

# ROCKY MOUNTAIN RAIL REPORT



FEBRUARY 1998

No. 460

**ROCKY MOUNTAIN RAILROAD CLUB**

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### The Last of C&S Steam

Presented by Michael Trent, Jr.

**February 10, 1998 • 7:30 PM**

The February meeting features a presentation of photography and a narration recorded by Michael Trent, Sr. The program will be presented by his son.

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.

### 1998 Events Schedule

March 10th Meeting:	Alco Diesels
April 14th Meeting:	Taking the Train to the Mayo Clinic
April 19th Trip:	RTD Light Rail
May 12th Meeting:	Slide Potpourri
June 6th Event:	Family Picnic
June 9th Meeting:	Mines, Mills and Railroads
June 13th & 14th Event:	Colorado RR Museum Work Day
June 21st Movie:	"White Desert"
July 14th Meeting:	Monthly Meeting
July 25th & 26th Trip:	C&TS Weekend
August 11th Meeting:	Historic Slides
August 22nd Trip:	Manitou & Pikes Peak
September 8th Meeting:	Historic Club Trips
October 10 Trip:	Georgetown Loop Freight
October 17th Event:	Annual Banquet
November 10th Meeting:	Video Potpourri
December 8th Meeting:	Annual Meeting

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### Mark Your Calendar for Special 60th Anniversary Events

#### RTD Light Rail Excursion

Our first trip will be an RTD light rail excursion on April 19th which will include a trip over the entire light rail system, photo stops, a car barn tour and an update on the Santa Fe corridor project. This will be combined with an opportunity to visit the Federal Center to see D&IM #25 which will be outside for photos. The restoration crew hopes to have the car repainted into original colors by that time. Volunteers will be available to answer questions during a cookout at the restoration site.

A flyer is included in this issue of the Rail Report.

Next will be a family picnic tentatively scheduled for June 6th in Julesburg, Colorado. This will combine a family outing with an opportunity to photograph

the action along the Union Pacific mainline. There is a small museum and other attractions in the area so this should be a fun day for all. Watch the Rail Report for more details.

Your Club, along with the National Railroad Historical Society and the Organ Historical Society, are sponsoring a showing of the movie "White Desert" at Denver's Paramount Theater on the afternoon of Sunday, June 21st, starting at 1:00 PM. White Desert is a silent movie filmed in 1924 on the Denver & Salt Lake and features many great scenes shot along the Rollins Pass line. The movie will be accompanied by music played on the classic Wurlitzer organ.

In addition, there will be a presentation on the history of Denver, a review of other historic organs in our area as well as a

*Continued on page 3 - Second column*

## From the President

By Jimmy Blouch

Our January program given by Lindsey and Rosa Ashby of the Georgetown Loop was very entertaining and well received. We had a great turnout, too! The February program by Michael Trent, Jr., promises to be excellent as well.

Look for announcements in this newsletter concerning our 60th Anniversary. The committee has been very busy making plans for trips, commemorative items, and much more.

You might want to mark your calendar for these two dates. Banquet is scheduled for October 17, 1998. Location will be determined soon. Work Day at the Colorado Railroad Museum is scheduled for June 13 & 14, 1998.

We are off to a great start and a very busy and eventful year.

### Awards

The Rocky Mountain Railroad Club has many members who work many hours of their own time, sometimes for long periods, even years, to perform the many tasks needed to run the club. These members should be recognized for their dedication and efforts. At our January 13, 1998, meeting we recognized three members. A plaque was presented to Jim Trowbridge for fourteen years, 1984 to 1998, as Newsletter Editor of the *Rocky Mountain Rail Report*. Linda Johnson received her plaque for four years service as Membership Chairman. Additionally,



*Jim Trowbridge received a plaque for fourteen years service as Newsletter Editor.*

Bud Lehrer received a plaque for thirteen years service as Trip Committee Chairman. All members join in thanking these members for their dedication and service.

### Meet Your New Directors

Phil Klinger is a 32 year old high school social studies and math teacher working on a Master's degree in Special Education. Phil is interested in all aspects of railroad photography. Phil says "It gives me the chance to be outside and discover places few people know about." Phil also enjoys hiking and mountain biking over abandoned railroad grades. He says "Boreas Pass and Rollins Pass are two of my favorites. However, I am not looking forward to riding over Tennessee Pass." When exploring abandoned railroad grades, Phil is amazed at the amount of manual labor and engineering it took to pierce the mountains for the railroads to obtain the silver and gold. His goals are to increase membership of the Rocky Mountain Railroad Club with the younger generation of rail enthusiasts.

