

# ROCKY MOUNTAIN RAIL REPORT



DECEMBER 2000

No. 495

## ROCKY MOUNTAIN RAILROAD CLUB

### Winter on Rails

By Erwin Chaim

December 12, 2000 • 7:30 PM

Erwin Chaim will present slides of Christmas cards in a two-projector show accompanied by music selected by Bobby Chaim. Many of the cards feature trains and some of the cards are from Club members. We will also make special recognition to several club volunteers and serve cake and punch. Join us for this holiday program.

Erwin Chaim's interest in trains started after a two year stint in the U.S. Army in San Antonio in a dental lab. After mustering out, he moved back to Denver. He joined the Rocky Mountain Railroad Club (RMRRC), The National Model Railroad Association (NMRA), and the Denver HO Club. Erwin became very active in all three clubs. As a RMRRC member he was asked to be a director and later vice-president where he served for nine years. The chief function of the vice-president is arranging programs. Erwin arranged 100 programs during his tenure. Erwin has always been an asset to the Club with his dedication and hard work.

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.

### Notice of Annual Meeting and Election of Officers, Directors and Trustees

In accordance with the bylaws of the Rocky Mountain Railroad Club (Club) and the Rocky Mountain Railroad Historical Foundation (Foundation), the Annual Meeting of the Club and Foundation will be held at 7:30 PM on December 12, 2000 at Christ Episcopal Church, 2950 South Broadway, Denver, Colorado.

This meeting is called for the purpose of electing Officers and Directors of the Club and Trustees of the Foundation. The following individuals have been nominated. The length of term is shown in parenthesis.

President (1 year): Dave Goss,  
Vice President (1 year): Mike Gailus,  
Secretary (1 year): Frennd John Miner,  
Treasurer (1 year): Fran Minnich,  
Directors (2 years): Charles Moffat,  
Charlotte Williams, and Ken Gow.  
For Foundation Trustees:  
Tom Peyton (1 year), Richard Loveman (2 years), and Joe Minnich (3 years).

The paper ballots will be counted by hand and have space for write-in candidates for all offices listed above. The Club may transact any other business as may come before this Annual Meeting.

### 2001 Events Schedule

January 9 Meeting:	Route of the Warbonnets
February 13 Meeting:	Rio Grande Passenger Trains
March 13 Meeting:	New York Central Steam
April 10 Meeting:	CATS, A Retrospective of A Years Operations
May 8 Meeting:	Slide Potpourri
June 12 Meeting:	Cheyenne - 1867 to Present
July 10 Meeting:	To be Announced
August 14 Meeting:	To be Announced
September 11 Meeting:	Rio Grande Trains
October 13 Event:	Annual Banquet
November 13 Meeting:	Video Potpourri
December 11 Meeting:	To be Announced

**Remember, Rocky Mountain Railroad Club Renewals are Due January 1, 2001**

The deadline for items to be included in the January *Rail Report* is 12/15/00.

## From the President

By Dave Goss

During the holiday season, we should take some time to reflect on all the good things that we have. We give thanks for our families, our friends, our special interests and those who enrich our lives each day. I'd also suggest we give thanks for those in this organization who have given of their time and talents to make the Rocky Mountain Railroad Club a special organization.

It is difficult to name each person in this organization who, through his or her efforts, made the year 2000 another successful year for us. Officers, Directors, Committee Chairs, Committee Members, Foundation Trustees and Board Members all worked hard throughout the year to plan, organize and implement activities and events. We give thanks to the many, many volunteers who painted, drilled, sanded, lifted, pushed and encouraged the restoration activities for Car 25, for the Rico, for Engine #20, for the caboose and

other Club assets.

Let us not forget those who folded, stapled, labeled and mailed the newsletter, nor those whose photographs, articles and editorial skills made the Rail Report an enjoyable and memorable publication again in 2000.

And lastly, but certainly first on all our lists, are you, the Club members, whose financial contributions, programs that you provided and ongoing support made it a pleasure for the Club's leadership to stand in front of you at monthly meetings. Nearly 850 active members continue to demonstrate to the public and all of us, their commitment to an organization and the quality of their service which makes the Rocky Mountain Railroad Club an organization of which to be proud.

