

ROCKY MOUNTAIN RAIL REPORT



MAY 1999

No. 476

ROCKY MOUNTAIN RAILROAD CLUB

Slide Potpourri

Presented by Erwin Chaim
May 11, 1999 • 7:30 PM

The May meeting is the annual slide potpourri night. This is the opportunity for members to share their slides with the club. Bring your favorite slides to the meeting.

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.

Trip Updates

By Hugh Alexander

The Canon City & Royal Gorge Excursion is not sold out. Trip participants for the June 5th Canon City trip should note the 12:00 noon departure time from the Santa Fe Railroad station in Canon City. Take Highway 50 into Canon City and turn south onto 3rd Street and drive to the station. The Club has one coach car on the 12:00 noon train.

There are a few tickets remaining for the Henderson Mine excursion. This trip will sell out quickly. Contact the Trip Committee soon if you are interested.

The Powder River Coal Basin trip is this month (May 14-16) and will provide a great motor coach tour for participants. Tickets are available for this trip as well as the Cumbres & Toltec Photo Freight on August 21-22. For further information on any of these trips please contact the Trip Committee.

Powder River Basin Trip

By Dave Goss

The Powder River Coal Basin Coach Tour will leave on May 14th as scheduled. There are still a few coach seats available. Extra motel rooms are also available for latecomers. Please **call** your ticket order to Dave Goss (303-693-9933) or to Hugh Alexander (303-778-8954).

We will leave Denver (from the Cherokee Power Plant) by 9:00 AM on May 14th and return Sunday evening, May 16th, at approximately 5:00 PM.

The flyer for this trip was in the March newsletter. The trip cost is \$92.00 plus room costs of \$86.00 for a single room or \$92.00 for a double room.

Join us for the many unique train viewing possibilities along with private tours of coal mining operations and diesel maintenance facilities. Don't miss this fascinating trip to coal country.

1999 Events Schedule

May 14 - 16 Event:	Powder River Basin Tour
June 5 Event:	Canon City & Royal Gorge Excursion
June 8 Meeting:	Mines, Mills & Railroads
June 19 Event:	Henderson Mine Tour
June 26 & 27 Event:	Colorado RR Museum Work Days
July 13 Meeting:	Mason Built Engines
August 10 Meeting:	Denver Tramway
August 21 - 22 Event:	C&TS Excursion
September 14 Meeting:	Recap of 1998 RMRRC Trips
September 18 Event:	LC&S Excursion
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Tribute to Howard Fogg
January 11 Meeting:	To Be Announced
February 8 Meeting:	To Be Announced
March 14 Meeting:	To Be Announced

From the President

By Jimmy A. Blouch

A celebration for the 100th anniversary of Rocky Mountain Railroad Club engine #20 was held at the Colorado Railroad Museum on April 17, 1999. Steve Mason has provided an article describing this celebration elsewhere in this issue of the Rocky Mountain Rail Report.

I would like to thank those individuals who implemented plans for the celebration. Phil Klinger, events coordinator, for refreshments setup. Jim Ehernberger, publications chairman, for producing an excellent 8 page pictorial pamphlet depicting engine #20 in various situations. A copy of this pamphlet has been included with this month's newsletter. Steve Mason, equipment committee chairman, and his group of volunteers, for the "TLC" maintaining engine #20 in the best condition possible. They also take care of the "Rico" and cabooses #0578. Charles Albi and the staff of the Colorado Railroad Museum for

their cooperation and assistance with this celebration. They made available reprints of two different Rio Grande Southern timetables for handouts. Bob Jensen put together a fantastic "#20 display" which includes photos and other items. Jim Ehernberger provided some R. H. Kindig photos to be included in the display.

The Rocky Mountain Railroad Club came into possession of engine #20 in 1952. It was on display at the Narrow Gauge Museum in Alamosa for a short period and was moved to its present location in 1958. This means that #20 has been at the Colorado Railroad Museum for 41 years. Also, the Rocky Mountain Railroad Club has owned #20 for 47 years, almost half of the time that this engine has been in existence.

Future plans for #20 include applying for historical designation from the Colorado Historical Society.

