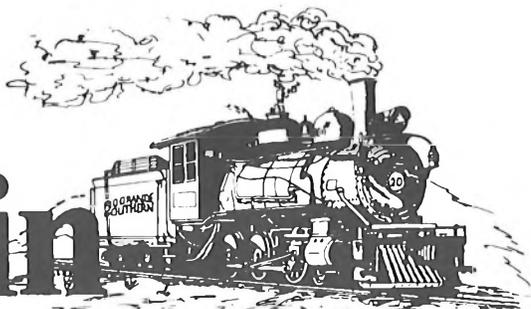


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

March 14, 1989 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,  
2950 South University at Bates. Off-street  
parking at rear (east) of meeting hall.  
Please use the building's south entrance.

Jim Trowbridge..... Editor  
Les Grenz..... Associate Editor  
John Dillavou..... President  
Carl Carlson..... Vice President  
Bill Gordon..... Secretary  
Elbert E. Bidwell..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- ALL copy for publication is due no later than the 10th of the month prior to month of publication.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

March, 1989..... No. 354  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, etc. to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

## MARCH 14 PROGRAM—POTPOURRI

A very special treat each year is our member's POTPOURRI night. Erwin Chaim announced this year's date at the January meeting, but your editor forgot to make mention of it in the February newsletter. You may still want to put a group of 15 slides together (first slide in front toward the screen, etc.) and bring them to the March meeting. Erwin advises that he had only eight sets of slides by the February meeting. Please be sure that your slides are clear and in focus as well as properly exposed.

## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9233) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80202 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

## FEBRUARY PROGRAM

Outstanding photography highlighted the program on the Wyoming-Colorado Railroad, presented by Dave Stickley. Slides covered every aspect of the railroad's operation, including some spectacular snowplowing scenes. Our thanks to Dave for making the trip down from Laramie and showing this fine program to us.

In addition to Dave's program, three newsreels were shown including Erwin Chaim on the upcoming Glenwood trip, Cyndi Trombly and Ardie Schoeninger on the Glenwood trip and Darrell Arndt on the progress of the Interurban 25.

## NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Vin Callcut	England
Robert J. Crocker	Arvada, CO
Eberhard Hinz	Switzerland
Ronald L. Keiser	Denver, CO
Robert Kunemund	Alexandria, VA
Doris Osterwald	Lakewood, CO
Doug Smith	Denver, CO
Dolores Stoddart	Plymouth, MI
Darrell Taylor	Denver, CO
Jack Waggoner	Jacksonville, FL
Darlene D. Ward	Littleton, CO
Gregory White	St. Paul, MN

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Henry C. Putnam                      Boulder, CO