Thanks and Happy Holidays to all of you this special season.

---

---

## Name Tags

Each active Member and Associate who renews their dues for 2001 will be receiving a Rocky Mountain Railroad Club name tag holder for the name tag that will be sent to you along with your membership card. Watch for two separate

mailings: one with the name tag holder and one with your membership card and name tag.

Don't forget to place the name tag behind the clear plastic window in the holder.

---

---

## Out at the Museum

By Bob Tully

On October 28th, Ken Gow and I finished the cutting and installation of the letter board on the south side of Caboose 0579. Most of the nails, about half as many as were in the board that was replaced, were put in areas where framing was suspected. A majority did hit solid wood the full length of the nails. Extreme cold, cloudy weather and snow terminated plans for work on November 11th, so the north side letter board will have to wait for a warmer day.

Ron Kaiser installed a new green lens on the engineers side light on locomotive 20. This curved lens, approximately 3-1/2 by 10 inches, is made of acrylic rather than

glass because of availability, expense, and ease of replacement.

Although snow is nice for Christmas, we hope for clear, warm weather during our December 2 & 3 work sessions and the Museum's Santa Claus steam-up.

A sincere thank you to every person who assisted in locomotive and car maintenance during 2000. It was great working and visiting with each of you, and I look forward to more fun and good times while hauling tools, scraping, painting, cutting, drilling, nailing and other tasks next year.

## Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club.

First class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, PO Box 2391, Denver, CO 80201-2391

### Club Information

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

Club Phone: 303-979-2806

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

### Membership Information

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

### Club Officers

President	Dave Goss
Vice President	Steve Mason
Secretary	Jim Ehernberger
Treasurer	Fran Minnich

### Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

Bruce Nall, Editor  
Rocky Mountain Rail Report  
PO Box 620579  
Littleton, CO 80162-0579

Fax: 303-978-0402  
E-mail: [selectimag@aol.com](mailto:selectimag@aol.com)

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

## Another Milestone

By Darrell Arndt

As this year comes to an end, we can look back with a feeling of pride and sense of accomplishment at a significant milestone reached on the restoration of Denver & Intermountain Interurban Car No. 25, and that is – the operation of the car! Not only was the physical experience of seeing the car move “on its own” very rewarding, but just as important, witnessing the human interaction with this historic treasure.

Some of our volunteers were able to savor the fruits of their long endeavor by operating the car, and for the first time in almost half a century, passengers were able to enjoy this experience as well. One of the primary benefits of placing the car back into service is for people of all ages to have an educational and fun experience of learning how electric transit was such an important and fascinating part of our area’s past. The reaction of our passengers was a good indication that No. 25 will perform this duty well.

During the coming months, our focus will be on the interior wood trim, doors and platform electrical systems. Major components of the interior woodwork have been installed and provide a tantalizing image of how the inside will appear when complete. As all of this work continues, it is important that our

Continued on Page 8, Column 3



Off in the distance, the City of Denver seems to beckon as No. 25 pauses near the end of the only remaining track of a once extensive system of Denver Federal Center trackage.



On May 2nd, No. 25 ventures away from Building 78 for the first time since its arrival at the Denver Federal Center in December of 1988. Tom Gill's portable welder provides the initial power supply for this test run as it passes by the Bureau of Reclamation Building.



Members of the Woeber Family proudly pose in front of the car that the Woeber Carriage Company built so long ago. They chartered the car on October 8 during their family reunion that brought attendees from several areas of the country.



People of all ages add life to a full car as No. 25 prepares for another departure from Building 78 on September 10.  
– Four photos © Darrell Arndt

## OS Colorado

### Current Railroad Happenings

By Chip Sherman

Many thanks to those who contribute items during the year.

### Seasons Greetings!

#### Cumbres & Toltec Scenic Closes Out 2000 Season

This last weekend marked the end of the 2000 operating season for the Cumbres & Toltec Scenic Railroad. Just over 50,000 folks rode the narrow gauge line between Chama, New Mexico and Antonito, Colorado this year.

Pretty amazing stuff when one considers that there were doubts that the railroad would even run this year!