Warren M. "Matt" Anderson joined the Rocky Mountain Railroad Club in 1982 after moving to Colorado. He has served the club as Ticket Sales Chairman, Board Member, and Trip Committee Member. While brought up in New Jersey, he became interested in Colorado railroading after being given a copy of *Narrow Gauge in the Rockies* in 1960. He and his wife, Ingrid, live in Denver.



*Linda Johnson received a plaque for four years service as Membership Chairman.*

### 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://members.aol.com/rmrclub/index.htm>

### Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

The deadline for items to be included in the March issue is February 16th.

## Foundation Fund Raising Update Thank You!

Thanks to the following 127 donors who to date have contributed a total of \$7,508.00 to the D&IM Car 25 restoration project:

James Allamian, Robert Allen, Sara Alt, Matt Anderson, Mrs. W. B. Anderson, Roland Angel, Edward Arbuckle, LaVern Austin, Forrest Bahm, Thomas Beckett, Ronald Bill, Mr. and Mrs. Jimmy Blouch, Mrs. Frank Braisted, John Buckman, Richard Burlingame, Arthur Butler, Jr., David Butler, Thomas Caldwell, Roger Callender, Bob Campbell, Mr. and Mrs. Erwin Chaim, Kevin Corwin, Lloyd Crews, Dr. Dan Davis, C. J. Devilbiss, John Dillavou, Mr. and Mrs. John Dolan, Don Elliott, Richard Erickson, Mr. and Mrs. Albert Fowler, R. J. Fryml, George Gaeke, Bud Gamel, Richard Gamewell, Doug Geiger, Mr. and Mrs. George Geiser, Ghost Town Club of Colorado, Peter Gilbert, Frank Gill, Thomas Gill, Douglas Gorton, Stanwood Griffith, David Gross, Todd Hackett, Geoffrey Hamway, William Hanna, Johanna Harden, Ian Hastie, Vance Hester, Allen Heyl, James Hill, Mike Hoenig, Louie Hunt, James Hurt, Art Ives, Bruce Johnson, Robert Johnson, Robert Jones, Mr. and Mrs. Tom Klinger, Albert Knicklebine, Bruce Kolisek, Ruth Koons, Paul Kotarba, Charles "Bud" Lehrer, W. C. Lindmier, Jr., Charles Livingood, John MacAllister, Jim Mackenzie, Samuel March, Steve Mason, Robert Matschuat, Don McDermott, Gene McKeever, Neal Miller, Jack Morison, Phil Mulligan, Lester Nelson, Kenneth Oliver, Dennis Opferman, L. R. Orton, Doris Osterwald, Melvin Ott, Beyer Patton, Tomas Peyton, William Plume, Robert Proctor, Mr. and Mrs. D. A. Rainey, Mr. and Mrs. Jim Ranniger, Donald Redmond, Neal Reich, Barry Richardson, Jo Riley, Don Robertson, E. Michael Rosser, Everett Rowe, Ardie Schoeninger, John Schwartz, Richard Severance, George Shaw, Stephen Smith, Thomas Smithers, Dennis Spears, Mr. and Mrs. Fred Springer, Gregg Stander, James Stewart, Mr. and Mrs. Robert Stull, Stephen Subber, Jim Titsworth, Rudy Titsworth, Wayne Tobiasz, Dr. Thomas Toft, Harold Topping, Robert Tully, Louis Unzelman, Randall Vienot, Chard Walker, Arthur Wallace, William Walters, Walter Weart, John Weitzel, Lynn Willcockson, Hugh Wilson, Robert Wilson, Edward Wright, Hatch Wroton, Truman Young, Donald Zielesch

## Mark Your Calendar for Special 60th Anniversary Events

(Continued)

short presentation utilizing the dual keyboards of Paramount's organ. If you have not either seen the movie or heard the magnificent sound of the fully restored organ, a real treat awaits you. Tickets will be \$6.00 at the door.