Annual Book Drawing Results

The 1999 Annual Book Drawing winners and prizes are as follows:

Roy Altenbach, Englewood, CO: *Colorado's Loneliest Railroad: The San Luis Southern.*

John and Sandy Schwartz, Phoenix, AZ: *Pikes Peak Route* and *Around the Narrow Gauge Circle* videos.

James Adams, Centralia, IL: *Rio Grande Steam Locomotives.*

All funds received for chances purchased go into the Club's Equipment Fund for preservation of its historical railroad equipment. Our thanks to all who participated.

Additional Information, Clarification

Carl Hewett

In the last issue of the Rocky Mountain Rail Report it was reported that at Carl Hewett's suggestion the Rocky Mountain Railroad Club was formed in April 1938. It should be further noted that during 1938 Carl served as the first president of the Rocky Mountain Railroad Club. He served as president again during 1943.

California Zephyr Exhibit

The majority of the photos and artifacts for the California Zephyr exhibit came from the Colorado Railroad Museum collection. In addition to Keith Goodrich and Darrell Arndt mentioned in the article in the last issue, other contributors were Jerry Appleman, Mike Davis, Kenton Forrest, Dick Kindig, John McMillin, Jack Thode, John Tudek, Hol Wagner, and Colorado Historical Society.

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Club Information

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

Club Phone: 303-979-2806

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

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 above. 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.

Club Officers

President	Jim Blouch
Vice President	Don Zielesch
Secretary	Carolyn Blouch
Treasurer	David Goss

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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The deadline for items to be included in the June issue is May 17th.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.



Published whenever we get around to it, for the information of the railroad enthusiast, by Carl Helfin and Bob Richardson at the Narrow Gauge Motel, Alamosa, Colorado, where is preserved on our Mount Blanca & Western Railroad, the oldest locomotive in the state. The "NEWS" is sent free to those sending three to six self-addressed envelopes, size No. 9 or No. 10 (smaller envelopes not acceptable). We will send a notice with the last envelope. Back issues when available are 10c per copy or 90c any calendar year.

JULY 1982 ALAMOSA, COLORADO NUMBER 25

Rio Grande Southern Sale July 24; Club to Purchase No. 20

In June 23 Rio Grande Southern Receiver Pierpont Fuller Jr. received Federal Court permission to proceed to sell the property of the railroad and wind up the road's affairs. Mr. Fuller will sell the road to the highest bidder July 24. Early in June Sept. 18. Receiver's solicited appraisers over the line, most of the way highway being used as an alternate route from Boulder May 24 and 25 found the line beyond Placerville blocked with fallen rock and deep snow banks in the shoulder spots. The original estimate of value of \$500,000 were upheld by the appraisers, as it is estimated some portions of the line will be costly to dismantle.

Telegrams from Senator Johnson to RGS officials last year have caused some continuing confusion also as it was rumored the senator "ordered" the road to continue operations. Actually the telegram was sent on behalf of constituents and it merely "requested" continuation of operations as long as possible, as the senator had no authority to order train operation anyway.

Railfans will be cheered somewhat by the announcement of the Rocky Mountain Railroad Club that they intend to purchase engine No. 20 for preservation, also other items. No. 20, a ten-wheel type, was built in 1899 for the Florence & Cripple Creek and has long held down runs on the southern portion of the line, Durango to Rico. The club to finance the purchase is offering "salvage shares" to those who contribute one dollar or more, promising to each contributor the return of his money in five years and an engraved certificate to show he helped in the effort. The club will recondition the engine and store it for display in the railroad museum they hope eventually to establish. Contributions for your share in the No. 20 purchase should be sent to Herbert O'Hanlon, President, RMRR, P. O. Box 2391, Denver 1, Colorado.

The sale of the #20 was announced in the July 1952, issue of Carl Helfin and Bob Richardson's *Narrow Gauge News* as follows:

Railfans will be cheered somewhat by the announcement of the Rocky Mountain Railroad Club that they intend to purchase engine No. 20 for preservation, also other items. No. 20, a ten-wheel type, was built in 1899 for the Florence & Cripple Creek and has long held down runs on the southern portion of the line, Durango to Rico. The club, to finance the purchase is offering "salvage shares" to those who contribute one dollar or more, promising to each contributor the return of his money in five years and an engraved certificate to show he helped in the effort. The club will recondition the engine and store it for display in the railroad museum they hope eventually to establish. Contributions for your share in the No. 20 purchase should be sent to Herbert O'Hanlon, President, RMRR, P. O. Box 2391, Denver 1, Colorado.