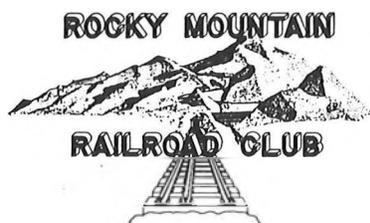
## 1989 SCHEDULE OF EVENTS

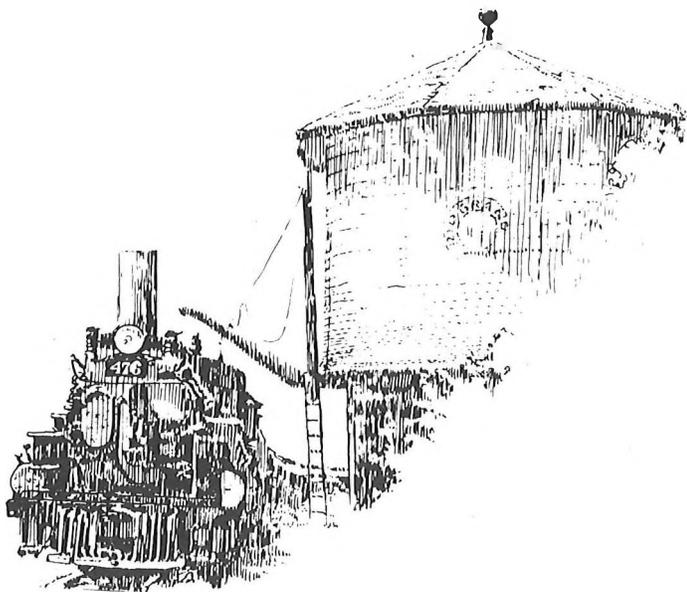
Mar. 14	Reg. Monthly Meeting
Mar. 18	Rio Grande Ski Train Trip
Apr. 11	Reg. Monthly Meeting
Apr. 29-30	Glenwood Springs/CZ Zephyr
May 9	Reg. Monthly Meeting
May 13	Work Day on the Club's Equip. at the Colorado RR Museum
May 20	Alternate Work Day
June 13	Reg. Monthly Meeting
June 17	UP 3985 Excursion (Tentative)
June 18	Wyoming-Colorado Excursion
July 1-12	Trans-Canada Excursion
July 11	Reg. Monthly Meeting
July 22	Ft. Collins Trolley Trip/Picnic
Aug. 8	Reg. Monthly Meeting
Aug. 12	Argentine Central Hike
Sept. 2-4	St. Louis, MO Rail Exhibits & Excursion
Sept. 12	Reg. Monthly Meeting
Sept. 22-24	Private Car Trip to Salt Lake City, UT (Tentative)
Oct. 7-8	North Platte, NE/UP Rail Facilities
Oct. 14	Annual Banquet
Nov. 14	Reg. Monthly Meeting
Dec. 12	Elections & Reg. Monthly Meeting

# Bulletin

## MEMBERSHIP CARDS

Did you notice that this month's newsletter came in an envelope? Did you note the marking on the outside of the envelope stating that your 1989 Membership Card was enclosed? If your membership card was not enclosed, you probably did not renew your membership and you will be deleted from future mailings!!! Why not check your records and let us know if there is a problem, or...RENEW today!





## HISTORIC DURANGO ROUNDHOUSE BURNS TO THE GROUND

It came as quite a shock on Friday, February 10, 1989 to learn that the 107-year-old Durango Roundhouse had been burned right down to the ground with all six operating steam locomotives inside it.

The blaze was discovered about 3:00 a.m. by a D&SNGRR security guard. Quick action probably saved the engines from complete destruction. It became obvious that the building could not be saved so firemen concentrated on hosing down the locomotives in an attempt to save them from extreme heat damage. As of this writing, debris was just being removed so that damage could be better estimated.

Engines being kept in the roundhouse included K-28's numbered 473, 476 and 478; K-36's numbered 480 and 481; and, K-37 numbered 497. Initial information from Durango indicated that K-28 number 473 was the closest to the source of the initial fire and suffered the greatest damage.

In addition to losing the building and the damage suffered by the engines, an extensive machine shop and equipment was completely lost. It has been reported that new machinery has already been ordered as the railroad is gearing up to repair all the engines immediately to facilitate the May 6, 1989 opening.

Amos Cordova, Vice President and Traffic Manager for the D&SNGRR was quoted as saying "To everyone who is concerned about the railroad, and I'm sure a great many people are, we want to emphasize that we'll be in operation May 6." The railroad is committed to being ready for the 1989 season. The D&SNG hauled 186,722 passengers in 1988 and advance reservations for the 1989 season are up 25%.

It would not surprise this editor to see Mr. Bradshaw throw up a metal building on the roundhouse site, install a new machine shop and have the railroad back in operation by the May 6th date. A new roundhouse could be built after the season ends, but right now, it's imperative that all the locomotives be put back into service if the railroad is to haul the over 200,000 passengers they are expecting this season.

The economic impact on the region could be adversely affected by this tragedy. It is estimated that the train generated \$25 million in tourist trade last summer. Business owners in Durango were quoted as saying that they could stand to lose 50 to 60 per cent of their revenues if the D&SNG were not to operate this year. The Durango Chamber of Commerce statistics estimate the average tourist stay at 3.7 days, with an average expenditure of \$36 per day.

We have Club members in Durango and expect to have more information and, perhaps, photographs for the next issue of the Rail Report. We will try to keep our members informed of the rebuilding as it progresses this year.

