

ROCKY MOUNTAIN RAIL REPORT



AUGUST 1998

No. 467

ROCKY MOUNTAIN RAILROAD CLUB

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International Steam Adventure Video

Presented by Dave Gross

August 11, 1998 • 7:30 PM

The August meeting features Dave Gross who will take us on an international steam train adventure. Dave will discuss the preparation and planning needed for going on a "hard core" photographer's special steam trip. We will see the tape of one of these trips. Join us for the video, *Romanian Steam Adventure* from the *Steam Around the World Series*.

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.

October Banquet

By Dave Goss

Don't forget to mark your calendars and bring your appetite as the 60th Anniversary Banquet will be held at the Arvada Center for Performing Arts on Saturday, October 17th. The menu and final prices are being set, but plan to join us for this special event. Our guest speaker this year is the esteemed Jim Ehernberger who will present a special program featuring "steam and smoke" (with a few early generation diesels).

This year's door prizes will be Colorado railroad history books including *The Denver South Park and Pacific, Memorial Edition*, a number of Colorado Railroad Museum Annuals, a rare reprint of *Croft's Gripsack Guide of Colorado* and others that will make the book lover green with envy. Be sure to attend as only those present will be eligible to win. More details will be in next month's Rail Report.

Manitou & Pikes Peak Excursion

By Hugh Alexander

There are still a few tickets for the August 22nd excursion to the top of Pikes Peak. Purchase tickets from the Rocky Mountain Railroad Club, Ticket Chairman, PO Box 2391, Denver, CO 80201-2391.

Musicians and Railfans Agree – It Was Great Fun!

By Eva Hoffman

The audience was a strange mixture of organists and railfans at the showing of the 1924 silent film "The White Desert" on

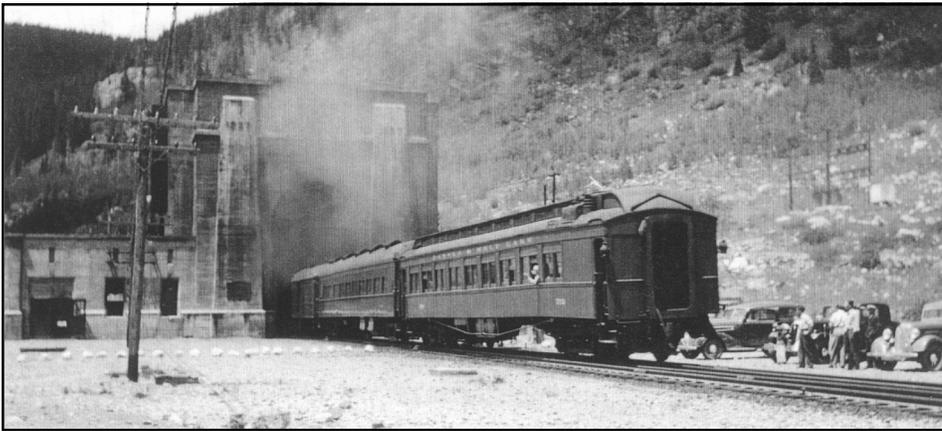
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1998 Events Schedule

August 22 Trip:	Manitou & Pikes Peak
September 8 Meeting:	The Future of Denver's Commuter Rail Services
September 12 Event:	Henderson Mine Tram Tour
October Event:	Colorado Railroad Museum Night Photo Session
October 17 Event:	Annual Banquet
November 10 Meeting:	Video Potpourri
December 5 Trip:	Silverton Mixed
December 8 Meeting:	Historic Club Trips

1999 Events Schedule

January 12 Meeting:	Program to be Announced
February 9 Meeting:	Program to be Announced
March 9 Meeting:	Program to be Announced
April 13 Meeting:	Program to be Announced
May 11 Meeting:	Program to be Announced



As we are celebrating our 60th anniversary, this photo of one of our first club trips is of special interest. Train #1, with one of the old Denver and Salt Lake 700 series coaches added, is shown at the East Portal of the Moffat Tunnel on June 25, 1939. This was before we had the Rocky Mountain Railroad Club drumhead for our special excursions. – Joseph Schick photo

From the President

By Jimmy A. Blouch

Want to thank everyone who toughed it out at the July 14th meeting. It was certainly hot in Barnes Hall, not that it has been any cooler in my house. In spite of the heat, guest speaker Steven Hart kept everyone spellbound with his interesting program Atomic Age Narrow Gauge. At the August 11th meeting our speaker will be member Dave Gross who will show and discuss several of his videos of his trips abroad. Even if it is not any cooler we know Dave will entertain us in style.

