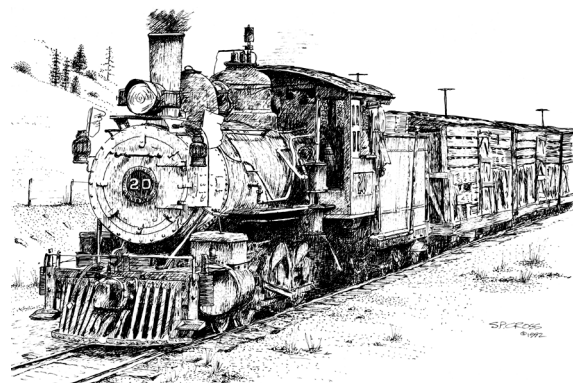


ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 2002

No. 509

ROCKY MOUNTAIN RAILROAD CLUB

The Old Colorado & Southern Narrow Gauge and Engine #9

By Pat Mauro

February 12, 2002 • 7:30 PM

Pat Mauro will present a video made from a film by Helen McGraw Tatum. On April 9, 1937, Helen McGraw boarded train #70 of the C&S South Park branch at Denver Union Station. This was the last passenger train run on the line. Helen filmed the entire trip from Denver to Leadville with a Bell and Howell movie camera. In the 1950s, Helen added a soundtrack to the film. She synchronized sound recordings from engine #41 at Knott's Berry Farm in California to the silent film. She traveled around the country showing the film to various groups until she died in 1995.

The South Park was significant to Helen for a number of reasons. Her grandfather worked laying track in 1878. She lived in Bailey, a South Park station stop. Later she donated Morrow Mountain land in Bailey for a park which bears her name. Helen was also an honorary member of the Rocky Mountain Railroad Club.

Pat Mauro has been a member of the Club for seven years. He helps the equipment committee at the museum. He was influential in "persuading" us to do two week ends of work on Kenosha Pass track work in 2000 for our annual service project. His main railfan interest is the South Park line. Pat is also the vice-president of the Park County Historical Society.

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.

Plan Now for Club Trips

By Joe Minnich, Trip Chairman

Our first club trip is on May 4th, 2002, when we will tour the Union Pacific Steam Shops in Cheyenne. In addition to visiting the shops we plan to see park engines Big Boy 4004 plus 4-6-0 #1242. There are other activities like photo opportunities east or west of town. 94 people made the trip last year. The Club reservation deadline is 4/15/02.

In June, we will return to the Colorado Railroad Museum for the Second Annual Rocky Club BBQ catered by Bennett's. 109 people attended the inaugural event last year enjoying a day of visiting, fellowship, photography and good food. The final date will be determined when the CRRM schedule is finalized.

Continued on page 2, column 1

2002 Events Schedule

March 12 Meeting:	Great Trains in the Winter
April 9 Meeting:	Pennsy Steam
May 4 Tour:	UP Cheyenne Shops Tour
May 14 Meeting:	Slide Potpourri
June 11 Meeting:	To be announced
June Event:	BBQ at the Colorado Railroad Museum
July 9 Meeting:	To be announced
July Trip:	UP 3985 Steam to Cheyenne
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	The Super Chief
September 28 Event:	D&IM Car #25 Roll Out and Operation
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the March *Rail Report* is 2/18/02.

From The President

By Mike Gailus

As we enter the New Year, I want to take this opportunity to share my thoughts with you. Our club is strong and the credit goes to those who step up and help out as needed.

March 1st is the last day for paying your 2002 club membership dues. The board approved the printing of a Club Roster much like the one published in 1998 for the 60th Anniversary of the Club. Jim Ehernberger agreed to head up the roster committee. He also did the outstanding job on the 1998 roster.

We will print those members names that are on the official club membership rolls as of March 1st. Don't miss out being included in the new roster – renew your membership on time. For those with Web access, you can pay your dues and purchase videos and books on our site: www.rockymtnrrclub.org

I have not been in office very long, but already I have a great appreciation for the volunteers of this organization. Your new officers, directors, and committee chairpersons are digging in and getting to work on your Club's business.