Our 60th anniversary "BIG" trip will be the weekend July 25th and 26th on the Cumbres and Toltec Scenic Railroad. We will spend two days with our own train which will consist of freight cars and "box car" coaches. We will enjoy double headers, possibly a mid-train helper as well as numerous other photo opportunities. One of our engines for part of the time will be K-27 #463. You may wish to schedule your own related activities in the area. We are still resolving the last details with CATS but a flyer will be in the March issue of the Rail Report. In an effort to contain cost, the Club will not provide lodging, transportation or meals other than those on the train. We will provide a list of lodging and eateries in the area for your convenience.

Our next outing ties your club's origin with the present. On Saturday, August 22nd, we will charter a train on the Manitou & Pikes Peak Railway and tour the entire line. Your Club's very first trip in 1939 was over the M&PP. We will have photo stops, meets, runbys and a shop tour. If you wish, you may want to visit other attractions in the Colorado Springs area such as the Pikes Peak Historical Railway to see our two streetcars which are leased to them for restoration and

operation. A charter bus can be made available if sufficient interest is shown. The flyer will be in the March issue of Rail Report with full details.

Based on the success of our "Mixed Train" on the Georgetown Loop last year, we will operate a "Photo Freight" on the GLRR on Saturday, October 10th. The train will consist entirely of freight cars including a long refrigerator car and a D&RGW long caboose pulled by 2-8-0 #40. Participants will ride in gondolas pulled by diesel #15. We will have the railroad all to ourselves so we can make numerous photo runbys and stops in areas not normally permitted including the south side of the High Bridge.

A second engine will be under steam so we can recreate "Over and Under" views as well as have a twilight photo session at the engine house. This trip is for the serious photographer and will run "Rain or Shine". We can only hope for a repeat of the weather we had last year. If we are lucky, we will not only have Fall color, maybe even a little snow! A flyer will be included in the April issue of the Rail Report which will have all the details. The trip will be limited so you will want to move quickly when tickets become available.

The Trip Committee needs more volunteers and if you are interested, please let us know. We can use all the help we can get and here is your chance to put together your Club's future outings.



*Bud Lehrer received a plaque for thirteen years service as Trip Committee Chairman.*

## A New Look for the Rocky Mountain Rail Report

This issue of the newsletter completes the transition from Jim Trowbridge to Bruce Nall as editor and publisher of the *Rocky Mountain Rail Report*. I would like to thank Jim Trowbridge for his help during this transition and his efforts as editor of the *Rocky Mountain Rail Report* for the past 14 years.

In the January Rail Report, the ends of two articles were dropped. Apologies to Chip

Sherman and Dave Goss for these omissions.

The last sentence in "OS Colorado" on page 5 should read: This was confirmed by a visitor during summer, 1997. – *The Colorado Zephyr*

The last sentence in "60 Years Ago" on page 7 should read: Watch this column throughout this anniversary year as we celebrate the people, the past activities and love of Rocky Mountain Railroadng that makes this club unique and dynamic.

## 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.

#### Marlboro Train

The Marlboro Train is now the stuff great railroad legends are made of – like the stories about the steam engine hidden in a building out in the woods.

Here's the story on the big red train. The train had 22 cars in all.

One was a power car built out of a baggage car. It could produce just over a Megawatt! It is currently for sale as a portable power plant (but not as a rail car as it's draft gear was removed with a torch, a liability/contractual thing).

Three Budd built, stainless steel, painted red, 1940's to 50's cars were re-outfitted for the on-board service staff. They are also for sale as there were no structural modifications to them.

18 other cars were built basically from scratch using the center sills and collision posts from SP bi-level commuter cars. All new materials went into the construction of the car bodies. 14 of the 18 new cars were salvaged for parts and then scrapped to eliminate any liability issues.

The remaining four cars are still at the manufacturing plant and have been permanently disabled so that they would never show up on the rails. These cars will be used by the manufacturer for research and development and mock ups to show to future customers. I believe there is one sleeper, one diner, one lounge and the spa car. The latter a porch car that has five, count 'em five, hot tubs, two massage rooms, an exercise area, and dressing rooms!



*UP General Electric model 8-40C #9163 was on the point of the Jefferey Energy Center coal empties meeting BN/BNSF SD70MAC's 9584, 9847 and 9851 (last two just delivered in December, 1997). They're on the Buckskin Mine to West Texas Utilities at Oklaunion, TX, coal load C-BKMOKO-214. The meet was at Angora Siding, south of Alliance, NE, on December 28, 1997.*

*–Photo by Chip Sherman*

#### Ski Train

The Ski Train, Denver to Winter Park, CO, will operate with new motive power this ski season - Amtrak F40's! Amtrak delivered #298 & #388 to Denver on December 16th via the California Zephyr. The units were being fueled at Denver Union Station prior to the Ski Train taking them over on long term lease.