Do not forget our Ft. Collins trip and the Great Western tour August 8th. It seems everyone wants to join the fun for the Manitou & Pikes Peak excursion as we have sold a large number of tickets. Our request to tour the Henderson Mine train operation has been granted. We are just beginning to put together a plan.

Henderson Mine officials have asked that we arrive by bus with a limit of one bus. This means a minimum of 44 people will be able to take this tour. We plan to have complete details finalized soon. Watch the newsletter for further information.

Railfair again proved to be a success for the club. Phil Klinger did a great job with arrangements and staffing. Phil planned it so our table was next to his father's (Tom Klinger) and he supervised both tables, assisted by his wife Mary, as Tom was off on vacation. Thanks to all who pitched in and spent some time at our table.

By the time you receive this newsletter the CATS trip will be just a great memory. If we don't see you there, we will be wishing you were there!

It Was Great Fun!

Continued from page 1, column 2

the afternoon of June 21st. The film was part of the opening event for the Organ Historical Society. Organists came to hear the organ accompaniment from Paramount Theater's Wurlitzer Organ. Railfans came to see movies of trains crossing Rollins Pass near Corona along the old Denver and Salt Lake Line.

Prior to the film, the audience was warned that the movie would be more fun if the audience could suspend belief for a time. "Boo the villain! Cheer the hero! Think of this as vaudeville!"

The setting of the film was the Moffat Tunnel construction camp, but the scenery was Corona at the top of Rollins Pass, nowhere close to either portal. Never

Continued on page 3, column 1

Publishers Statement Rocky Mountain Rail Report

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Membership Information

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

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

Annual dues notices are mailed in November.

Club Information

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

Club Phone: 303-979-2806

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

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

Foundation Fund Raising Update Thank You!

As of July 19, 1998, a total of \$9,044.00 has been received from 159 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributors:

William M. Mueller, Scott Omiecinski

A donation in the memory of
Charles DeSellem
has been received from
William M. Mueller
toward the D&IM car 25 restoration.

It Was Great Fun!

Continued from page 2, column 2

mind! The plot was that a blast in the tunnel started an avalanche which wiped out part of the camp along with the food supplies and the telephone wires. The heroes set out during a blizzard to find the break and send for help. Then the heroic train crews went into action. The rotary snow plow gave a wonderful performance and the organist did a realistic job of mimicking the chugs, the whistle, and the bell of the Denver and Salt Lake #211 steam locomotive. The audience applauded loudly during this part – all of the audience, the musicians and the railfans. Needless to say, the train reached the camp just in time to save the ladies from the attack of a deranged construction worker. Hurrah! Hallelujah!

There were many moments of comedy in the film. A running gag was the railroad owner who was hit in the head by falling objects every time there was a blast in the tunnel. Another character was a diminutive explosives expert who was more than excited to get rid of his rotund wife during the winter. His efforts to “help” her onto an outgoing train were classic slapstick. As railfans and the visiting musicians filed out of the theater, there was not a frown anywhere. The organ performed well; the Denver and Salt Lake locos and snowplow were at peak performance; and the film added just the right touch of humor.



Rio Grande Southern Galloping Goose No. 5 during a special excursion on the Cumbres & Toltec Scenic Railroad at Cresco, New Mexico, on June 6, 1998.

– Photo © 1998 James L. Ehernberger

Equipment Committee - Colorado Railroad Museum Report

by Steve Mason

Ralph Vance came out on July 4th and filled in holes on the tender of Engine 20 with fiberglass. He did this from the inside creating a very neat appearance from the outside. The following weekend Duane Fields and I installed the corner posts on the caboose. On another weekend we installed window trim inside the caboose to get it ready to paint.