Plans to place engine No. 74 at Boulder are also progressing. And others are reported eyeing rolling stock of the line for similar purposes. Californians are looking for another locomotive (No. 42, the 1887 2-8-0?), the town of Telluride is starting to raise \$850 to buy a Goose, and at Dolores the same project is in discussion stage.

rolls and other track material, all rolling stock with exception, shop equipment, coal and maintenance of way supplies, telephone line and station equipment and furniture. It includes six D&RGW freight cars for which the Receiver has agreed to pay that total \$144,000. The buyer does not obtain the real estate, buildings, water tanks, and other supplies which belong to the Receiver, books, files and other records, written or printed, cash and securities, or the office equipment of Durango. In rolling stock his purchase will not include engines 20 and 74, Gooses No. 4 and No. 4, Business Car B20, or outfit car 021 (ex-Business), Caboose 0404, 0401, and 4 Dodge cars. Also not included are the 111 ties, the buyer being owner only of the rail and fastenings on them. A month will be allowed for dismantling and rills may be stockpiled on the property for an additional six months. The General Manager of the RGS will act as supervisor in the work. The rolling stock excepted from the sale has already been promised to various groups, by separate sale.

336 RIDE THE LAST ? EXCURSION

Ticket sales ended several days prior to the May 30-31 excursion, with over 200 reported turned away. A train of 12 cars made the two-day round trip from Alamosa to Durango, hauling some 230 passengers. Engine 424 provided power except from Chama to Alamosa when 460, with 463 as helper on Cumbres, hauled the train. Consist included all passenger equipment (except the combination car held for the Silverton train), plus Business Car B-7. Division Officials supervised the run, including Supt. McEnany, Trainmaster Norwood, Road Foreman of Equipment Cummins and District Agent Clark. The excursionists got a taste of oil lamp days when the train was held on return at Dolores until 7 P. M. due to defective brake on an awkward freight derailling 14 empty cars. Officials made coffee on the business car stove and various footstools were prepared on the old-fashioned coal stove.

Engine #20 100th Anniversary Celebration

By Steve Mason

During the days prior to the celebration much new snow had fallen. But Saturday, April 17, the date for the 100th anniversary celebration, the weather was sunny and warm. The equipment committee members, Duane Fields, Ralph Vance, Russ and Sue Stuska and myself readied the engine and serving area for the ceremony. Carolyn Blouch and Phil Klinger set up the serving area on the patio between the museum building and the library building.

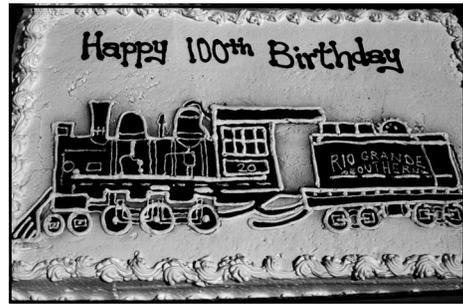
The ceremony started at 1:00 PM. Rocky Mountain Railroad Club president Jimmy Blouch gave a short introduction of engine #20 and its career on the Florence and Cripple Creek and later the Rio Grande Southern. He followed that with thanks to everyone who worked on this event. Jim Ehemberger for producing a booklet on #20. Charles Albi for the two RGS employee timetable reprints, Kenton Forrest and Bob Jensen for the outstanding display pertaining to engine #20. Phil Klinger for arranging for coffee, punch, and the special cake decorated with an image of #20.

The refreshments were then served and hand outs provided. Everyone remarked on the excellence of Bob Jensen's display of engine #20's career in photos from the Florence and Cripple Creek and Rio Grande Southern. The display is where the old "Rails that Climb" display was in the museum building. Many of the photos are from long time club member Richard Kindig.

Then everyone moved to the area where #20 is currently on display for a photo session. We staged one with the engine alone. Then the special visitors were posed with the engine. This included a surprise visit by Otto and Mary Mears (Wally and Susanna Weart) and RGS stock holders (Darrell and Shirley Taylor) from Cascade, Colorado. Ralph Vance and Randy Worwag, our engine men, also posed on the engine. The Florence and Cripple Creek boxcar 588 to the left was appropriate. All these people had on period costumes for around 1900.



