought the car in 1970 naming it LINOMA. Amtrak acquired the car in 1974 assigning it Amtrak car #9384. Amtrak retired the car in 1976 selling it to Choo Choo Hilton in Chattanooga, TN. – *The Colorado Zephyr*

### BNSF 500-series Repaints

Santa Fe 8-40BW Warbonnets, Santa Fe and BNSF 500-series, have been getting the Heritage II paint scheme this spring. Noted being painted by Omnitrax, Loveland, Colorado, between March and June 2001 were:

BNSF, ex-ATSF 507, 509, 510, 522, 526, 527, 540, 544, 546, 550 and 564.

Total repainted was eleven (11) in late June 2001.

BNSF 550 was at their Loveland Shop 6/27/01 being prepped for painting.

Omnitrax Shop at Loveland, CO, had Hudson Bay 2500, Kansas Southwestern 3332 and Panhandle Northern 4310. Those three were hauled in recently, as was Panhandle Northern 4425. – *Ed and Chip*

### Rebuilt OMLX GP-10 1801



Omnitrax, Loveland, CO, has finished rebuilding ex-Mid South GP-10 1010. Unit is now painted the gray and blue Omnitrax scheme with new number 1801. It was fresh out of the paint booth the last week of June 2001. Unit did a shakedown run with Great Western SD-9 914 on 6/27/01 to Johnston and Windsor, CO. – *The Colorado Zephyr*

### Private Car Convention in Denver, CO

Check out [www.AAPRCO.com](http://www.AAPRCO.com) and go to the 2001 convention news and info.





U. S. Army GP-16's 4633 and 4628 were switching the new stub end load/unloading tracks at Fort Carson's Railyard on 6/20/01. Above the red and yellow Army switchers is the new two-stall engine house, which was still under construction. – Photo © Chip.

The convention is scheduled for October 3-6, 2001. Tentatively planned special train coming north via the Joint Line. On October 1st, one private varnish train might leave eastward on Union Pacific's Limon Subdivision after the convention.

– *The Colorado Zephyr*

### Amtrak 178-177-179 West on Train 5

Fresh looking Amtrak "Waves" P42's 178-177-179 lead Amtrak's California Zephyr, train 5, westward from Denver, CO, on 7/13/01. Train left Denver about two hours late. All units wear the Phase V blue and silver paint scheme.

– *The Colorado Zephyr*

### Circus Trains Coming to Colorado Springs, CO – Aug 20, 2001

The Ringling Brothers, Barnum & Bailey (RBBB) Circus Trains will both be visiting Colorado again in 2001. Tentative dates of arrival via Union Pacific:

Colorado Springs (Kelker Siding), CO, Aug. 20, show at World Arena on August 22-26, 2001. Train leaves Monday, August 27 (usually before sunrise).

Denver arrival at UP's 36th Street on October 1. Show opens at the Pepsi Center, October 3-7, 2001. They move to the Denver Coliseum for performances

October 9-14. Train departs early 10/15.

Photographers should note the train's spot lights. They'll make a unique spectacle after dark, and proper night photography will be heightened by all the light thrown out by this train. Don't have a scanner for the chase? At night it shouldn't be a problem, since the huge glow from all the lights would make it easy to follow. Do carry your scanner. See below for the RBBB radio frequencies.

Here's the LINK for all the car numbers & their heritage:

<http://www.trainorders.com/discussion/read/php?f=1&i=60851&t=60801>

And here's the LINK for the official on-line show schedule for BOTH Red and Blue Units. (more towns have been posted across Texas for the other show, the Blue Unit, with a longer train than Red show has): <http://www.ringling.com/onstage/showdates/fbticketinfo.asp>

The circus radio frequency is 151.625 (and sometimes 151.925), and conversations can usually be heard as the train nears a water stop or the final destination, as the on-board personnel ready themselves to swing into action. They may also contact each other when approaching the Loop, just to watch from on-board. Any unusual incidents enroute will be relayed to the Circus Trainmaster on this frequency by

the engineer or conductor of the hosting road. – *The Internet*

### Ski Train Fire Damages "Bike Car" DRGW 1231



Early Friday morning, 7/13/01, a small fire erupted on the Ski Train's bicycle (bike) car, ex-Denver & Rio Grande Western Railroad combine 1231. The fire was on the former coach end of the car. The Ski Train was parked at Denver Union Station, track two, for its summer Saturday only Denver to Winter Park, CO, trips.



The coach seats had been removed for bikes. Hooks suspended bikes from the luggage racks.

The car was taken from Denver Union Station for repairs the afternoon of 7/13/01. SP switcher 2547 was at Denver Union Station around noon moving the car to the Ski Train's maintenance facility at the old Denver & Rio Grande RR (now UP) Burnham Shops.