In spite of high gasoline prices, fears of wildfires, and general uncertainty, people came to ride. A mild, dry summer, and some of the finest fall colors in years brought people to the high country.

That isn't to say that there weren't some hiccups. Late trains, plus the occasional track and mechanical problems kept crews on their toes.

In a world of look-alike ACs & MACs, the C&TS narrow gauge is an unbelievable breath of fresh air. Something worth serious consideration next summer.  
– Steve Applegate

#### UP's Tennessee Pass

The Eagle County Commissioners and other interested groups sat down with Union Pacific officials 10/24/00 to explore the future of the Tennessee Pass railroad corridor from Gypsum through Minturn, CO, and beyond.

The Tennessee Pass railroad corridor has been an area that county officials, as well as public and private groups, have been eyeing with interest. Groups have been curious to see if Union Pacific is willing to allow uses such as a hiking and biking trail or the start of a light rail line from Gypsum to Minturn.



Fort Worth & Western RR was a GP-35, now upgraded by Omnitrax, Loveland, CO, to a GP38-3. Unit was at BNSF's Denver Diesel Shop, 11/3/00. Unit went south via BNSF to Fort Worth, TX. FWWR 2001 is a rebuilt GP35, ex OMLX 2006, ex Long Horn RR 2006, nee DRGW 3050. The frame number is 7782-1. – Photo © Mike McGowen.

However, Union Pacific officials stated that near-capacity train traffic on the rail line running through Moffat Tunnel near Winter Park may cause the Tennessee Pass corridor to reopen, and that liability issues would be serious hurdles to clear before UP considers selling, leasing or granting an easement for the corridor property.  
– Steve Benkovitz

UP has determined that the Sage-Malta-Parkdale segment of its Tennessee Pass line will be retained in place while Central Corridor capacity requirements are monitored. UP sold the Canon City-Parkdale portion of its Malta-Canon City, Colorado, line to another carrier, retaining overhead freight rights.  
– UP's latest Website posting under D. Abandonments, 10-29-2000.

#### UP Continues Tie Clean up on Closed Tennessee Pass Line

On 11/3/00, Union Pacific owned DRGW GP-40 3126 (with full light package) and DRGW 3085 took 52 empty gondola cars out of the Glenwood Springs yard and headed for Minturn, CO, as train WGJGJO-03. The train rolled east past Glenwood Springs about 11:30 AM.

The train dropped 30 cars in the siding at Wolcott where the Herzog MOW train was waiting with a full load of old ties and scrap. The other 22 cars were dropped in Minturn and the 14 loads were picked up. The crew visited the Turntable Restaurant

before heading back towards Grand Junction, CO.

– Paul Birkholz, Mountain West Rail

#### UP Tests 226-car Coal Empty

UP ran a test train on the South Morrill Subdivision 10/26/00. The C-HG NR 23 (Northport, NE, empties) departed North Platte at about 5:30 Thursday (10/26) morning (UP 7174 leading) with the following configuration: 3 locos, 114 empties, 2 locos, 112 empties and one locomotive. This test was to help determine the viability of running two empty coal trains under one train symbol, thereby saving one crew. As the test train passed across the Subdivision, the Engineering Department checked the performance of HBDs, DEDs, and the Wheel Impact Detector to be certain they could accommodate this large a train with 944 axles. – Trainorders.com

#### Green & White SD-type FURX 3004

UP had an interesting CSXT lessor on an extra Denver, CO, to North Platte, NE, train that departed Denver's 36th Street Yard the afternoon of 10/27/00. A Union Pacific SD40-2 3000-series unit lead followed by green and white FURX (First Union Bank) SD-type 3004. Unit had green and white nose stripe. Cab is green. The unit's long hood had green and white with black separating line. Train ran north on the Denver Pacific via Brighton, CO, leaving Sand Creek Junction (Commerce



Omnitrax Leasing (OMLX) leased Rock & Rail (Parkdale, CO, on the UP's Royal Gorge Route) Utah Railway lettered and painted SD-35's 2959 & 3108. They started making unit rock train runs north from Pueblo to Peter Kiewit at Aurora, CO, Mesa Siding in late October 2000. OMLX 2959 and 3108 were at Peter Kiewit Siding in Aurora along Smith Road on 10/29/00. – Photo © Chip.