Engine #20's anniversary celebration at the Colorado Railroad Museum. From left: Darrel Taylor, Shirley Taylor, Ralph Vance, Suzie Weart, Randy Worwag, Wally Weart.



Engine #20's anniversary celebration cake. - Both photos © Steve Mason

Prizes were awarded for the best costumes. The assembled crowd judged by show of hands. Darrell and Shirley Taylor were selected as having the best couple costume and received a \$20.00 gift certificate. Randy Worwag was selected as having the best engine man costume and also received a \$20.00 gift certificate.

All who participated especially liked how engine #20 looked with the headlight on and smoke lifting from the stack like it was simmering on the ready track. This also included the Focus Camera Club who was at the museum on a winter photo shoot. They were delighted with our hospitality and the staging of photos. A good time was had by all.

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.

Ex-Rio Grande Units Move to Central Kansas Railway

A visit on 3/28/99 to the Central Kansas Railway's yard at Yaggy, KS, (5 miles west of Hutchinson) produced a sighting of the Hudson Bay Railway units that have come south to the CKR, a sister Omnitrax road. Among a total of 9 units in 3 lashups, were the HBR 2504 (GP-35, ex-CKR/SP 6334), HBR 2501 (GP-35, ex-DRGW 3041) and HBR 2508 (GP-30, ex-KSW/DRGW 3001). The GP-35's had their bells centered between the number boards and snow shields but reportedly did not do well in the Canadian winter. They have retained their sharp HBR colors and lettering.

The other units included the usual assortment of GP-7's, -9's and -10's from ATSF, GTW, Midsouth and Great Western backgrounds. – *John Arbuckle*

Utah Railway GP38-2 #2009

3/28/99, about 12:10 PM, a westbound BNSF manifest (Denver to Stockton, CA, train H-DENSTO1-27), moved over Union Pacific's Moffat Tunnel line with a Utah Railway unit. Power: BNSF 4766, 683, 606 plus dead Utah Railway 2009. Rear help was BN 7229, 510. Utah Railway #2009 had been rebuilt at Omnitrax's Loveland, CO, shop. It headed west to Provo, UT.
– *Rich & Joe McMillan*

Amtrak Delays

Amtrak had two westbound California Zephyrs within less than 100 miles of each other on 4/2/99. Train 5 of 3/31 (power P42's 54 & 55, F40PH #217), was delayed by the BNSF derailment in eastern Colorado and by the inability of BNSF to clear the tracks of congested traffic due to



The relocated Joint Line continues to take shape. RTD's Southwest Corridor line climbs the Iowa Flyover allowing the BNSF and Union Pacific to continue serving customers on the Iowa Spur in the vicinity of Evans Ave. That spur's trackage was lifted into place under the flyover March 23, 1999. – Photo © Chip Sherman.

an April 1st snowstorm. It left Glenwood Springs at 3:06 PM, 4/2/99. This is three minutes ahead of the scheduled time for train 5 of April 1, which in turn was about 2 hours late, less than 100 miles behind. Amtrak turned the first train at Sparks, which became train 6 of April 3rd; passengers were transferred to the following train. – *Gene Poon*

BNSF Grain Train to San Bernadino

BNSF grain load from Hastings, NE, to San Bernadino, CA, moved across Colorado 4/4/99. General Electric built 9-44CW's 4322, 4714 and 4988 were the power on the 81 car train. Train came in via the Brush Subdivision (McCook, NE, via Fort Morgan to Denver, CO) then went south via the Joint Line. – *C.W.*

KCS Units Move South

BNSF's Billings, MT, to Denver train had three Kansas City Southern units seen moving south across Wyoming 4/3/99. Power was BN 8181, BNSF 3172, KCS 724, KCS 729 & KCS 676 which arrived Cheyenne the evening of April 3rd. Train will move down the Front Range Subdivision on April 4th arriving Denver in the afternoon. – *The Colorado Zephyr*

Amtrak No. 6 Derails

Eight cars of Amtrak No. 6, the eastbound

California Zephyr, derailed as the train was leaving the Grand Junction, Colorado, depot, early the afternoon of 4/3/99. Several cars were leaning “precariously.”

The locomotives and the baggage car remained on the rails, as did the last two passenger cars (coaches). Eight cars derailed.