Another interesting activity at the museum is the DRGW diesels. The rusted side panels on the F's have been removed. Hurry if you want to shoot some interesting photos of the “F” units with the engines and generator visible. The A unit has been sandblasted. Also, the D&SL caboose 10060 has been moved from the Forney Transportation Museum to the Colorado Railroad Museum. It is prominently displayed on the west side of the yards.



Duane Fields trimming a mortise with a chisel.
Photo © Steve Mason

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

Amtrak's California Zephyr Delayed by Midwest Floods

The westbound Amtrak train derailed 6/18/98 in the Waterloo, Iowa, yard. A seven hour delay was incurred in re-railing. They managed to get out of Waterloo eventually, but were stopped at Cedar Falls “inspecting wheels” per radio traffic.

Amtrak #5 arrived at the Omaha depot 6/19/98, 20 hours late. Amtrak #5, due out of Denver at 9:45 AM, 6/19/98, departed Denver about 6:05 AM, 6/20/98, 20 hours and 20 minutes late!

– Joe McMillan, *The Internet*

Amtrak's California Zephyr Delayed by BNSF Derailment

Amtrak's eastbound California Zephyr train #6 was terminated at Denver 6/26/98 (arrived after midnight, early 6/27/98 AM). BNSF 10-car derailment at Oxford, NE, 49 miles east of McCook, NE, was the reason. BNSF reopened their Denver-McCook-Chicago line 6/27 around noon, but Amtrak passengers were bussed between trains.

Amtrak's #6 was terminated at Denver and was turned around as train #5 after bussed in passengers arrived. The train departed west from Denver 6/27/98 at 1:50 PM, several hours later than the advertised 9:35 AM departure. – *The Colorado Zephyr*

Amtrak Full Length Dome Deadheads East

Amtrak's full length dome car MOUNTAIN VIEW #10030 was seen rolling east at Arvada, CO, some two hours late into Denver, CO, the evening of 6/23/98. The car was directly behind the Amtrak power. It is a smooth-side, full



Union Pacific's Kansas Pacific (better known as the KP) line put into service another new siding in June 1998, at Mesa, east of Aurora, CO. Interstate 70 crosses the line over the newly built siding. Chicago & North Western model Dash 9-44CW #8693 leads the eastbound empty auto rack train from Denver to Proviso, IL, on 7/3/98. – Photo by Chip Sherman

length dome in phase IV striping. The dome was used on the Dunsmuir (California) Railroad Days special train over the weekend of June 20th & 21st. – Mike S

Moffat Tunnel Line Sun Kink

UP's Central Corridor (Moffat Tunnel line) had a sun kink develop between Clay Siding and Plain, CO, early on the evening of 6/26/98. The American Orient Express (AOE) with Amtrak P42 #30 was expected to arrive Denver, CO, around 7:00 PM. Unfortunately, a sun kink (3 inches out of alignment) at Coal Creek Canyon held the train for several hours starting around 6:40 PM at Plain, CO. Behind it were Amtrak's #6 with Amtrak 91 which was held at Crescent, CO, UP 6046 on a Z-RODV held at Crescent, and a BNSF Riverbank, CA, to Denver held at Rollinsville, CO. – Darrell & *The Colorado Zephyr*

American Orient Express

The American Orient Express (AOE) 15-car train with 87 passengers departed Denver Union Station, Denver, CO, 8:00 AM, Sunday 6/28/98. The leased Amtrak P42's were changed from 30 & 88 to Amtrak 35 & 48 at Denver. The trip over

the Colorado Rockies was made under crystal blue skies.

The trip is called “The Rockies and Yellowstone.” It traveled over Union Pacific rails across Colorado to Salt Lake City, Utah, then north via Pocatello, Idaho, to Portland, Oregon. A side trip via UP's Silver Bow branch (near Pocatello, Idaho) took the AOE to St. Anthony, Idaho, by rail. Then passengers were bussed to the Grand Teton and Yellowstone National Parks.