Trip chairman Joe Minnich has outlined a great trip schedule for this year. He proposes to repeat the Cheyenne Shops tour again, which sold out last time. Of course, I hear the rumor that the UP 3985 trip is going to happen again in July. So plan your vacations around the great trips that are being offered. Watch our website and the *Rail Report* for details.

An insurance committee has been formed to review our policies. As many of you know, we have a large collection of railroad equipment located at the Colorado Railroad Museum. Other Club equipment includes the Fort Collins Municipal Railway Car No. 22 and the former Los Angeles trolley located at the Pike's Peak Historical Street Railway Foundation in Colorado Springs. Also insured for the Foundation is D&IM car No. 25 located at the Denver Federal Center. The committee of volunteers will be checking that our equipment is insured at the correct value.

Another group of volunteers that enjoy a monthly evening together is the newsletter mailing crew. Headed up by Hugh H. Wilson, they meet the first Tuesday of each month at different host homes to staple, label and mail the newsletter you are now reading. Hugh would like to have a few more hosts for these "parties" to work and share refreshments and conversation. If you could help Hugh by hosting a party in the Denver area, please telephone him at 303-985-8207.

We sure appreciate our valuable volunteers. I plan to highlight more of our club's volunteers in upcoming columns. Like any non-profit organization, we would love to have you join us in a club project such as working on the club equipment at the CRRM. Write me at the Club PO Box or e-mail me (mike@gailus.net) with your interest and I will recommend a spot where you can help make a difference.

Club Trips

Continued from page 1, column 2

In July, we hope to ride behind UP #3985 from Denver to Cheyenne. Fourteen cars on the train with more than 340 total seats are possible. This one-way train trip from Denver Union Station with a bus return from Cheyenne sold out in 2001. A hot BBQ dinner will be served trackside in Cheyenne upon arrival. The Club reservation deadline will be 45-days in advance of event.

On September 28th, we will roll-out and operate Denver & Intermountain Car #25. A total of 86 people attended in 2001.

In the early planning stage is a spring or early summer Denver RTD trip to open the new Union Station extension. Also possible is a C&TS mixed train trip over the entire line from Chama, NM, to Antonito, CO, in September.

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Club Information

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Club Phone: 303-979-2806

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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

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

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

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.

The SILVER HORIZON Depot

A report by Jim Ranniger

We were driving around the Arizona countryside the other day and drove through Maricopa, AZ. Maricopa is a tiny community 86 rail miles northwest of Tucson on the Southern Pacific. There is little in Maricopa other than a large Harrah's casino which is operated by the local Indian community. Little except an exciting rail buff's find!

Amtrak and Pinal County, AZ, have established a stop in Maricopa for the Sunset Limited. The Limited makes three round trips a week and is carded into Maricopa at 10:50 P.M. westbound on Tuesday, Thursday and Saturday and 6:57 A.M. eastbound on Monday, Thursday and Saturday. Notwithstanding these infrequent stops, The County and Amtrak have built one of the most appealing small town facilities that I have ever seen. No Amshack here!

The facility covers about an acre. Included is paved parking for a dozen or so cars, a concrete loading platform, concrete walkways among desert landscaping, a sun shelter covering a picnic table and the most exiting Amtrak "depot" I have ever seen.

The "depot" is a Budd dome observation car from the original California Zephyr fleet. It is the SILVER HORIZON, one of seven such cars built for the six train sets. The seventh was used as protection for the

six sets so that they would always have a dome-obs bringing up the rear. SILVER HORIZON is an ex CB&Q car.

The car sits on a track panel parallel to and about a hundred feet from the SP (UP) main line. The exterior is in good shape. The Pinal County seal serves as the drumhead. A long concrete ramp parallel to the car makes it accessible. There are also concrete steps. The ramp and steps lead to the head end of the car so the rear end is not aesthetically disturbed by them.