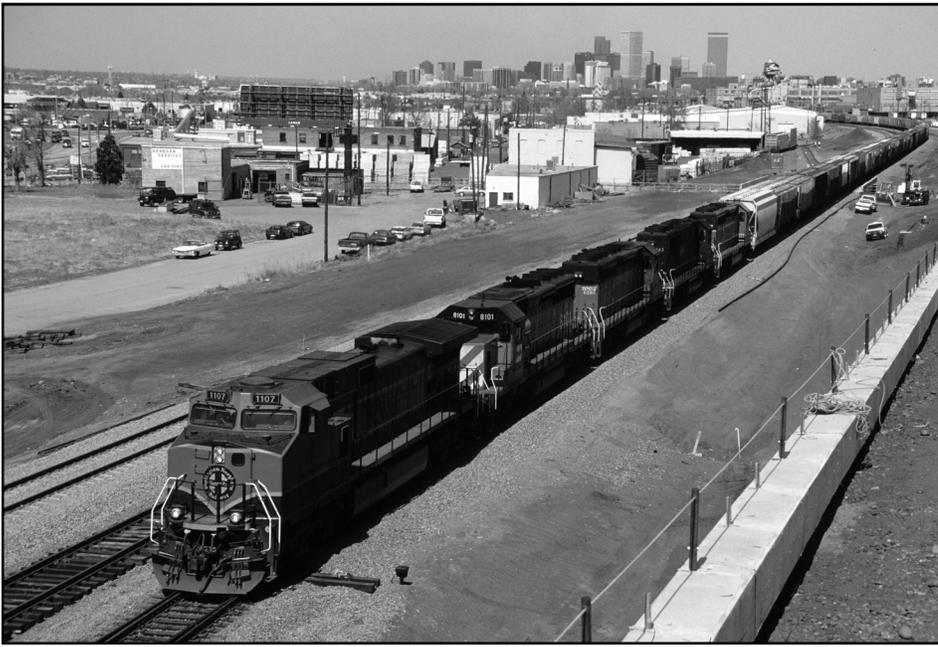
The speed limit on the depot siding is 10 mph, so damage was minimal. Passengers were moved to buses. Suspicion at the scene is that recent rain softened the roadbed enough to cause the north rail to turn under the train.

Amtrak reported a shortened train #6 had left Grand Junction about 7:00 PM with three units and six cars. Train was expected into Denver around 4:00 AM on Easter Sunday, April 4th.

Amtrak's shortened California Zephyr, remnant of the minor derailment of No. 6 on 4/3/99 at Grand Junction, CO, arrived Denver just before 8 AM Easter Sunday. The train rolled east through Arvada, CO, at 7:15 AM, 4/4/99.
– *Bruce & Joe McMillan*

PV CEDAR RAPIDS

The ex-Milwaukee Road Sky Top lounge car CEDAR RAPIDS began its trip from Denver, CO, to the Twin Cities on 4/8/99.



BNSF grain load G-MCNPLX1-21 (McCook, NE, to Palestine, TX) operated south on the old northward main, now known as Main 2. BNSF 9-44CW #1107 lead the five units. Note the middle siding, left of BNSF 1107 South, was still under construction on March 23, 1999. – Photo © Chip Sherman.

Union Pacific moved the car from its long term storage near I-70 and South Havana on April 8th. That evening, CEDAR RAPIDS and two Rocky Mountaineer Railtours passenger cars were interchanged to BNSF 31st Street Yard.

The CEDAR RAPIDS has been sold to the Friends of 261. It traveled east from Denver via BNSF to Lincoln, NE, (arriving April 9th) and then north to the Twin Cities.

The Sky Top lounge round-end observation car has been in Denver since 1984. It was rebuilt to operating status in 1983-84 by Bill Nicholson's Milwaukee Rail Car Corp. The car traveled across the Colorado Rockies on several trips in the mid-1980's before new Amtrak HEP requirements took effect. Fortunately, it returns to "home rails" and admirers.
– Darrell Arndt

Rocky Mountaineer Railtours Cars

Rocky Mountaineer Railtours cars departed Denver via the Denver to Laurel, MT, train of April 9th. The two shiny, glossy Rocky Mountaineer Tour cars were on the rear of the train. Wow, what a caboose!