The AOE began loading passengers at Denver 4:00 PM on Saturday, 6/27/98. The 15-car train was on track three at Denver Union Station. Passengers enjoyed the air conditioned cars, drinks and a fine meal before retiring. Those wanting a night out on the town were at the doorstep of Denver's LoDo.

Rolling along with the westbound AOE were club members Darrell Arndt, Keith Kirby & Matt Anderson. They chased the train to East Portal to catch the train diving into Moffat Tunnel. Spectacular scenery, perfect weather, a classy train and good friends. What better way to spend a Sunday? – Susan S.



Union Pacific (UP) still operates several Denver & Rio Grande Western units around Colorado. DRGW GP-30 #3002 (one of only two GP-30's to get the large Rio Grande lettering) and UP GP-38-2 #2157 worked the Valmont Turn on 6/17/98. Working north, it crossed the South Platte River at Welby, CO, northwest of Commerce City. – Photo by Jon Bockelman

New Mesa Siding

The newly built Mesa Siding, Aurora, CO, under I-70, went into service 6/19/98. It was holding a unit gon train loaded with new ties the morning of 6-23-98. Another train west of there was unloading bundles of ties for all the tie replacement work. This siding now joins the other new/ upgraded sidings in service on the KP between Denver and Sharon Springs, KS; Mesa, New Byers, Limon (signals, power switch and heater at site, but not under dispatcher control yet), Aroya, Jim, CO, and Sharon Springs, KS.

– *The Colorado Zephyr*

UP's D&RGW GP-30

UP's Denver & Rio Grande Western GP-30 #3002 with its large Rio Grande lettering began working Rolla, CO, 7/4/98. Rolla is UP's auto unloading facility located between Commerce City and Brighton, CO, on the Denver Pacific, along I-76. D&RGW 3002 was still working the Rolla facility on 7/26/98.

– *The Colorado Zephyr*

BNSF 4700's Rushed Into Service

General Electric's model Dash 9-44CW's

being delivered to BNSF continued to be delivered unlettered in June & July 1998. BNSF 4763 was seen in orange and green running south on the Joint Line 7/1/98. It was leading a Pasco, Washington, to Fort Worth, Texas, train.

BNSF's Argentine Shops, Kansas City, KS, has begun applying stripes and lettering to the first group (BNSF 4720-4744) delivered earlier in 1998. Completed by June 1998 were units BNSF 4721, 4734, 4735, 4737, 4740 and 4749.

– *C.W. and Lou*

BNSF Empty Auto Racks from Richmond, CA, to Kansas City

BNSF operated an empty auto rack train from Richmond, CA, to Kansas City, MO, via UP's Moffat Tunnel route and then down the Joint Line in Colorado on 6/23/98. BNSF train V-RICKCK3-20 (V=vehicles, i.e. auto rack train) arrived in Denver via Grand Junction, CO, the morning of 6/23/98. The train departed Denver in the afternoon with model 9-44CW's ATSF 674 and BNSF 787 (both warbonnets). Several track projects from South Denver to Littleton kept the train's pace slow.

– *The Colorado Zephyr*

BNSF GP-7's and GP-9's

BNSF 1950's era GP-7 and 9's are getting the new BNSF green & orange (pumpkin) paint treatment. BNSF GP-7 #1313 arrived in Denver Yards in late June. It worked assignments like the Kountry Job and the Salt Mine at 31st Street Yard.

BNSF pumpkin GP7/GP9's painted orange & green as of July 1998 are:
 BNSF 1313 Ex-ATSF 2092
 BNSF 1317 Ex-ATSF 2102
 BNSF 1318 Ex-ATSF 2103
 BNSF 1336 Ex-ATSF 2136
 BNSF 1600 Ex-BN 1702
 BNSF 1626 ex-BN 1913 painted at VMV 7/1/98
 BNSF 1700 Ex-BN 600 – *Louie*

Royal Gorge Express

UP sold a nearly 12-mile section of its line through Colorado's Royal Gorge on 7/3/98 to the Royal Gorge Express (RGX).

The line sale is due to efforts by the State of Colorado and UP to identify options for rail lines in Colorado identified as candidates for abandonment after the UP/SP merger.