The temporary loss of the car won't affect the ski train's remaining Saturday trips to Winter Park. The train had extended hours the Saturday of 7/14/01 for the first day of the Winter Park Jazz Festival and 7/21, the first day of Rockfest.

– *The Colorado Zephyr*

## Out At The Museum Equipment Committee Report

By Bob Tully

On June 30th, Ken Gow and Roger Sherman continued to ready caboose 0578 for painting. They removed several appliances for repositioning and hole filling. Most of the day was spent mixing epoxy and filling significant dents, holes, broken corners of siding and small decayed and rough wood spots.

The following 15 club members gave significant time and effort to make the three day work weekend (July 13, 14, 15) an outstanding success: John Bartiromo, Dwane Fields, Mike Gailus, Ken Gow, Bill Haefele, Denny Haefele, Bill Kepner, Pat Mauro, Gus Mocolac, Barry Smith, Russ Stuska, Sue Stuska, Mark Tomon, Matt Tomon and Bob Tully. There were seven of us on Friday, eight on Saturday and ten on Sunday. A review of the names show that a majority of volunteers these special work days are regulars at the Museum. We really appreciated help from the others who joined to move things on a bit faster.

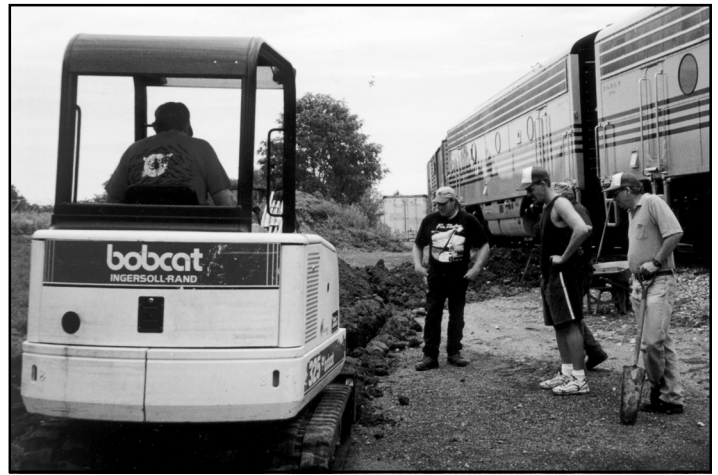
The weather cooperated each day with occasional clouds and midday temperatures in the high 80's. We missed the heavy rains that occurred in other parts of the metro area. Cold beverages, ice water, donuts, candy and munchies were available at all times. No one wanted to stop for lunch on Friday so we just snacked and kept on working. The caterer planned for Saturday reported sick and unavailable that morning, so Jeanine Stahl of the Museum staff ordered pizza for both museum and club volunteers. On Sunday the group adjourned to Wendy's in Golden for rest and relaxation before returning to a clear hot afternoon.

While we accomplished only about a third of what I had hoped for these three days, we made considerable headway on the 2001 activities. On Friday, Denny and I furnished weed whackers and for an hour cut tall grass, weeds and vegetation around our storage car, the carpenter car and west work area. Bill and Denny used the planer to reduce clear boards of poplar to about a 5/8-inch thickness. The boards were then

sawed 1-1/2 inch wide with appropriate angles for window trim on the Rico. Sue scraped and brushed the gray steps making ready for a new coat of paint. Russ installed new quarter round on several windows to hold the glass in place. They then primed the newly cut window trim while the Haefeles and I sanded old paint drips, rough wood and newly epoxied areas on the caboose. Russ and I began to shape the east door threshold for the Rico starting with a 2-1/4 by 8-inch rough oak plank. We closed up at 4:30 just as a heavy rain started.

Gus Mocolac spent several hours working with the Museum narrow gauge speeder but could not get it running. It would pop but would not start. It appears some new wiring is in order. We loaded the club's speeder on his trailer for a trip to Colorado Springs where Gus will strip all paint and repaint. He will also install windows, build a seat and motor cover and greatly improve the appearance of the former Public Service standard gauge Fairmont speeder. I predict it will be completed and returned to the museum before the end of the year.

On Saturday, we concentrated on two projects, complete painting of the caboose and laying a power line from under the F-units to the rear of the tender. Denny made and installed some new window trim on the east side of the cupola while Bill Kepner added some more roof tar and Bill Haefele caulked cracks. Bill and Denny, Bill Kepner and I painted all but the south side of caboose 0578. Anchor oil based paint with about 10 % linseed oil in "About Right Burgundy" was used over the old paint and newly primed wood. Dwane Fields used his pickup to haul a small, 5000 lb., tracked back hoe from the



Dwane Fields runs the backhoe while Ken Gow, John Bartiromo and Pat Mauro inspect the ditch. – Photo © Bob Tully

rental agency to the Museum. He operated the machine from 10:30 to 4:30, creating a ditch from the F-units to the end of Engine 20's tender. Pat Mauro, John Bartiromo and Ken Gow assisted with pick and shovel.