The interior of the car has been gutted of all it's original Zephyr era hardware. The interior walls are now wood paneled. The front end of the car, which originally had bedrooms, now contains two accessible rest rooms with the majority of the area an accessible waiting room

Here's the exciting part of the "depot" waiting room arrangements; the dome and the rear observation room are also waiting rooms with simple but upholstered chairs sitting around. The chairs are sort of like office side chairs. The area under the dome which originally contained booths and the coffee and snack counter is the depot agent's office.

The entire car appears to have had all it's HVAC and electrical equipment replaced. There are two new large AC units hanging under the car.

Out At The Museum

By Bob Tully

During 2001, there were 19 club members who worked on the Club's equipment at the Colorado Railroad Museum. Nearly 800 hours were spent on your equipment so that you and other visitors can benefit for years to come. As reported throughout this past year, a majority of their efforts were directed toward Rio Grande caboose 0578. During January, February and March, quite a few work days were canceled due to cold temperatures and snow. You simply cannot do quality wood work or apply paint in our winter weather, which often came on weekends last year.

There were seven equipment committee members who spent 50-hours or more repairing and painting various portions of the tender, the Rico and the caboose. You have seen them in the various Rail Report photos, but I am going to name them again for the record. They are Duane Fields, Ken Gow, Denny Haefele, Roger Sherman, Sue and Russ Stuska and me. Others who contributed time during 2001 were John Bartiromo, Brian Delaplaine, Mike Gailus, Bill Haefele, Bill Kepner, Pat Mauro, Gus Mocilac, Phil Sholl, Barry Smith, Matt and Mark Tomen, and Mona Tully.

I also wish to acknowledge other club members who are volunteers that work on the track, in the library, on equipment or other projects that make our workdays

Continued on page 8, column 1

Rocky Mountain Railroad Historical Foundation Annual Report

By Joe Minnich, Past President

The primary focus of the foundation is the restoration of Denver & Intermountain Car #25. Major progress was accomplished in 2001 with the completion and operation of the car's interior lighting system

On September 15, 2001, Car #25 was operated at the Federal Center for over four hours for Club members and guests.

The Foundation extends thanks to Project Director Darrell Arndt and his loyal band of volunteers for their efforts during the past year.

Financial Report

2001 was a very good year as it relates to raising funds for the Foundation. A total of \$7,492.24 was contributed in support of the Foundation. An additional \$1,673.50 was raised from sales of merchandise and books.

Expenses amounted to \$4,072.02 for restoration of Car #25 and the other major expense was rental for the car barn at the Federal Center, which amounted to \$2,900.

The Foundation reported a checking and savings account balance of \$21,702.00 as of December 31, 2001.

Election Results

At the Foundation Board Meeting on January 24th, the following foundation officers were elected:

President	Rich Loveman
Vice President	Bob Wilson
Secretary	Ken Gow
Treasurer	David Henker

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.

Olympic Unit 2002 in Freight Service

A splash of Olympic color arrived in Colorado on 12/28/01. Coming south on the Union Pacific’s Denver Pacific at Brighton, CO, about 9:00 AM UP SD70M 2002 was seen on the North Platte, NE, to Denver train. Power into Denver was UP AC6000 7552, SP AC4400 290, UP 6464 and blue painted Olympic unit 2002.

The unit spent the afternoon at Denver’s North Yard. It was put on the Denver to North Platte, NE, train M DVNPB 28 about 4:30 PM as the lead unit. Train departed Denver about 5:30 PM with UP 2002, UP 6464 and SP 290.

UP 2002 made a trip across Wyoming on 12/30/01 to Salt Lake City, UT (Roper Yard). It was noted at Rawlins, WY, about noon and left about 12:30 PM with train A NPRO 29 (autos, North Platte, NE, to Roper Yard, UT).

The two UP Olympic 2002 units carry UP numbers 2001 and 2002. They are painted an elaborate blue and yellow numbers paint scheme. Salt Lake 2002 lettering is on the long hood. UP shields (no wings) are displayed on the nose and on the cab sides next to the number on the unit. These units would have been UP 4690 and 4691. The units began Olympic Train service on 12/9/01 at Livonia, LA. 1/10/02 will find them back in Omaha, NE, for a run around the West (Kansas, Arizona, California and Oregon).