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### THE SILVERTON BRANCH

WHEN BUILT: 1880-82.  
ROUTE, TRACK MILEAGE: Durango to Silverton  
45 miles.  
EQUIPMENT: Six working locomotives, 42 cars  
OWNER: Florida citrus magnate Charles  
Bradshaw, Jr.  
VALUE: Purchased for \$2.2 million in 1981,  
probably worth up to four or five times  
that much today.  
SEASON: First week in May to end of October  
NUMBER OF TRAINS DAILY DURING SEASON: Four

roundtrips.

TICKET PRICES: \$32.30 adult roundtrip;  
\$16.25 for children 6 to 11.

PASSENGERS: 186,722 in 1988; Over 200,00  
expected in 1989.

EMPLOYMENT: 200 in summer, 30-35 in winter.

ANNUAL CONTRIBUTION TO AREA ECONOMY: \$25  
million in summer of 1988.

TRIVIA: The railroad was declared a National  
Historic Landmark in 1967 and has been  
seen in such movies as "Butch Cassidy  
and the Sundance Kid" and "Around the  
World in 80 Days."

*(Compiled from Denver Post, Rocky Mountain  
News, and other sources)*



## TRANS-CANADA EXCURSION

A flyer was sent out in the February news-  
letter giving full details about this trip;  
however, we wish to highlight some details  
again for those who are still thinking  
about taking this extensive trip.

This excursion will take place during the  
time period of June 29 through July 14,  
1989 at prices ranging from \$1895.00 to  
\$2125.00 plus \$550.00 single supplement.

The trip includes deluxe hotels, deluxe,  
first class sleeping car accommodations on  
VIA, dome lounge car, North America's most  
spectacular scenery, over 3200 miles of  
rail travel, air travel, Denver to  
Vancouver/Montreal to Denver, all transfers  
and many, many surprises.

Activities include tours of Vancouver,  
Banff, Lake Louise, Jasper, Ottawa and  
Montreal.

Prices are subject to a minimum of 30  
people. A deposit of \$500.00 per person is  
required by March 27, 1989.

Your may contact Allen Miller at Alpine  
World Travel [ 303-752-0900 ], 1555 South  
Havana, Aurora, CO 80012. Checks for  
deposits should be made out to Alpine  
World Travel.

## PASSENGER SERVICE COMES TO LIMON

Beginning June 1, 1989, the Cadillac &  
Lake City Railway will begin running the  
"Twilight Limited," a dessert train, from  
Limon to Matheson and back every evening  
except Sunday. The train will leave Limon  
at 7:30 p.m., loaded with tourists staying  
overnight in Limon, and return about 9:30  
p.m. from this 36-mile round-trip. Live  
entertainment, an historical narrative  
of the area through which the train travels  
will be featured on this six-day a week  
train through June, July and August.

Underway is the restoration of the 68-seat  
Wabash and then Norfolk & Western heavy-  
weight coach #101 preparing it for duty  
on the "Twilight Limited". Along with #101,  
C&LC's Lunch-Counter-Diner #401 "Prairie  
View" will be used on the daily run to  
serve dessert and soft drinks. C&LC's new  
EMD F7 locomotive (ex-Milwaukee Road) will  
be used for motive power over this former  
Rock Island line.

The "Twilight Limited" runs will mark the  
beginning of the Limon Chamber of Commerce's  
planned development of the Eastern Colorado  
Railroad Museum and Theme Park that will  
unfold in the Limon Depot area during the  
next few years. There are plans to re-  
novate the Limon Depot, turn the Bank/  
Hotel across the street into a museum, and  
exhibit next to the depot, ex-CB&Q combine  
#301, the ex-Rock Island snow plow and a  
caboose, which will also be used for char-  
ter service.

For additional information and reservations  
contact the Cadillac & Lake City Railway  
at P. O. Box 2415, Colorado Springs, CO  
80901, (719) 495-2223 or in Limon (303)  
775-2819. (Steve Shoe)

## NEWSLETTER CONTRIBUTIONS

We are always happy to receive information  
about railroading in the Rocky Mountain  
region and, very often, as space permits,  
use other regional data. We encourage our  
members to participate in the newsletter.  
Should you have something you wish to share  
with fellow members, please send it to the  
attention of the editor, ROCKY MOUNTAIN  
RAIL REPORT, 502 South Cody St., Lakewood,  
Colorado 80226.