Two RGX affiliates will operate trains over the 11.75-mile rail line between Cañon City and Parkdale. Rock & Rail Inc., will conduct freight operations and serve a new rock quarry near Parkdale. Cañon City and Royal Gorge Railroad (CCRG) will operate a tourist passenger train over the line.

UP will retain trackage rights over the line to serve a Cañon City power plant and to preserve access to the entire Tennessee Pass route between Dotsero and Pueblo.

UP continues to serve stations on this route from Pueblo to Cañon City on the east and from Dotsero to Sage on the west. However, except for a mining customer at Malta, local service between Parkdale and Sage has been discontinued, as permitted by the Surface Transportation Board's UP/SP merger ruling. No trains have run across the entire route since 1997.

– *Union Pacific Railroad via the Internet*

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OS Colorado

Continued from page 5, column 3

The Royal Gorge Route

Passenger service returns through the Royal Gorge on the Cañon City & Royal Gorge Railroad! The railroad hopes to begin operations in August 1998, pending the arrival of VIA passenger cars from Montreal, Canada.

The Royal Gorge Route through the "Grand Canyon of the Arkansas River" will prove to be one of the finest attractions in Colorado. The train will take guests on an unforgettable 24 mile journey into the depths of the Royal Gorge from Cañon City, Colorado, to Parkdale and return. Departures will be at 9:00 AM, 11:00 AM, and 1:00 PM.

Train tickets may be purchased at the Dinosaur Depot located at 330 Royal Gorge Blvd. (4th St. & Hwy. 50) in Cañon City. We strongly suggest making reservations via our "on-line reservations form" or calling: 1-888-RAILS-4U. Website: <http://www.royalgorgeroute.com>

Ticket Prices:

Adults (13 yrs. and older): \$24.50

Children (3-12 yrs. old): \$16.50

Children under 3 are free when sitting on a parent's lap. – *The Colorado Zephyr*

UP Coal Train Derails at Hugo, CO

Union Pacific had a loaded, east bound coal train derail west of Hugo, CO, 7/12/98, about 6:00 PM. The crew was moving too fast for a slow order, and 16-cars jumped the Kansas Pacific line. Hugo, CO, is at milepost 535.8, east of Limon (MP 550), CO. – *BNSF Man*

Ski Train August 1998 Operations

The Ski Train will operate from Denver to Winter Park on 8/1/98, 8/2/98, 8/15/98 and 8/16/98. The train will depart Denver's Union Station at 8:30 AM, headed west ahead of Amtrak's #5 and depart Winter Park at 4:30 PM, ahead of Amtrak's #6 back to Denver.

Round trip fares are \$35.00 (coach) or



The American Orient Express (AOE) made a journey from Denver to Portland, Oregon, on 6/28/98. The lounge, bar, round end observation car NEW YORK was a fitting touch to the train rolling west into Moffat Tunnel at East Portal, CO. NEW YORK was built for New York Central's famous 20th Century Limited operating as the SANDY CREEK between 1948 and 1968. The train returns to Denver on 10/14/98 via UP. – Photo by Chip Sherman

\$60.00 (club) for adults and \$20.00 (coach) for children under 13. Group fares for 24 adults or more are \$30.00 each. An overnight train and lodging package is available. Call 303-296-4754 for information.

– *The Colorado Zephyr*

UP Derailments

Six locomotives and 38 auto rack cars on an eastbound train derailed about 6:20 AM on 7/21/98 near Green River, Wyoming, at Westvaco, WY. A car rolled off an industry track and onto the main line. The car collided with the lead locomotive of a 7-unit consist.

The accident happened about 30-miles west of Green River on the Salt Lake City Subdivision. The engineer and two train crew members were taken to a hospital. The conductor suffered a broken back. The derailment fouled both main lines, and investigators were seeking to determine the cause of the accident. The train was en route from Milpitas, CA, to Kansas City.

Track No. 1 reopened at 8 AM MST on 7/22/98. Damage was estimated at \$2.6 million.