–Jon Bockelman

Olympic Units 2001 and 2002

Union Pacific’s Olympic units 2001 and 2002 will run in their Olympic colors “for awhile” after the 2002 games. They will eventually be repainted into UP colors and renumbered to their actual road numbers,



Union Pacific put one of the two Winter Olympic units, UP 2002, on the road during the holidays. UP 2002 spent New Years Day 2002 at Salt Lake City, UT. It rolled east through Julesburg, CO, with an intermodal train from Salt Lake City to Council Bluffs, IA. The train moved across western Nebraska on 1/3/02 with SD60 6066. – Photo © Chip.

UP 4690 and 4691. –*The Colorado Zephyr*

Snow And Westbound BNSF 5344 In The Colorado Rockies



BNSF 9-44CW 5344 lead 4417 and warbonnet 707 on the Denver, CO, to Provo, UT, train pulling into Winter Park Siding, CO, to meet UP 6576 East. Skiers were enjoying the fresh powder on 12/22/01. Train was on UP trackage rights, Moffat Tunnel Subdivision. Photo © Chip.

Central Platte Valley Trackwork Completed

Denver’s Regional Transportation District’s (RTD) newest light rail project met another goal in January 2002 – trackwork was finished on the Central Platte Valley (CPV) line. The CPV

junction tie-in was completed in December 2001 under Colfax Avenue.

The trackwork was started in September 2001 by RailWorks Midwest Construction. The 1.8-mile, \$46 million extension project is targeted to open 4/5/02.

Several construction milestones:

September 2001:

Regular rail installation had been completed from Cherry Creek to Invesco Field at Mile High Station. Overhead electrification work began in that area.

Passenger subway tunnel work was progressing and the handicap ramp was complete at Denver Union Station.

Underground utility installation had progressed to the point that it was completed in early October. OCS pole foundation installation was almost complete, only five locations remained and those were completed in early October.

Light rail was shut down between Broadway and 14th/Stout Stations the weekends of September 15 and 22, 2001, to allow for tie in work at the Platte Valley Junction. Trenching was dug under



BNSF SD70MAC 9712 and 9648 were moving black diamonds south past the former Denver & Rio Grande Western Railroad's Colorado Springs depot on 12/6/01. Giuseppe's Restaurant has served meals at the old depot since 1973. – Photo © Chip.

existing rail for utility support for the Central Platte Valley line. Bus bridge service was provided on those weekends.

November 2001:

Track was completed from Cherry Creek (under Speer Blvd) to the Auraria Station.

The Walnut Street grade crossing was completed.

Station shelters were erected at Pepsi, Mile High and the Auraria Stations.

Work at Union Station had progressed well with track bed construction, the new shelter and underground pedestrian tunnel. Structural steel erection continued with the barrel vault structure and platform shelters being erected.

A major change from the original plan was putting the line into Denver Union Station property. The two-track line ends west of Union Station about where tracks 10 and 11 once were located.

RTD has also extended the 16th Street Mall to Wewatta Street. The free 16th Street Mall Shuttle buses now turn at Denver Union Station, west side of the tracks.

Spring 2002 will offer Denver commuters more light rail options at several of its most popular destinations; the Pepsi Center, Six Flags at Elitch's, Coors Field and Mile High at Invesco Field (the new football stadium). Another milestone in Denver's light rail system nears completion. Plan your downtown trips accordingly.

–Thanks to RTD for their assistance



The Platte Valley Junction, south leg, with a southbound three-car train passing the new trackwork. Those switches and the diamond were installed the weekend of December 15-16, 2001. Photo © Chip.

Ski Train Begins 2001-2002 Season

The Ansko Ski Train is running again

between Denver and Winter Park, CO. Train departs Denver Union Terminal at 7:15 AM starting 12/22/01. It operated Wednesday through Sunday, 12/26 to 12/30, for holiday skiers.

Amtrak leased F40PH's are again the power. Lash-up on first day of 2001-2002 season was 242-283-289.