All went well for the first twenty minutes when one of four underground power lines was cut. It could not be repaired immediately so we continued on to the north with the ditch. Dwane soon ran into 8 to 16 inches of asphalt about 8 to 12 inches under the surface. At times he had to go down four feet to get under the asphalt and remove it. At 3:30 PM, the trench was completed and 130 feet of 10-2, 30 amp underground wire was laid. The trench was filled except near the F-units where plastic conduit and the cut wire was exposed. This project turned into more work and expense than expected, but will be of considerable benefit in future years. There will be no need for extension cords for the public to trip over. Power will be easily accessible for the 20's lights and work on the engine, tender and Rico.

On Sunday, Mike Gailus set a waterproof electric box on the side of a tie under the rear step of the tender and wired appropriate receptacles. He then planned work to rewire and hide power to the loco's cab and lights. Matt and Mark Tomon repaired and repainted two large portable platform steps. Barry Smith polished the 20's brass whistle and bell

Continued on Page 8, Column 1



Mike Gailus installs an electric box and plug on the tie below the rear steps of the tender. – Photo © Bob Tully.



Sue Stuska cleans out the cab of RGS 20 while Russ assists. – Photo © Bob Tully.



Barry Smith polishes the whistle and bell of RGS 20. – Photo © Bob Tully.



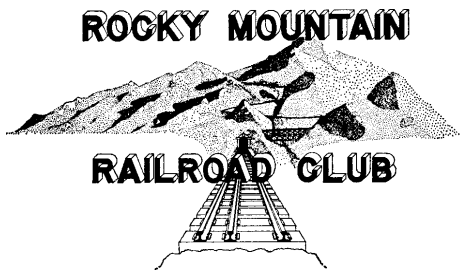
Ken Gow, Bill Kepner and Dwane Fields scrape the roof and apply roofing tar to the roof of the Rico prior to painting. – Photo © Bob Tully.



Matt and Mark Tomon rebuild and repaint steps while Ken Gow hauls trash. – Photo © Bob Tully.



Denny Haefele paints the trim on caboose 0578 with a 4-inch brush and a 3-inch can of paint. – Photo © Bob Tully.



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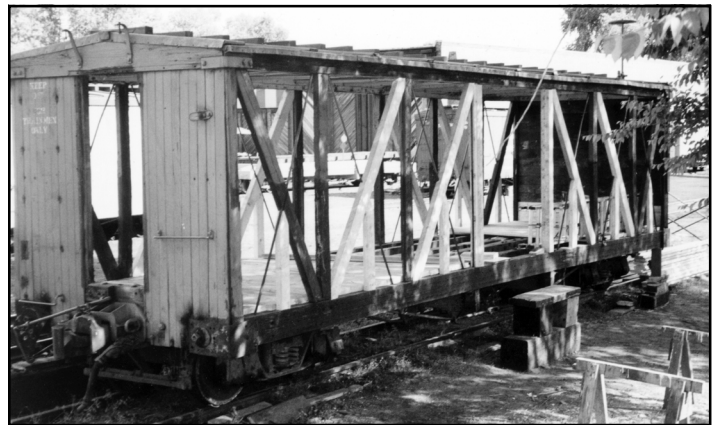
### Out At The Museum

Continued from Page 7, Column 3

and installed one new wood step and some new door trim on the north door. Sue cleaned the cab of 20, removing old wood, lots of wire, nails, screws, miscellaneous parts and a used bucket of hard tar. Russ, Ken and I removed the very old, split and dry rot wood around the sides of the coal bunker. It will take quite a few years for the new wood to take on the historic look of the Rio Grande Southern, but it was time for replacement. Russ and Sue painted the new 2 x 12's for the first coat of black.

Bill, Dwane and Ken completed the first coat of new paint on 0578, then moved to the roof of the Rico to scrape, sand and add roofing tar. We intended to paint the center top, but it was simply too hot for painting with black on the metal roof.

Deep appreciation is expressed to each person who spent time at the museum working to maintain the club's historic equipment and thanks to the membership for providing funds through the monthly raffle and other allocations. We still have more to do and remind you that we will be at the Colorado Railroad Museum the 2nd and 4th Saturday each month.



Significant supporting wood was removed from the interior frame when the car was used for passenger service. – Photo © Bob Tully.

### Friends At Work On The CATS

By Bob Tully

Boxcar 3605, one of 750 made about 1903 by the American Car and Foundry in St. Lewis, was rebuilt in 1926 by the D&RG Alamosa shops. It was one of 19 boxcars made into a "passenger coach" in 1972 by the C&TSRR and numbered 209. This July, it was again rebuilt into boxcar 3605 by the volunteers of the Friends of the CATS. A second "coach" will be returned to the original boxcar condition during the August work sessions in Chama. Our equipment committee chairman Bob Tully is the Friends team leader for both of these reconversions.