The Ski Train started its season on December 20th, departing Denver Union Station at 7:15 AM. Last year the train used UP owned DRGW GP-60's of the 3154-3156 group. These units still ply the old Denver & Rio Grande Western rails, namely the Denver to Pueblo, CO, Joint Line, but evidently UP needs them more.  
*– The Colorado Zephyr*

#### Sale of Historic SP Headquarters

The 13-story Denver building that housed Southern Pacific's operations center and other departments has been sold. The building, located at 1860 Lincoln Street on the eastern edge of downtown, was purchased by JER Denver, an investment group.

SP moved into the building in 1994. Most of the railroad personnel who were assigned there, including train dispatchers and customer service representatives, have been relocated to Omaha and St. Louis. Some functions, such as law, remain, and UP employees will continue to occupy three floors through the end of July.

The 11-story historic SP headquarters building in San Francisco, one of the city's elegant architectural landmarks, was erected in 1917 to replace SP offices destroyed in the 1906 earthquake and fire. It is under contract for sale and will be turned into a 300-room luxury hotel. Regent Hotel, the proposed operator, also operates the Beverly Wilshire Hotel in Beverly Hills. The structure is located at 1 Market Plaza, at the foot of Market Street near the Ferry Building, and has spectacular views of San Francisco Bay and the Bay Bridge.

#### American Orient Express

American Orient Express (AOE) cars arrived in Denver, CO, via west bound Amtrak's California Zephyr on Dec. 24, 1997. Dining car CHICAGO and sleeper ISTANBUL were near the rear of the train



*Burlington Northern Santa Fe's (BNSF) newest power from EMD are SD70MAC's (9838-9864) wearing a Heritage II paint scheme, orange, green with yellow stripes/lettering and silver trucks. BNSF 9844 was headed south at Walnut Street, Denver, CO, on December 31, 1997. The train came from the Jacobs Ranch Mine, WY, and is enroute to Smithers Lake, TX, west of Houston, TX, where the Houston Power & Light Parish Power Plant is located. -Photo by Chip Sherman*

along with Pacific Overland Express MONTEREY. On the rear of the train were Amtrak express cars (solid green scheme) #70004 and 70001. The passenger cars are all expected to be worked on at Denver Railway Services in Englewood, CO, a Calahan Company.

The PV's were on an unusually long westbound train #5, 22 cars compared to the normal 12-15 car train. Reason for the long train was due to mail and express cars being held east of the Oxford, NE, BNSF grain empty (X-DENLIN1-19) derailment that occurred Dec. 21, 1997. -Drew in Lincoln & The Colorado Zephyr

### **Northern Plains Railway GP-35's**

Omnitrac, Loveland, CO, out shopped and shipped three refurbished GP-35's (Denver & Rio Grande Western RR Lineage) on Dec. 16, 1997. The three Northern Plains Railway units were picked up by BNSF south bound train Casper, WY, to Denver, CO, on 12/17 at Loveland, CO, for movement to Denver via the old Colorado & Southern Line (Front Range Subdivision).

The units were at BNSF's Denver Diesel

Shop, Denver, CO, on 12/18/97. They are painted a blue & yellow Santa Fe style scheme, with the cabs yellow. Units are named as follows:

- 3501 City of Devils Lake
- 3502 City of Warren
- 3503 City of Fordville

- The Colorado Zephyr

### **UP Abandonment in Colorado**

UP plans to abandon a 122-mile stretch of track from NA Jct., CO, to Towner, KS, that SP previously used as a main line.

For the past year, UP has been trying to sell the line to the Colorado Kansas & Pacific Railway Co., but the deal fell through when the CK&PR failed to come up with \$10 million by Dec. 22. It was the third such deadline in negotiations between the two railroads, and UP has refused a request for a further extension.

The Surface Transportation Board already has given UP permission for the abandonment. The railroad has been postponing the action at the request of Colorado Gov. Roy Romer, who sought a buyout for the line.