The 17-car train had the Ansko private cars on the rear, dome sleeper CALIFORNIA, lounge UTAH and business car KANSAS.

UP was busy running trains the morning of 12/22/01, on the western side of Moffat Tunnel. Ski Train was put in the siding at Fraser before wying at Tabernash. Two UP coal trains, one each way. UP SD9043AC 8217 lead westbound C HVWE1 19 (Havana, IL to West Elk Arco Mine, CO, south of Grand Junction, coal empty). Next was eastbound UP AC4400 6576 on the C SMTVH 19 (Somerset Mine, CO, loads).

Also noted BNSF Denver to Provo, UT, with 9-44CW 5344, 4417 and warbonnet BNSF 707 hauling 34 loads and 21 empties. BNSF 5344 met UP 6576 at Winter Park Siding under snowy skies (never saw the sun on that side of the Rockies that day).

First Ski Train of New Ski Season



Ansko operated the first 2001-2002 Ski Season Ski Train from Denver to Winter Park, CO, on 12/22/01. Leased Amtrak F40PH's 242-283-389 handled the train. Train is shown at Winter Park Ski Area with lodge behind the train. Snow fell all morning! Photo © Chip.

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OS-Colorado

Continued from page 5, column 3

Ski Train - 1985 Style

Fortunately, the Ski Train continues to operate under AnSCO management. Let's take a look back some 17 years when the Denver & Rio Grande Western RR operated the train on 3/30/85 for the Mayor's Special (Denver's mayor did not ride that year).

The 1985 consist:

DRGW GP40-2 3125 & 3122

DRGW steam car 253

Dome/coach SILVER SHOP

Coach 1012

Dome/lounge/round-end observation

SILVER SKY

Combine 1231

Coach 1013

Coach 1018

Coach 1010

Coach 1011

Coach 1014

Coach 1016

Coach 1017

All 1000-series cars were ex-Northern Pacific cars used on the Rio Grande's Ski Train. Those cars were sold to the Napa Valley Wine Train and still operate between Napa and St. Helena, CA.

Train departed Denver Union Terminal from track three at 7:30 A.M. The Eskimo Ski Club kids rode the last three cars.

Thankfully, the Ski Train still operates. When will you ride this year? Call 303-296-4754 or on the web at www.skitrain.com for your next trip. Trains begin Friday trips on 2/1/02. Last train of the 2002 ski season will be on Saturday, 3/30/02 (no train on March 31st I'm told by Ski Train folks).

DRGW 5413 Retired

Union Pacific retired another Denver & Rio Grande Western (DRGW) Railroad SD40T-2 (tunnel motor) in December 2001. DRGW 5413 joined the list of retired units due to a major component failure. The slow down in traffic and continuing delivery of new SD70M units



Xcel Energy continues to build the Plains End Generating Station south of Rocky Flats and east of highway 93. Union Pacific moved several heavy-duty flatcars with electric generating equipment to Rocky for the nearby project. KRL 70867 has a 70-foot load deck. Overall, end-to-end length of car is 86-feet, 4-inches. The 230-ton load capacity and 70-foot load deck length make this car very popular with many of the HRSG Boiler manufacturers. KASGRO Rail Corporation is the owner/manager of KRL & LNAL railcar fleet. KRL 70867 was at Denver, CO, on 12/11/01. – Photo © Chip.

has allowed Union Pacific in 2001 to continue removing older units from its operating roster. –*The Colorado Zephyr*

Dome sleeper PUGET SOUND

A “new” dome sleeper, PUGET SOUND, has joined the private varnish fleet. It began life as Great Northern dome 46-seat coach 1323 delivered from Budd Company in the summer of 1955. Great Northern had dome coaches 1320 - 1331. It became Burlington Northern 4603 (never applied), then acquired by Amtrak in 1971 – renumbered to 9463 – retired 1985. Dirk Lenthe acquired the car from Amtrak in May 1993, then sold it to Algoma Central December 1998. They sold it to Doug Ebert/Charles Barenfanger - at Avalon Railcar Milwaukee, WS, for conversion to a dome sleeper (year 2000).