*Clive Cussler searching Kiowa Creek for the Kansas Pacific's Lost Locomotive during the weekend of January 7-8, 1989.*  
*(Kenneth Jessen Photograph)*

## **THE SEARCH FOR THE LOST LOCOMOTIVE OF KIOWA CREEK**

by Kenneth Jessen

On the evening of May 21, 1878, a tramp was sleeping in a dugout near the tracks of the Kansas Pacific where it crossed Kiowa Creek. It had been raining for days in the Denver area, but little rain fell near the small town of Kiowa. A flood came down Kiowa Creek and started filling the tramp's dugout. It must have been quite a surprise since the creek usually contained only a trickle of water. The tramp hurried down the track to warn the section man of the flood. The section man arrived at the

creek just in time to see the force of the debris-filled water wash the Kansas Pacific's trestle away. In the dark, however, it looked like the trestle was still in place since the rails and ties were left suspended between the abutments.

The first section of east-bound freight No. 8 was running late. As the section man hurried to set up a red lantern to stop the train, the headlight loomed through the darkness. The train sped past, and when the locomotive traveled out on the unsupported track, it plunged into the swirling water. The tender plus eighteen cars followed and piled on top of one another. The caboose along with six flat cars remained on the track.

Both the engineer, John Bacon, and his fireman, Frank Selden, went down with their locomotive and were killed. John Piatt, a railroad employee, also perished in the wreck.

The water subsided by dawn, and only the scattered remains of seven cars could be seen lying in the creek bed. The body of Frank Selden was found near what was left of the locomotive's cab a mile and a half downstream. John Piatt's body was also recovered in the same general area. The body of John Bacon could not be located. On Sunday, May 26, a special train was run from Denver to Kiowa by the railroad's superintendent. It carried hundreds of members of the Brotherhood of Locomotive Engineers to search for the missing body.

After spending all day, Bacon's body was found seven miles from the trestle that evening. The following day, all of the locomotives on the Kansas Pacific system were decked in mourning to honor the three employees lost in the tragedy.

An immense amount of effort was expended to salvage as much equipment as possible, especially the \$18,000 locomotive. Records indicate the engine was number 51, was a 4-6-0, and weighed nearly forty tons. Cribbing was constructed in a forty-foot square near the west abutment, and a portable steam-powered pump was used to keep the water and sand out of the excavation. The metal portions of some cars were recovered. Work continued for six weeks or more, and the tender was finally located. In a final effort to find the lost locomotive, a long gas pipe was used to probe the creek bed. The Kansas Pacific apparently gave up at this point on trying to salvage its locomotive.

Interest in the lost locomotive was rekindled in 1978 by Beth Sagstetter in an objective article which appeared in the Denver Post's "Empire Magazine." Novelist Clive Cussler became interested in the locomotive story and in 1982, invited Howard Starkel, a psychic, to use his "powers" to tell what may have happened on that dark night so long ago. As Howard began walking along the creek bed toward the site of the old railroad bridge (now re-

placed by a steel span), he was given the names of the three men who perished more than a century before. He commented on how two of the men were in a confined space and how the third man was in the open. He felt that heat was involved and related that a bridge has washed out. The psychic also said there were two explosions and that the locomotive jack-knifed after it hit the water. He even pointed out where he thought the final resting place of the locomotive was today.

This year on the weekend of January 7 and 8, Clive Cussler and his National Underwater and Marine Agency used a magnetometer to search a small portion of the area near the present-day bridge over Kiowa Creek. Cussler opened this search to the public in hopes of getting additional help and equipment. A land radar unit and several other magnetometers were used, but about 200 spectators milled about the area. Cussler called off the search Sunday afternoon after having found nothing which could be positively identified as belonging to the wreck. The media had a field day photographing people frantically digging in the sand.