### **BNSF Grain Train Derailed**

BNSF grain train derailed at Oxford, NE, on the McCook line after hitting a broken rail. Derailment blocked Amtrak and other trains starting Dec. 21st, about 8:00 PM. The east bound grain train, X-DENLIN1-20, derailed around 7:00 PM starting up Atlantic Hill. Three units, BNSF 9-44CW #757, SD40-2's BN 7124 and BN 8069, and 54 cars derailed, leaving 12 cars still on the rails. 3,000 feet of track was torn up. Estimated speed was around 50 MPH. The derailment occurred over a large bridge, sending some cars in the creek. Oxford is some 40 to 50 miles east of McCook, NE.

- Drew in Lincoln

### **BNSF Locomotive Renumbering Plan**

The BNSF is beginning to renumber about 1,600 units which require new numbers to fit the new BNSF locomotive number plan. You will see a series of vinyl patches placed over numbers, cab sides. "BN" to be obliterated because the logo is on the cab side where the renumber will go. Green patches over the renumber on the car body. On the blue/yellow units, "Santa Fe" should stay because the lettering is too large to worry about, not a bias issue. The entire fleet should be done within the next 90 days. After much delay, they are finally doing it. Unless I'm wrong again, this is the time to catch the BN and Santa Fe units in their original livery. By June 1998, another phase will have been implemented and the two former roads will be gone indeed.

- Robert Del Grosso

### **BNSF's Newest Power**

BNSF's newest power, EMD built SD70MAC's #9838-9865, starting hitting BNSF rails in December 1997. The units wear a BNSF Heritage II orange, green with yellow lettering and a Santa Fe style cigar band nose herald with the letters BNSF. Trucks and under frame are silver. They really stand out compared to the "Eddie Bauer" scheme on the older SD70MAC's.

One of the first BNSF Heritage II SD70MAC's through Colorado was on



*BNSF Grain Train wreck about a mile north of Raton, NM, off I-25 . The hazmat team was cleaning up the estimated 1500 gallons of spilled fuel. The spilled corn was salvaged, cleaned and reloaded into cars for shipment to Iowa. The car bodies on site were laid out for removal.*

*—Photo by John Dillavou*

## OS Colorado

BNSF's Newest Power Continued

Dec. 11, 1997. BNSF 9840 was on a run from the Black Thunder Mine, WY, to Amarillo, TX, Southwestern Public Service Harrington Plant coal load; train symbol C BTMAMH2 22. Early morning sun found the 9840 at Denver's 31st Street Yard. It moved south during the day, and was held at Palmer Lake, CO, in the afternoon by an underpowered Union Pacific northbound train.

The UP northbound was the Pueblo to Denver, CO, train with Rio Grande lettered GP-60's 3154 - 3156 as the sole power. They had too much tonnage for the power and slippery rail conditions they encountered climbing the Palmer Divide. The M-PUDV-11 stalled and needed a push from another train to conquer the steep grade.

BNSF 9840 was delayed over two hours waiting for this move to clear Palmer Lake. A little after 5:00 PM the coal load resumed its southward trek.

BNSF 9838, the first SD70MAC painted

the new orange scheme, has been a frequent visitor to Colorado, but always as the second unit. BNSF 9839 was the lead on trains visiting the Public Service of Colorado Minnequa power plant at Pueblo, CO, during December. It arrived from Sterling, CO, at Denver Christmas morning on coal load C BAMMIC2 08, Belle Ayr Mine, WY, to Minnequa, Pueblo, CO. It stayed in Denver during the day since BNSF observed the holidays with minimal train operations. (The crews enjoyed Christmas with family and friends!) Power was BNSF 9839, BNSF 9726 & BN 9541.

BNSF 9847 and 9851 were trailing with BN 9584 leading through Denver on December 29th. No one has yet caught a solid three unit lash up of the new units around Colorado. However, one set with BNSF 9850, 9853 and 9854 was seen in the Wyoming Powder River Basin just before Christmas. That train was headed for Missouri, and its lead unit BNSF 9850 was taken off at Alliance, NE. Reports indicate that Alliance, NE, is where several units are usually found as they enter coal train service.

*—C.W., Don Z., & Patsy*

## 60 Years Ago

The Rocky Mountain Railroad Club's first official trip was on August 27, 1939, when members had the opportunity to ride behind Manitou & Pikes Peak No. 3 to the top of Zebulon's mountain. It was the first of many trips for which the club became internationally known throughout the steam era. The club's first expedition to the southwestern part of Colorado was in July, 1946, when a Galloping Goose trip ran from Ridgway to Durango and return. Three geese (No. 3, No. 4 and No. 5) were used on various segments of the excursion. The following year, the club hosted four different trips, the first of which was behind our own No. 20 from Ridgway to Dolores. D&RGW No. 319 ran the return. In June and October of the same year, Denver & Inter Mountain (D&IM) provided two trips; one to Golden via Morrison on the No. 23 and the second, Denver to Leyden on cars No. 02 and 03. The high point of that year was probably the narrow gauge trip from Salida to Gunnison and Cimarron over Marshall Pass and through the Black Canyon.