A train derailed 24 loads of coal on 7/22/98 on the Council Bluffs Subdivision at Odessa, NE. The reopening of the second main track was scheduled for 7/23. Total damage is estimated at \$2.7 million with the likely cause a broken wheel. – *UP Online (electronic employee newsletter)*

Amtrak Meet at Clay, Colorado

By Steve Mason

On the way home from the museum on 6/28/98, and much to my surprise, Amtrak #5 (California Zephyr) was on the siding at Clay. Usually #5 is through Clay at about 9:30 AM and it was 6:30 PM. I noticed #5 had 11 box cars on the rear. Looking towards Plainview I noticed #6 descending the 2% grade. The meet was at Clay. Amtrak reported that storms in Iowa delayed the train an hour and forty-five minutes, then it was delayed another two hours when it picked up the 11 boxes at Lincoln, NE. The rest of the time was the usual delays caused by slow orders and at stations. After #6 passed, #5 started west. Not only did it have the usual two P42's but two more P-32's for help. The consist was 3 mail cars, a transition sleeper, 3 sleepers, diner, lounge, 4 coaches and the 11 box cars.

60 Years Ago

By Dave Goss

Many times in the newsletter, we have read of the abandonment of trackage, or perhaps the demise of a name train. Sometimes club members took the last trip of a favorite railroad or read of the close of an era with the merger or bankruptcy of a railroad. At other times, however, Club members were treated to news that marked the beginning of what would become a significant event. This month we'll look back at some of the announcements of things to come.

In 1961, a new type of locomotive made its way to Colorado and short-lived as it was, it fascinated viewers track side for several years. Beginning in 1961, Krauss-Maffei of Munich, Germany, delivered 21 diesel-hydraulic locomotives to railroads in the United States. Three of these units, #4001, 4002 and 4003 were acquired by the Denver & Rio Grande Western.

As reported in the February 1962 issue, these units were said to have improved "...traction over diesel electric locomotives because the engine is some 30% heavier for its size and because all wheels operate from the same power source. Rio Grande tests showed that the German engine's wheels could apply a pulling force equal in tons to 24.5% of its own weight of 165 tons without slipping. That's some 50% more pull than a 130 ton diesel electric..." As interesting as these units were, they could not meet the needs of the Rio Grande and were sold to the SP in 1963.

In July 1962, information on another unusual form of motive power was reported to club members. "According to motive power men at Cheyenne, the UP's unusual gas-turbine – electric locomotives will not be operated on the main line (Omaha-Ogden) much longer. The UP has ordered 75 new 2250 hp GP-30 diesel freight units from EMD, and as these arrive the turbines will be transferred to the Salt Lake-Los Angeles run. There are two sets of the interesting turbine locomotives -- the 4500 hp group, numbered 51 to 75, and the newer 8500 HP with numbers from 1 to 30. It is expected that most of the large engines

will generally be multiplied with one or two diesel units for the L.A. run, both turbine and diesels being operated by the engineer in the cab of the turbine." Later, in October 1962, the newsletter reported that the idea of transferring the gas turbines to the Salt Lake - L.A. run had been abandoned. It seems as if the Santa Fe was not in favor of their use on joint trackage. Instead, new 400 series SD-24's were sent out there.

One other unusual locomotive appeared in 1962, that also being a Union Pacific creation. In December 1962, we found out that... "The Union Pacific Railroad has started road testing an experimental direct fired coal burning gas turbine electric locomotive. The 5,000 hp gas turbine locomotive is similar in operation to the gas turbines which have been in freight service on the UP for the past 10 years except that the experimental locomotive will use processed coal as fuel rather than residual type oil used in other units. Nugget-size coal is carried in a tender attached to the locomotive and is pulverized by equipment in the tender en route to the fuel burners." Note, this experiment lasted until May 1964 when the 7,000 hp, 214 foot long, 1,457,280 pound locomotive was removed from service and deemed an operational failure.

In October 1963 a short item stated... "A speed of 151.88 mph was reached recently in a test run by a Japanese express train. A 4-coach electric train held the top speed for one minute on a model section of the new standard gauge line between Tokyo and Osaka. The 315 mile line is scheduled to be in use next year." (More than thirty years later, the high speed Shinkansen and its brethren have become second status to trains in Europe, but in 1964 they would be the world's fastest).