Entrepreneurs were there selling hot coffee and donuts from a camper. The best dressed searcher was a blond woman in a white ski jacket and black ski pants, looking like she had flown in from Aspen, holding a divining rod in one hand and a plastic snow shovel in the other hand. Keep in mind, the ground was frozen as hard as rock.

Cussler and his team seemed to have overlooked the history of the railroad alignment through this area. It is obvious that the railroad made a new and deeper cut leading up to Kiowa Creek. The new cut is 15 feet or so downstream from the old cut. The railroad also added a substantial amount of fill over the years to raise the roadbed far above the flood plane. This means that the present-day bridge may not be where the original trestle was located. It also means that the fill may have buried the wreck even deeper than the silt from the creek. To compound the problem of finding the wreck, the creek has shifted as much as a mile side-to-side based on aerial photographs. Since 1878, records show many other floods have changed the

creek's channel.

Cussler bases his idea that the locomotive is still there on comments from local residents whose parents lived near the creek at the time of the wreck. These people swear that the 4-6-0 is still there. In some cases, their parents were involved in some aspect of the original attempt to recover the engine.

Bob Richardson believes the locomotive was later recovered and put back in service. Records indicate engine No. 51 was rebuilt in 1881, and its number was changed to 1026. In 1887, No. 1026 still shows up on the railroad's roster.

My own personal belief is that the financially troubled Kansas Pacific would have moved mountains to get their engine back. It is likely that the locomotive was retrieved at a later date. Keep in mind that the sand was still saturated with water during the first attempt to find No. 51. I believe the railroad waited until late fall or early winter when the creek bed is bone dry and holes could be dug easily. Locomotive or no locomotive, some evidence of the wreck should still be hidden below the sands of Kiowa Creek. Items which the railroad would not have made a great effort to recover include various car parts such as queen rods, drawbars, grab irons, corner brackets, brake rigging, etc. Also, some of the cars were loaded with scrap metal. Since nothing of this type was found, I do not believe they are searching in the right area.

Despite my skepticism, I had a great time in the 20 degree weather talking to many nice people. Some rail fans were present. Many of the curious from the town of Bennett came by to see how we were doing. They even opened up their civic center to the public. (Kenneth Jessen)

## **PRESERVATION FUND AND BOOK DRAWING**

During 1988, the monthly Book Raffle raised several hundred dollars for the Club's

Preservation Fund. This was entirely due to the participation of Club members. At this time, I would like to thank all who have participated in the Book Raffle-- those who have generously donated materials for the raffle, as well as those who have purchased tickets for the raffle at our monthly meetings. I would like to specifically note two out-of-state RMRRC members who have been exceptionally active participants in the book raffle the past year-- Gary Ellison of Pleasantville, NY, who purchased tickets for each of our raffles last year, and, Jim Hinkhouse at Trackside Prints of New Braunfels, TX. who donated many beautiful posters. One final note of thanks to Jason Butler, one of the youngest and most enthusiastic Club members, who has assisted with the monthly drawings.

I will be handling the Book Raffle again in 1989. Donated items will be gratefully accepted for the cause again this year, preferably paper items such as books, posters, pamphlets, timetables, maps, etc. Anyone with questions or comments is welcome to contact me either at the monthly meetings or at my home address: 2573 So. Williams St., Denver, CO 80210. My phone number is (303) 722-4733. Let's hear from some more of our out-of-town members. It's your Club too!!! (Roger Callender)

Prizes and winners at the February meeting are as follows:

Richard Downs / The Rainbow Route  
Jim Berry / Trolleys of the Past  
Ray Wetmore / Locomotive Quarterly, Winter, 1987  
Jim Ranniger / Railway Guide--1953  
Steve Subber / Set of 30 post cards  
Gary Ellison (NY) / Bridges of New York  
George Ek / Historical RR Map of Colorado  
Laverne Austin / American Railroads  
Wally Porter / UP Lantern  
Joe Priselac / UP Poster  
Michael Watkins / Railroad Stations of New England  
Jason Butler / MoPac Poster  
Keith Kirby / UP Calendar  
Lorin Weed / UP Calendar  
Dave Gonce / UP Calendar  
Ed Schneider / No. American RR Calendar