PUGET SOUND was first seen out on Amtrak's “Empire Builder” 12/10/01 in new matching colors with the SIERRA HOTEL. PUGET SOUND carries Amtrak number 800732. Both SIERRA HOTEL and PUGET SOUND were on Amtrak's westbound California Zephyr arriving Denver on Sunday, 12/23/01. Glad to see another private varnish classic in service. –*Dome Lurker and J.D.*

UP West Local



TXI Boulder Plant, Western Aggregates, Inc., keeps UP's West Local and the Rio Grande GP40-2's (3100-3111-3121) in business. Train is north of Rocky Siding near the Rocky Flats Government operation (Rocky Flats Industrial Lead good for 10 MPH) on 12/27/01. Great way to wrap up the year, 2001!

UP 4711 with Flared Radiators

Union Pacific's new SD70M's are coming with flared radiators. Delivered early January 2002 with flared radiators was UP 4711. The unit went from Proviso Yard, IL, to the Indiana Harbor Belt's (IHB) Gibson Yard (Argo, IL) to get an auto train symbolled the A GBCI 07. That train runs daily from Proviso. The UP train



The holidays were observed by the major western railroads with little operating Christmas Day. Wednesday, 12/26/01, found UP's westbound Denver to Roper, UT, train of Dec. 23rd rolling by the Winter Park Ski Resort having just exited the 6.2-mile Moffat Tunnel. First two units were SD70M 4213 and 4638 with flared radiators. – Photo © Chip.

originates out of Gibson Yard. Power usually is relayed to the IHB the night before or early in the morning on the date of scheduled departure. The train headed west to City of Industry, CA, passing Julesburg, CO, 1/8/02 with UP 4711 leading.

The UP's 2002 SD70M deliveries began 1/5/02 in Illinois when UP 4711 (frame number: 20006271-2) was delivered with distinctive flared radiators. The other four flared radiator SD70M UP units are 4635 - 4639.

EMD had to go to split cooling in order to get the 710 prime mover to meet Tier 1 emission standards starting this year, hence the radiator extension. UP units with flared radiators start at UP 4710, but 4711 was delivered and entered service first. –*The Web and helpful spotters*

UP "Flag" Units Gathered

The Union Pacific SD70M (with large American Waving Flag decal) 4526, 4527 & 4528 were gathered at Roseville, California, January 7-10, 2002. UP operated a train Jan. 10th during daylight to photograph the three "flag" units on snowy Donner Pass for the cover of the UP's annual 2002 report. They also plan to use the same opportunity to photograph

the units for Mr. Davidson's 2002 Christmas card. –*The Web and Jon*

2-8-0 Locomotive 69

Passed Colorado Railcar Manufacturing, LLC, at Fort Lupton, CO, on 1/17/02. I noticed a small 2-8-0 steam engine and tender inside their fence. The tender had 69 on the rear. The narrow gauge steam engine is facing north. It's surrounded by passenger cars on the east side. Believe this is 69, a 2-8-0, 36" Nebraska Midland (NM) – White Pass & Yukon (WP&Y) at Colorado Railcar Manufacturing in Fort Lupton, CO, undergoing restoration from Stuhr Museum, Grand Island, NE.

–*The Colorado Zephyr*

New Royal Caribbean Ultra Domes

Two new Royal Caribbean Cruise Line/Celebrity Cruises (reporting marks RCIX) bi-level, ultra dome cars, have been built by Colorado Railcar Manufacturing, LLC, Fort Lupton, CO. The cars, RCIX 1003 & 1004, follow the two built and delivered in 2001 by Colorado Railcar. They toured several western states in 2001 before moving to Alaska. The cars have Wilderness Express and a bear painted on the mostly white ultra dome cars. They left the Fort Lupton plant via Union Pacific in late January 2002. They were at BNSF's

31st Street, Denver yard on 1/25/02.