City) about 4:00 PM.  
– *The Colorado Zephyr*

### **38-car Derailment near Jim, CO, on UP's Kansas Pacific Line**

An eastbound loaded coal train derailed about 6:00 AM on 11/2/00 between Jim, CO, and Weskan, KS. This is Union Pacific's Limon Subdivision, AKA the Kansas Pacific. Units were the UP 7295 and 7012, they made it over the track OK with several loaded hopper cars, cars 3rd - 7th derailed on their sides, cars 8th - 30th (38 cars total) derailed at a small bridge. Everything else remained on the rails including rear remote SP AC4400CW 301. Train was from Ox Bow Carbon's Somerset Mine, CO. It was headed for Tennessee Valley Authority's power generating station. This train moves east via East St. Louis, IL, to Metropolis, IL, where it transloads onto barge by PAL to Jessup, KY.  
– *UPRF1 and 484Northern*

### **Rock & Rail Expands**

Rock & Rail based at Parkdale, CO, along the Union Pacific's partially used Royal Gorge line continues to expand. They have leased additional power and have a contract to deliver unit rock trains to the Peter Kiewit distribution plant at Mesa Siding, Aurora, CO.

One of the new trains runs via Union Pacific (Pueblo north on Joint Line to

North Yard Denver east via Belt Line to KP Line east to Mesa Siding). Train had two Omnitrax (OMLX reporting marks) Utah Railway painted (gray, yellow and red) ex-Southern Pacific SD-35's, OMLX 2959 and 3108. These units along with UP 3705 made a trip from Pueblo, CO, starting 10/25/00 north via the Joint Line to Mesa Siding as UP train R-PUME-25. The train was unloaded on Sunday, 10/29/00. It moved south early on 10/30 with only the two OMLX SD-35's back to UP's ex-Denver & Rio Grande Western RR yard at Pueblo. Cars noted on the train were RRRR 1001 and 1034 which are ex-Missouri Pacific hopper cars.

At Pueblo, a former Southern Pacific "Cadillac" (SD-9) 4390 painted gray and yellow was teamed up with Rock & Rail GP-type 201. They were on a few ATSF covered hoppers that will go west on 10/31/00 to the Holnam Ideal Cement plant at Portland, CO.

A third loaded unit rock Rock & Rail train arrived that afternoon. It had R&R GP-30 301, leased LLPX GP-38 2222 and R&R GP-40 401. LLPX 2222 wears a yellow and gray paint scheme. This train had Western Paving (reporting marks WPGX) hoppers that once saw service on the old Colorado & Southern between Clear Creek Junction (north of Denver) to Longmont, CO. Thus, two Rock & Rail crews were working that day. This train was parked near BNSF's Canon City Junction for interchange to BNSF for

delivery to Kelker, CO, via the Joint Line.

Rock & Rail leased unit additions: LLPX GP-38 2222, EMD 183 & 185 are already there (as of late October 2000) and EMD 193 came from VMV.

– *The Colorado Zephyr and VLBG*

### **Canon City & Royal Gorge RR**

I spent another summer on the CCRG Railroad in Canon City, CO. Business was as good or better than last year.

We have an ex-SP full length dome coming from Mexicali, Mexico, as soon as the air dates are legal for transport to Canon City. It is not in the best condition inside so it will be a few years of rebuilding before it will be in service. It has 4 wheel trucks, so it is perfect for the sharp curves in the Gorge. There are plans to air condition the 2 former CNW F-7's # 402 & 403. The railroad purchased two more VIA cars this summer.

Our train had to rescue a few injured rafters again this year. There is no other way in or out of the Royal Gorge except at the suspension bridge. The river level was way down this year because of no snow last winter and very little rain this summer.

The trespassing problem still exists in the Gorge. People think it is for their pleasure and the trains should stay off. Rock & Rail has expanded their operation with two or more trains a day now and the UP has been running a train every so often to Cotopaxi with empty gons and bringing loads with tie butts back. The EPA has made the UP pick up all the tie butts that were left from the last tie replacement program along the river.