BNSF train symbol M-DENLAU1-09 train had eight motors. Warbonnet ATSF 892 was on the point, then BN slug 4114 and 3rd was shiny, glossy BNSF SD40-2 6781 in Heritage I paint. Behind those were five C-30s going back to Livingston for lease conclusion: LRCX 9547, 9535, 9519, 9562 and 9563. SEVEN motors were ON-LINE, only the 9563 was isolated on the 65-car train of mostly empties.

There was a second Boeing Special moving Wichita, KS, via Denver to Laurel, MT, and onto Seattle, WA, on 4/9/99. BNSF GP-50 Heritage I painted 3152, arrived S. Denver at 6:05 PM but never arrived Rennick Yard for crew swap-out until 8:25 PM! One unit and 4 cars. – *The Colorado Zephyr*

Boeing Trains Get New Symbols

The Boeing Specials have been resymbolized J-WICLAU to terminate at Laurel, MT. The Boeing cars are added to the next P-BIRSSE (Birmingham, AL, to South Seattle, WA) via Laurel effective April 1999. All this account BNSF and/or Boeing no longer wishes to pay Montana Rail Link (MRL) a share of the premium rate that this train was paying. Also

involved is the fact that MRL moved the reblocking of the P-BIRSSE back to Laurel, from Missoula. BNSF pays MRL half the switching costs in Laurel. About the same time this started the Z KCMPTL (Kansas City, MO, to Portland, WA) and its eastbound counterpart Z-PTLKCM were downgraded to P-LAUPTL, and P-PTLLAU which included lowering the horsepower / ton ratio status from "Z" train 3.0, to "P" train 1.5HPT.

– Dave F., Missoula, MT

UP 6936 West 4/12/99

Union Pacific operated an engineering inspection trip which departed Council Bluffs, Iowa, 4/11/99 via Denver, symbol S-CBST-11. It then continued onto Stockton, CA, via Grand Junction, CO, and Salt Lake City, UT. The 8-car train arrived Denver about 7:30 PM the evening of 4/11/99. It departed Denver Union Station, Denver, CO, Monday morning, 4/12/99 at 8:00 AM headed west via the Moffat Tunnel. Power was Centennial DD-40AX #6936.



This photo was taken just east of Tolland, CO, on the east side of the Colorado Rockies, 4/12/99. IDAHO is bringing up the rear of the eight car Stockton, CA, bound special. - Photo © Chip Sherman

The train made two photo stops between Denver and Bond, CO. The first was at East Portal and the other at Winter Park, CO. A helicopter was seen in the area prior to the photos, but no one on the ground was at East Portal to confirm how the photos were taken. Radio conversations indicated the passengers were asked to move from the rear theater seats aboard the IDAHO for the photograph. – *The Colorado Zephyr*

BNSF Derails 16 Cars East of Hudson, CO

By The Colorado Zephyr

BN 7018 West had an undesirable emergency at milepost 508 between Keenesburg and Hudson, CO, along I-76 about 6:10 AM, April 1, 1999. Sixteen cars piled up, most of them accordion style. Six tank cars, three covered hoppers and the rest 50' boxcars came off in the middle of the Lincoln, NE, to Denver, CO, train. Minor leakage from the tank cars of sugar water and molasses was quickly contained. Power was BN SD40-2 #7018 and 9-44CW #4822 which moved onto Denver with the front portion of the train by 8:30 AM.

This is BNSF's busy Brush Subdivision which carries numerous coal trains from the Wyoming Powder River Basin, the Denver to Chicago and Kansas City intermodal trains and Amtrak's California Zephyr, trains 5 & 6. Tracks were closed for some 16-hours.

Amtrak's westbound California Zephyr, train #5, was behind the derailment. Amtrak bussed Denver bound passengers from Fort Morgan, CO.

Derailment Information On Website

By Chris Wolf, Webmaster

Photos of the April 1st derailment that occurred between Hudson and Keenesburg, CO, were posted on the Rocky Mountain Railroad Club website about 15 hours after the derailment occurred. The quick posting demonstrated the ability of the Internet to provide information quickly. The club website is at www.rockymtnrrclub.org.