These early trips were just the beginning of many for which the club would gain a blue ribbon reputation for quality and price. Short lines and mainline trips were offered throughout the next twenty or so years. Banquets often combined a trip and dinner for members and guests. On the Tenth Anniversary it was on the D&IM to Golden and then in 1952, it was to Golden via D&IM in the car destined to become the club's, No. 25. For the club's Twentieth Anniversary, it was up to the Holland House in Golden via the C&S behind No. 646. In 1960, 1961 and 1962 banquets were held in Boulder and transportation was again via the C&S. The Silver Anniversary in 1963 was a special trip to Colorado Springs and the Antler's Hotel using CB&Q's No. 4960.

Trips were not always by steam power. On July 20, 1952, the trip took it's first diesel power trip behind D&RGW standard gauge from Denver to Dotsero and return through the Moffat Tunnel. Diesel trips have also been held on short lines such as on the Cadillac and Lake City, the Wyoming & Colorado and the

## 60 Years Ago

Continued

Great Western. And, on occasion, the trip was memorable since it was the last operation on that segment. For example, February 6, 1949, marked the last run on the Midland Terminal Railway and the July 2, 1950, trip was the last run on the D&IM line to Leyden. On September 1-2, 1951, the club sponsored the last steam passenger trip on the Rio Grande Southern over Lizard Head Pass behind No. 74. A slightly different last run was March 11, 1956, when the club rode from Denver to Cheyenne behind Union Pacific's No. 9000 as the 4-12-2 was en route to permanent display in Pomona, CA.

Instead of riding on steel rails, in the past we also walked abandoned roadbeds of the lines that hosted some of our earlier trips. These outings were just as memorable as we recreated in our own minds what the Colorado Midland or Denver & New Orleans must have been like. And, on many of these field trips, Ranniger's Roadbed Commissary offered culinary delights that would have satisfied Messrs. Beebe and Clegg. What could compare to an inch-thick steak sandwich and gourmet ice cream for dessert after trekking up to Hagerman Tunnel in the drizzle?

In 1998, we continue to plan rail trips and field trips to keep alive the history of the last sixty years and to create new experiences for members who were not able to take those nearly forgotten trips. Looking back, it is with longing that we wish we could ride over now abandoned routes behind narrow gauge steam in revenue service. However, those days are gone forever and too soon some of the rights-of-way we take for granted today may disappear. First generation diesels are rapidly disappearing and rainbows of new colors are replacing the traditional colors we recall. We need to preserve today's Rocky Mountain railroads that will become tomorrow's memories.

Donation in the memory of  
**ED HALEY & CHARLIE MAX**  
has been received from  
Mr. and Mrs. Jim Ranniger  
toward the D&IM car 25 restoration.

## Colorado Railroad Museum

By Charles Albi

On November 24, the Martin J. and Mary Anne O'Fallon Trust of Denver announced that it will fund the \$25,000 cost of moving historic Denver & Rio Grande Western Diesel locomotives 5771 and 5762 into the museum from the storage site provided by Coors Brewing Company when they were donated to us last year by Southern Pacific. In addition, the O'Fallon Trust will match each dollar that we can raise from other sources to get \$22,000 needed to cosmetically restore these 1955 EMD locomotives. The major portion of the restoration cost will be for stainless steel side panels, as the originals were replaced by D&RGW with steel sheathed plywood and this is now badly deteriorated.

The units will be displayed as part of a 1950 era streamlined train consisting of Union Pacific express car 9149, UP coach 5442, and observation car Navajo from Santa Fe's original Super Chief. Burlington Northern Santa Fe and Union Pacific have provided panels of 100-pound rail to build a display track.

Early this month, the Kenneth Kendal King Foundation provided \$25,000 to be used for installation of the turntable and enhancement of the roundhouse. This brings the amount that King Foundation has provided for our capital improvement program since 1994 to \$125,000. There has been an early response to the recent letter to members and other friends of the museum, and we have a good start on meeting the O'Fallon challenge. A final site and design has been selected for the roundhouse.