This past summer we had a couple on the track with a baby. When the engineer blew the horn they stopped and refused to move. When our engineer got down to talk to them the man pushed him down and tried to throw him in the river. One of the passengers got the license number of their car. He was arrested and given 10 days in jail. You have to be pretty dumb to argue with a train. The CCRG is

Continued on Page 6, Column 1

## OS Colorado

Continued from Page 5, Column 3

running only one trip on Saturday and Sunday until mid May, then we go on the 3 trips a day, 7 days a week schedule.

– *Bob Vicker, Engineer/Trainer, Canon City & Royal Gorge RR*

### AOE Moved North on Joint Line

On Sunday, 11/12/00, the American Orient Express passenger train moved north on the former ATSF from Albuquerque to Denver for its winter quartering at General Iron Shops near Dartmouth St. The train left Albuquerque about 4:00 PM and ran through to Denver via Raton Pass, Trinidad, Walsenburg, Pueblo and the Joint Line. The train arrived at Denver Union Terminal about 4:00 AM.

### Arizona BNSF Collision Sends BNSF Coil Train North on Joint Line

BNSF detoured their Joliet, IL, to Pittsburg, CA, unit steel coil train, U-JOLPIT1-01, with BNSF 4461 north via the Joint Line on 11/1/00. Two BNSF trains collided at Bellemont, AZ, west of Flagstaff prompting this move north via the Joint Line.

A BNSF conductor was killed according to county sheriffs. Three locomotives caught fire, and three cars on the front train derailed during the wreck, which occurred 10/31/00 about 10 miles west of Flagstaff, in northern Arizona.

The front train was carrying a small amount of hazardous materials, but none spilled, authorities said. The type of material was not immediately known. None of the derailed cars were carrying hazardous materials, state police said.

### DRGW Units at Grand Junction, Colorado

Those seeking Rio Grande units working the former Denver & Rio Grande Western RR main line need to visit Grand Junction. A mid-November 2000 visit rewarded railfans with Rio Grande units working the Denver - Roper (Salt Lake City, UT) trains and two locals.

On 11/13/00, the westbound Denver to Roper train of November 12th arrived Grand Junction shortly after sunrise. Power was all tunnel motors (SD40T-2's); DRGW 5386, UP 8664 an ex-SP still in the gray with red nose, DRGW 5371 and 5390. UP 8664 had received the UP "patched number" and UP nose herald. Train did a crew change and rolled west. Great place to photograph this train is the I-70 overpass west of Mack, CO, where the line turns south to enter Ruby Canyon.

The eastbound Roper to Denver train of 11/12 also arrived Grand Junction just after sunrise. DRGW 5361 was the lead. The six unit lash-up included four tunnel motors; DRGW SD40T-2 5361, DRGW 5372, DRGW 5407, SP 5412, UP "winged" SD70M's 4007 and 4029. The train layovers at the Grand Junction yard until after Amtrak's eastbound California Zephyr leaves about 11:05 AM. On 11/13/00, DRGW 5361 East departed the yard about 11:40 AM.

Low sun light provides great chasing (train had a 40 m.p.h. restriction) and photos at places like De Beque, Parachute (Grand Valley on the railroad) and New Castle. I-70 has speed limits of 60 to 75 m.p.h. in that region. Glenwood Springs would have worked but two coal trains, one empty and one coal load, had the M-RODV-12 in the shadows upon its passage. The train then entered the well shadowed Glenwood Canyon and met Amtrak's train #5 at Grizzly.

Two locals originate at Grand Junction using Rio Grande GP-40's. The first to leave is the Landmark Local (LDC51 13) which runs west to Cisco, UT. Power on 11/13 was DRGW 3085 and 3126. They go on duty at 9:00 AM, and depart Grand Junction between 9:30 and 10:30 AM.

The Minturn Turn (LDF52 13) operates later in the day. It runs east to Gypsum, Colorado, primarily serving American Gypsum. That day DRGW GP40's 3118 and 3109 handled 15 empty center beam bulk head flatcars. This train followed DRGW 5361 East. They arrived at Glenwood Springs at 3:15 PM where it met Amtrak's westbound train #5.