The north side of BNSF's east-west line between Denver and Chicago. No HAZMAT involved. Only sugar water and molasses may have leaked. – Photo © Chip Sherman



West end of derailment. CN boxcars' coupler is broken off. – Photo © Chip Sherman

Cumbres and Toltec Scenic Railroad News

The Cumbres and Toltec Scenic Railroad announced that they will have a new concessionaire providing food and gift services. "America's longest and highest narrow gauge steam railroad", the C&TS runs between Antonito, Colorado, and Chama, New Mexico, with a lunch stop mid-trip in Osier, Colorado. Ridership this year on the C&TS is expected to top 80,000 people.

The new concessionaire, Osier Station Company, is comprised of Roger Hogan, President; William Greenhaigh,

Vice-President - food service; and Herschel Scott, General Manager. Scott is familiar to many through his pen and ink drawings, "Railroad Art By Scotty." Mr. Hogan is a Chama retailer, and Mr. Greenhaigh is a contractor who has done much of the historical restoration work for the railroad in Chama and Antonito.

Pat Garoutte, the previous concessionaire, started with the railroad at its inception. She retires this year. Osier Station Co. plans to greatly expand both the food and gift offerings available at the lunch stop.

The new menu will include a soup and salad bar, home-style hamburgers and hot dogs grilled outdoors, roast beef dinner and a new version of Pat's southwestern meal, "Chicken Tortilla Bake." The gift shop, now moved upstairs, will offer products not seen elsewhere, including historical reproductions of local items. Osier Station Company's plan is "to create an atmosphere in which the customer is excited and having fun," says Mr. Hogan, "while learning what narrow gauge railroading is, and was, all about."

Durango & Silverton Locomotive Swap

The Durango & Silverton Narrow Gauge Railroad is trading locomotive #499 which is currently in the D&SNGRR yard for locomotive #486 which is currently on static display in the Royal Gorge Bridge park just west of Canon City, Colorado.

The trade will take place on Tuesday, April 13th. Using a crane, locomotive #486 will be loaded on a "low boy" trailer



pulled behind a semi truck. Locomotive #486 will then travel by U.S. Hwy 160 west across Wolf Creek Pass and into Durango.

Once #486 arrives in Durango, #499 will be transported back to Canon City and placed in the location where #486 was displayed. Number 486 will be rebuilt by the machinists in Durango and put back into service on the D&SNG line.

The trade is fitting, as locomotive 499 operated on the entire D&RGW line including the Royal Gorge Route from the 1930's through the 1960's. Locomotive #486 ran on the Silverton line for many years

The D&SNGRR currently operates Locomotive numbers 480, 481 and 482 in addition to 473, 476 and 478. The addition of locomotive 486 will be an appropriate addition to the D&SNGRR fleet.

Denver Post Train Heads to Cheyenne Frontier Days on July 24th

By Dick Kreck

The Denver Post's annual train to Cheyenne Frontier Days, a Colorado tradition since 1908, treks northward again on Saturday, July 24.

Coaches of the Ski Train and vintage domes from the Union Pacific heritage fleet will line up behind UP steam locomotive 3985, back in action after a two-year restoration at the railroad's shops in Cheyenne.

This year's excursion marks the eighth day-long trip to a re-creation of the Old West since the train was revived in 1992 to help celebrate the newspaper's centennial. Passengers aboard the train are treated to the raucous Frontier Days parade, a catered barbecue, premium seats to the "Daddy of 'em All" rodeo, a box supper on the way home and a souvenir of the trip.

Since it was revived, the train has carried more than 5,000 revelers and raised more than \$200,000 for The Denver Post Charities, a fund of the Robert R. McCormick Tribune Foundation.

The first Post train to Cheyenne in 1908



Union Pacific 844 pulls last year's Cheyenne Frontier Days Train past the Greeley, Colorado depot on July 19, 1998. – Photo © Sherm Connors

involved 100 friends and business associates of Post owners Frederick Bonfils and Harry Tammen as a way to strengthen relationships between Colorado and Wyoming. With the exception of 1924 (the year Tammen died) and time out for World War II, the train continued to operate until 1970 when rising costs and a lack of passenger equipment brought about the train's demise.

The last original train in 1970 carried more than 1,100 passengers aboard 18 coaches and nine diners.

Political figures, including presidential candidates Wendell Willkie and Lyndon Johnson, Denver mayors and Colorado governors, judges and business leaders have ridden the train during its 91-year history.