## FROM THE PRESIDENT

So far, the way 1989 has started off for me, I would like to start the year over. My jeep was hit in the side by a hit-and-run driver; the next week my wife's purse was stolen with credit cards, keys, etc., which means changes of locks, doors, etc. The cold snap created a beautiful "Y" shaped crack in my Horizon and the snow blower threw a chain which wound itself around the gears in the auger. It is still in the shop waiting for parts. Then, I filled the car with, evidently, a tank of bad gas filled with this wonderful Oxy-fuel we use in the metro area to control pollution. As of this writing, the car is in the shop having the carb rebuilt. When the phone rings, I hate to answer it, fearing what else has gone wrong.

In the past week (February 5-11), the railroads have not done so well either. My troubles are small compared to what happened to three different railroads in Colorado. First, a coal train of some 60-plus cars was south bound in Colorado Springs. Coming into Colorado Springs, the brakes failed on the BN train. Fearing a runaway, the engineer threw the train into reverse, putting the majority of the train off the track, tying up traffic up and down the line. Before they opened up the line, they had some 34 trains on sidings all along the line from the metro area to northern New Mexico.

About three days later, a D&RGW freight derailed down near Pando or Camp Hale on the Tennessee line. Several cars derailed there, including one containing sulphuric acid which ended up closing US 24 throughout the area. Trains were beginning to rapidly back up on this line as well.

Then, on Friday the 10th, the roundhouse at Durango caught fire with all six engines inside. This hits close to home because, as a Club, we have, over the years, ridden many a fan trip or taken the trip on our own on the Durango & Silverton. The comments have been made that the roundhouse will be rebuilt and operation will be starting the season on May 6th. But, again, another part of our Colorado history is gone, because this roundhouse was over 100

years old. I have been told that one of the locomotives has been pulled out of the debris and is not in too bad of condition. Let's hope not! The economy of southwest Colorado hinges on the fate of the railroad.

My boss summed it up with a very cheerful thought: "It always gets dark before it goes pitch black." Boy, I hope not. I'm not sure I or the railroads can handle it.  
(John Dillavou)



## NEWS ABOUT THE D&RGW SKI TRAIN

The Denver Post article of January 18th headlined that "Anheuser-Busch barrels over Coors to win key sponsorship of Ski Train". The makers of Budweiser beer had won a bidding war with Adolph Coors Co. to become key sponsor of the Rio Grande Ski Train.

The train, which travels from Denver's Union Station to Winter Park every Saturday and Sunday during the ski season, will be renamed the "Budweiser Ski Train." A year ago, Coors had a partial sponsorship of the Winter Park ski train and some of its advertising at that time called the train the Coors Silver Bullet Ski Train based on the Silver Bullet theme Coors uses to promote its Coors Light beer.

It is felt that the Ski Train will benefit from Anheuser-Busch's promotional expertise.





**ALL  
ABOARD  
AMTRAK**



# California Zephyr

## For A Rocky Mountain Railroad Club Weekend Excursion To Glenwood Springs

### GLENWOOD SPRINGS SPRING FLING

Take a "Spring Break" to Glenwood Springs with the Rocky Mountain Railroad Club aboard the California Zephyr on Saturday, April 29-30, 1989. View the spectacular Colorado scenery along the Rio Grande's right-of-way and spend a relaxing night at the beautifully restored, historic Hotel Colorado.

Saturday night we will enjoy a special Prime Rib dinner with other Rocky Mountain Railroad Club members at the Hotel Colorado. You will have plenty of time on either Saturday or Sunday to relax in the world's largest outdoor hot springs pool. Other activities include shopping, watching trains, church, and a visit to Doc Holiday's grave (the best shopping day is Saturday).