Also in 1963, we found out that ... "Two new General Motors (EMD) freight locomotives were recently announced. A 2500 hp unit (the GP-35) will go into production in October 1963 and a 5,000 hp unit (the DD-35) is scheduled for delivery in the second quarter of 1964."

Durango & Silverton Narrow Gauge Special Operations

By Neal Reich

Ex-Rio Grande Southern Railroad Motor No. 5 will return to Durango, Colorado, this fall, after an absence of almost 50 years. The D&SNG will feature the unique Galloping Goose from September 21st through September 26th in a series of special excursion runs. The schedule includes operations out of Silverton as well as trips between Durango, Rockwood and Cascade Canyon over the famous High Line. No. 5 was recently restored by the Galloping Goose Historical Society of Dolores, Colorado.

For ticket information and reservations contact the D&SNG group ticket office at 970-259-3372.

A busy fall schedule on the D&SNG continues in October with a return visit from former Eureka & Palisade locomotive No. 4, the EUREKA. Dan Markoff will bring his beautifully restored 4-4-0 woodburner to the high country for a two day excursion between Durango and Silverton on October 11th and 12th. The EUREKA will operate with a special passenger train, providing exceptional run-by opportunities. One way and round trip tickets are available.

For information and reservations call the D&SNG ticket office at 970-247-2733.

Many other times the newsletter covered the introduction of new locomotives, from SD-40's to the newest SD90MAC or Dash 7's, 8's or 9's. Nonetheless, as interesting as these new items were (or are), we probably follow with more enthusiasm the last run of a passenger train or the retirement of a steam locomotive. A word of caution is that today's new engine will someday become the "last unit retired of its class" and we'll regret we didn't spend more time watching and learning about the new locomotive today that is going to be going away tomorrow. How many of us regret today that we didn't take more photos of those darned diesels that were starting to displace steam on our favorite roads?



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Denver Post Train

By Steve Mason

Saturday, July 18th, the Denver Post ran its annual train up to Cheyenne from Denver and back. Consist was the 844, auxiliary water car, UP tool car, Centennial diesel 6936, Rio Grande power car, four Rio Grande ski train cars, UP Sherman Hill souvenir car, UP Pony Express baggage car, four Rio Grande ski train cars, two UP 5400 series coaches, two UP domes, business cars Kansas & Colorado for a 17 car train.

Riding a steam train is like riding in an antique car. Everyone turns out to see it go by, wave and smile. This trip was no exception. Along the right-of-way was a parade of club members. Carolyn and Jimmy Blouch north of Ft. Lupton, Jim Ehernberger about Pierce, and Bud Lehrer at Nunn. On the return trip I spotted Keith Goodrich at Sandown getting an evening photo.

The day started early and the temperature

was pleasant, so I hung out in the Pony Express. The doors were open the entire trip. Just north of Denver, about Adams County, we went into emergency braking. An air hose parted over a crossing between two ski train cars. The crew strapped it up and we were soon on our way.

The deer, buffalo and antelope were out in force just north of Carr, much to the delight of the kids aboard.

Upon arriving at the Cheyenne Depot we walked a short block to view the parade. Then we were bused to Frontier Park for an excellent buffet barbecue lunch and dined to live music. We also toured the Old West Museum on the fair grounds as part of the package.

The Union Pacific booth was staffed by Mary Nystrom. Mary was not on the train or in the UP Sherman Hill car. I just do not

think it is an official UP steam train unless she is in that car!

We finally got to the reason for the train, Cheyenne Frontier Days Rodeo. It was quite exciting seeing the bull riding competition, steer roping, bareback bronc riding, saddle bronc riding, steer wrestling, calf roping, and my favorite, the wild horse race. Two observations came to mind watching the rodeo. I am glad I wasn't in that dust and heat doing those things and, although cowboys look tough as nails, there was something about all that limping that says otherwise.

After a great day, we watched the power back onto the train while Steve Lee told his "no, we don't have a guy with a shovel for the coal, it burns oil" stories. Then when Steve pulled out the big cigar, lit it and settled into the right side of the cab, it was time to go back to the coaches for our trip home.