This year's Post Frontier Days Train leaves Denver Union Station at 7:15 AM and returns at approximately 8 PM. Tickets - \$185 for coach, \$250 for first class and \$300 for dome - go on sale late May. Further information is available by calling 303-296-4754.

Union Pacific Steam Operations

Union Pacific 3985 and 844 will doublehead west out of Cheyenne to Rock Springs, WY, on Friday, May 14, 1999, with a departure time of approximately 8:00 AM. On May 15, they will run from Rock Springs, WY, to Ogden, UT. On May 16, they will be on display at Ogden's Union Station.

The trip is to move the locomotives to California where they will be displayed for the Roseville Yard Rededication. After that, they will operate on excursions in the Sacramento area and then will be displayed at the California State Railroad Museum for RAILFAIR '99, June 18-27, 1999.

The locomotives are scheduled to return to Cheyenne on Sunday, July 4, 1999.

Trespassing Forbidden

On Union Pacific property these signs have been displayed for many years. Until recently trespassing had not been policed, but now the UP Special Agents are starting to crack down. Recently, in Cheyenne, a railfan photographer was confronted and required to produce a driver's license, and social security number, which was placed into a portable computer connected with law enforcement agencies. After a police check was made the individual was informed to stay off of railroad property. Another photographer, who was caught the second time, was advised that the next offense will result in arrest and charges of trespassing would be pressed. Railroad property is "off-limits" and it is recommended that anyone desiring to take pictures will need to do so from public crossings or bridges in the future.

Railfans Please Use Caution

By Chris Wolf, North Region Coordinator,
Colorado Operation Lifesaver

Mark Biggart, a 36 year old railfan was struck and killed by a Wheeling and Lake Erie train near Bethel Park, PA, on Easter Sunday. Mark shared many photos and stories about trains in the area with other railfans and was always searching for more information on things like the PRR Panhandle, P&WV and other local roads.

Reports were his camera was still in his bag. It appears he might have passed out and was laying on the tracks. The train crew saw him laying on the tracks but couldn't stop in time. It was a single track around a curve on the old P&WV, now W&LE. Sympathies to his family and to the train crew who could not have averted hitting him.



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Out At The Museum - Equipment Committee Report

By Steve Mason

Russ and Sue Stuska have been working on the windows of the RICO. They have all but two done on the north side. They work on the windows several times a week. The quarter round and painting will help with weatherproofing.

Stan Mowry fixed a broken table saw in the supply car. The saw needed a new switch and that was supplied.

Ralph Vance has been helping Duane Fields with the tender of engine #20. Duane welded on a new steel tender fill deck. He has the new steel to make a good butt joint with the old. Ralph worked on a special tool Duane had to get those butt welds. The fill hatch has been tacked on. This is a superior job. The hatch will be welded on and the overflow pipes will be put in.

Other rusted out areas on the tender are under consideration for new steel. Ralph

made a patch for the collar around the fill deck and painted it.

Duane, Ralph and I did a lot of painting on #20 to make it look as it was when in service before appearing in the movie "Ticket to Tomahawk." We were able to also paint the number plate (the center is now red) and two builders plates. Then we shined up the highlighted brass. They look very nice.

On April 17th, Sue, Russ, Ralph, and Duane helped out wherever they could with the club's 100th anniversary party for engine #20. Sue and Russ helped with the cake and coffee (Editor's note: please see articles on page 3).

Ralph and Duane had a nice light fire making coal smoke come out of the stack of the engine. They rigged up a light in the fire box for those that wanted to inspect it.

Alpine Tunnel Service Day

By Dave Goss

The Board decided to host an annual Service Day each year at a historic site in Colorado or surrounding states. This year's site is the historic Alpine Tunnel above St. Elmo, Colorado.

The Club is seeking volunteers who would be willing to help plan a Service Day at the Alpine Tunnel. Coordination with the Alpine Tunnel Historic Society and the Forest Service indicates our help would be greatly appreciated.

The date of the Service Day is yet to be established by the volunteers who will be planning the details. Even if you can't go to the tunnel itself, help will be needed in preparing information for displays, making signs and doing research.

Any member willing to help plan this outing should contact Dave Goss by phone at 303-693-9933 or by e-mail at M1CK11@aol.com.