Meanwhile, Andy Dahm has nearly completed the transformation of 1890 Baldwin 2-8-0 No. 583, the only remaining D&RGW standard gauge steam locomotive, to its post-1924 number of 683 (class C-28) and an appearance in keeping with the steel cab that it acquired from another locomotive in the early 1940's. This involved installation of a Pyle-National electric headlight and a D&RGW rectangular smoke box number plate, this last item supplied by John Bush.

The old style wooden pilot will be replaced with a steel boiler-tube model. Andy has lettered the engineer's side of the tender with the "flying" Rio Grande and the fireman's side with the Moffat Tunnel/Royal Gorge Route herald. No. 683 has become a very popular photo subject for visitors in its new location along the brick platform between the museum building and the new library.

The library has been open for business since August 1st with regular hours on Thursdays from 4 PM to 8 PM and on Saturdays from noon to 5 PM. Kenton Forrest and one or more other volunteers are on hand to assist researchers and have been quite busy during these times. We also welcome questions by mail (please include a self-addressed stamped envelope for reply) or E-Mail (corrmus@aol.com). If we cannot answer a specific question, we can usually direct you to another possible source of information. We cannot do extensive research on your behalf but will be happy to assist anyone who can make a personal visit. We plan to expand the hours as more volunteers can be trained and as we continue to catalog the collection.

Gil Fuller restored the equipment in the telegraph bay to operating condition and has been demonstrating and explaining railroad Morse code.

The 17th National Narrow Gauge Convention held in Cincinnati in September made nice donations to three groups that are actively preserving narrow gauge railroading: Friends of the Cumbres & Toltec Scenic Railroad, Friends of the East Broad Top Railroad, and Colorado Railroad Museum, the last in recognition of Bob Richardson's lifelong contribution to narrow gauge history. In October, the *IHN* editor was on a panel at the National Convention of the American Association of State and Local History held in Denver to describe the new Richardson Library.

Donation in the memory of  
**BILL KALTRIDER**  
has been received from  
the Lindmier family  
toward the D&IM car 25 restoration.



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### **Durango Silverton Narrow Gauge Railroad Update**

By Neal Reich

During a period of reduced train operations on the Durango Silverton Narrow Gauge Railroad in November and December, a number of maintenance of way projects were completed. The most important of these was the replacement of a fill on the High Line, just one half mile from Rockwood.

Working with Yenter Construction Company of Denver, the old fill was excavated down to bedrock. Earth and rock were then compacted in six-inch layers held together in folds by a synthetic fabric. The strength of this process eliminated the need for pouring concrete, and a culvert was installed to assure proper drainage. The job was completed in just one week.

In addition, the M/W crew installed new deck timbers on the 15th Street bridge in Durango and changed out stringers on the Falls Creek bridge north of town. The

water tank at Needleton was cleaned out, 1,000 ties replaced in the main track near Hermosa, with routine snow removal provided for operation of the winter train.

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### **Equipment at Colorado Railroad Museum**

By Steve Mason, Equipment Committee

Last fall I built two new oak windows and put them in Rio Grande Caboose # 0578. The caboose was open to the public during the Museum's Santa Claus Steam Up on December 6th & 7th, 1997. Rich Berens and I acted as guides, greeting guests and treating them to information about the caboose.

Volunteers are needed to work on the caboose, business car Rico and RGS engine #20. Call me at 303-772-6418 if you would like to be scheduled to work.

### **Eureka's Incredible Journey on the Cumbres & Toltec Scenic RR**

Review By Jim Trowbridge

In June, 1997, the Eureka & Palisade R.R. #4, "Eureka", made a 10-day visit to the Cumbres & Toltec Scenic Railroad. David Bowyer's wonderful video production covers many of the trips that were made during this time and shows the Eureka working hard, pulling various consists across the C&TS. David's shots are more than mere runby sequences, they are artfully posed to show off the engine and its trains at their best in some of the world's most beautiful settings. Interviews with Eureka's owner and restorer, Dan Markoff, his crew and Earl Knoob, Superintendent of the C&TS, round out an excellent story of this unique event. I highly recommend purchase of this video.

The 60 minute video is available from David Bowyer Productions, PO Box 426, Cortez, CO 81321, Phone (970)565-3971, for \$23.95 including shipping.