Colorado Railcar Manufacturing website: <http://www.coloradorailcar.com/>

Ultra Dome page with Royal Caribbean car photos (exterior and interior): <http://www.coloradorailcar.com/page2frame.html>
–*The Colorado Zephyr*

Omnitrax Loveland Shop Mothballed

Omnitrax's Loveland, CO, shop has temporarily suspended locomotive rebuilding. They work primarily on a Union Pacific scale test car maintenance program. The former Great Western Sugar plant yard is loaded with returned locomotives from Central Kansas Railway (CKR) and Kansas Southwestern Railway. They are EMD GP-7/9 model units (primarily ex-Santa Fe). Three Rio Grande GP-30's (3011, 3026 & 3028) are stored outside. They have been tagged by graffiti. Rio Grande GP-35 3042 was inside the new shop extension. It was undergoing an upgrade back in 2001 when locomotive-rebuilding work was suspended.

Omnitrax completed a new shop extension at its Loveland, CO, facility in 2001. The extension almost doubled the shop's capacity. The old shop was retained. The new extension was built west of the old Great Western engine shop.

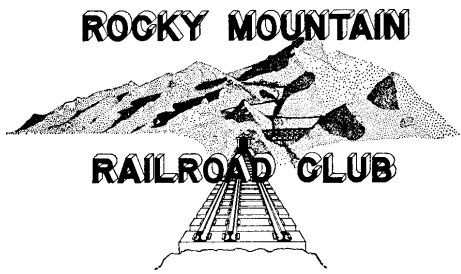
Omnitrax had painted BNSF units into the new Heritage II scheme as recently as the summer of 2001.

Club Shirts Are Now Available

Denim shirts with an embroidered Rocky Mountain Railroad Club emblem are available for \$20.00. All sizes are for sale at club meetings and will be available at the Great American Train Show. Credit cards are accepted

Swap And Shop

For Sale: Large HO scale model railroad. Benchwork, track and rolling stock - all or part. Contact Joe Minnich, phone 303-693-0664, for prices and details.



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Out At The Museum

Continued from page 3, column 3

even more fun. We eat lunch together now and then, help them from time to time, offer each other suggestions or just visit about trains, railroads and related history. Lloyd Anderson, Charles Albi, Keith Goodrich, and others who physically support both the museum and the club are commended.

This past year we had a budget of \$3,000 and spent approximately \$2,100. Expenditures included \$400 for rental of a backhoe and power washers, \$450 for paint, lumber, bolts, nails and screws, \$350 for electrical efforts and \$225 for two ladders. We have not purchased any tools as 95 percent of the time we use our personal saws, drills, routers, sanders and numerous hand tools several of us tote back and forth from home. Other tools needed such as a welder, track tools, 24-inch wrenches and occasional small tools are readily available to us from the roundhouse.

One of our 2002 projects is on a car seldom seen by Club members or other visitors. The outside needs some siding repaired, window molding and trim replaced and a couple of coats of paint. The interior needs a good cleaning and the stored material rearranged. This is our tool and storage car, a Colorado and Southern standard gauge, old time wood sided, steel end and Murphy roof boxcar. It was probably a MOW unit before it was converted to an oil storage track-side car with an interior steel lining, which was near the C&S roundhouse.

The car was donated to the Club by the C&S RR in 1959 and moved, less trucks, brake gear and couplers, to the Museum by Duffy Moving and Storage Co. for \$116.25 in July 1959. It was painted red and stenciled with the old round C&S, black and white, emblem before being moved. A new wood floor was installed and it was wired for lights and wall plugs.

Inside, there are six 23 by 33 inch windows, one on each end and two on each side, each about 6 feet from the ends. The entrance is a 3-foot door on the south side. On the west end, the club built three, 15-foot, 10-inch long shelves on each side. The east side has a bench across the full width. There is also a 16-foot long bench along the north wall. These benches with drawers and shelves are 35-inches deep and 37-inches high.

This is an excellent tool and storage house for the Club, but as with all old equipment, it needs regular maintenance, now a bit over due. I have been looking, but have not found any original number or markings. We would appreciate help in finding any photographs of it sitting by the C & S roundhouse, the historic boxcar number and other history of use. Let's hear from some of you Colorado and Southern rail enthusiasts.