All this for only \$129.00, double occupancy; \$159.00, single. (For children's, call Al Miller at 752-0900) Included in the fare are the following:

- \*Round trip coach accommodations on Amtrak's California Zephyr
- \*Saturday night lodging at the Hotel Colorado
- \*Saturday evening Prime Rib banquet
- \*One-day admission to the Hot Springs Pool
- \*Baggage handling to and from the hotel
- \*Applicable tips and gratuities

Space is very limited and will be assigned on a first-come, first-served basis. Send

your reservation requests and checks made payable to:

Alpine World Service  
Attention: Al Miller  
1555 South Havana  
Aurora, Colorado 80012

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**RESERVATION REQUEST**

Glenwood Springs Weekend  
April 29-30, 1989

Individual Names: *(Please Print or Type)*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Address \_\_\_\_\_

Zip \_\_\_\_\_

Phone (     ) \_\_\_\_\_

My/Our check or MO is enclosed in the amount of \$ \_\_\_\_\_





## HISTORIC NARROW GAUGE CARS SOLD

Three narrow gauge cars at Heritage Square in Golden, Colorado, were sold recently. The Iron Horse News states that two of the cars were built for the Colorado & Southern and later sold to the Rio Grande Southern, eventually ending up as rolling stock on the Magic Mountain Railroad and, finally, restaurant dining rooms at the Heritage Square Railroad Restaurant in 1971. These two cars were once C&S refrigerator car #1116, becoming RGS #2302 and C&S box car #8261, becoming RGS #8714. Both of these cars have steel frames and cast steel trucks. They have been sold and moved to the Georgetown Loop Railroad for renovation and use on that railroad.

The third car is a 16-foot wooden caboose built in the 1880's as D&RG #0510, sold in 1891 to the RGS, becoming their #0409, being rebuilt in 1892 with eight wheels. It was used in the 1950's in the movie Ticket to Tamahawk. It was sold to the Narrow Gauge Motel in Alamosa, then to Woodmoor Corporation at Magic Mountain and to Heritage Square in 1971. This historic caboose is still at Heritage Square for those of you who wish to photograph it. Plans call for it to be moved this summer.  
(Ed Gerlits)

## D&RGW SKI TRAIN—A SELL OUT!

The Club's excursion aboard the Ski Train was sold out by the February meeting. This seems to be a popular trip, having sold out each year the Club has run it. We certainly appreciate seeing these trips so well patronized and wish to extend our apologies to those who might not have secured tickets prior to the trip being sold out. Unfortunately, some of these

trips are limited as to space. It was quite difficult to get a car on the train this year!

## SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for Sale or Trade or Wanted. We cannot enter into any correspondence, nor will we appraise them.

WANTED: Pictures, surplus slides or negatives of freight operations on D&RGW Narrow Gauge between Chama and Carbon Junction. No excursion material. Will buy or trade for train orders in this same territory. Also WANTED: book by Gordon Chappel, Logging Along the Rio Grande. Peter Gilbert, Denver, Colorado (303) 534-8296.

FOR SALE: TRAINS, RAILROAD, MODEL RAILROADER, and MODEL RAILROAD CRAFTSMAN magazines from the 1930's through the 1980's. Also, ICS Steam Locomotive Course (1945 edition), trackwork books, technical books on trains. In addition, separate lists of books covering (1) Internal Combustion Engines--Machine Shop, (2) Mining and Hardware catalogs, (3) Automotive books. Call Morris Haimowitz (303) 988-1102 day or evenings for information, or, send SSAE for details of which list you desire to: 3342 S. Jellison Ct., Denver, Colorado 80227.

WANTED: Photos of 2-foot gauge Plymouth (Ser. #5669, 1953) at Koppers, Salida, CO. Please state price. Bob Bucher, 1006 Crossroads, Houston, TX 77079.

FOR SALE: "Vintage Steam Engine Glasses", 22 karet gold & black artwork. Four designs, including CNW, B&O, V&T and CMSP at \$18.50 per set of 4 glasses, incl. shipping/hdl. Iron Horse Designs (Greg White), P. O. Box 65725, St. Paul, Minn. 55165. Minn. residents must add 95¢ tax.

FOR SALE: Rio Grande Southern Caboose No. 0409. This 16-foot short caboose was used in the movie Ticket to Tamahawk and can be seen at Heritage Square, Golden, Colorado. The caboose is in good condition; has had its cupola moved to one end and the interior altered into a bar-lounge. For price and details send SSAE to: Ed Gerlits, 1540 Routt Street, Lakewood, CO 80215.