Unfortunately, graffiti artists have tagged DRGW 3118 on the long hood, engineer's side. Thus, they were looking better on the north side.

Radio Frequencies:

UP Dispatcher 80, Grand Junction to Glenwood Springs, CO, 160.455.  
Grand Junction to Helper, UT, 160.920.  
Grand Junction Yardmaster, 161.490.  
Montrose Branch (south), 161.565.  
– *The Colorado Zephyr*

### Army Rail Move from Corpus Christi, TX, to Fort Carson, CO

The name of the unit whose equipment was moved is 3rd Armored Cavalry Regiment. They were deployed in Bosnia from March to October 2000 where they carried out a successful peacekeeping mission.

There were actually three rail movements. One went to Dallas, one went to Abilene and the one with 3rd ACR's stuff went to Fort Carson. The trains that went to Dallas and Abilene transported the 49th Armor Division's equipment, a National Guard unit. Their stuff was shipped off 11/3/00.

The train with 3rd ACR's equipment departed 11/5 and arrived at Fort Carson 11/9. It was a big job, taking about 36 dock hands to do the rail load. They had to load 100 milvans as well as numerous trailers, Humvees and some generators and two cranes. It took two days to load.

A special train was used for the rail movement to Fort Carson. There were 56 cars. I checked on this figure for accuracy and it did check out. It took 33 cars just to load the milvans.

The military downloaded the equipment at Fort Carson, with a couple of train personnel assisting by operating the trains.

"It was a very big project," said Malmquist. "Without the help of the railroad personnel we probably couldn't have done it."

– *Staff Sgt. Daniel Malmquist, Transportation noncommissioned officer, courtesy Public Affairs Office*

## **Derailment at Yarmony**

By Paul Birkholz, Mountain West Rail

A little after 2:00 PM on Saturday, 11/4/00 a westbound, light engine movement sideswiped an eastbound, loaded coal train. The derailment occurred at the West switch of Yarmony siding. The westbound EDVGJ-04 with 8 units hit the CWELXR-31, an eastbound, loaded coal train, a few cars behind the mid-train distributed power. It was reported that four of the coal cars were derailed, but I could not see how many because of limited access to the south of the tracks due to the river.

There were 3 engines derailed out of the eight total on the EDVGJ-04. This was a light engine move of coal train power between Denver and Grand Junction. The lead unit, UP 7193 was leaning at a 30 to 35 degree angle west of the switch and the front end was buried up to the deck. The cab was also quite mangled with the headlight now pointing nearly straight up, but eerily still on, along with the one remaining ditch light on the engineer's side of the cab. The second unit, UP 8029, was leaning about 10 to 15 degrees and was mostly past the switch. The third unit, SP 359, had the front truck derailed but was upright. The remaining 5 units were untouched.

Reports at the site indicated that both crewman from the EDVGJ were okay and able to move under their own power. The engineer had a few scratches and the conductor had a few gashes including some to the head, but medical staff from Eagle County had checked them out and cleared them to ride in a crew van to Vail Hospital for a more thorough checkup. They were sitting down between the second and third units on the side of the hill when the crew van arrived around 4:20 PM or so.

I will not speculate on why the accident occurred. Both trains were entering Yarmony at about the same time though as far as I understand. The light engine movement was in the siding and the coal train was on the main line. We'll have to wait for the official word. Thankfully, all the people involved were okay.



Up employees and Avon, Colorado, fire fighters inspect the damage at West Yarmony.  
– Photo © Paul Birkholz, [www.mtnwestrail.com](http://www.mtnwestrail.com)



The signal crews are testing the eastbound signal for West Yarmony to be sure it is in working order. The conductor's side of UP 7193 is shown.  
– Photo © Paul Birkholz, [www.mtnwestrail.com](http://www.mtnwestrail.com)

There was heavy scanner traffic all the way up and back from Avon with MOW supervisors calling their people in to help and corridor managers asking that the locomotives involved have their info downloaded ASAP. It seemed that most of the MOW people were out hunting, so things won't get hopping until it gets dark and most of those guys return home. There is very little cell service in this part of Colorado and no phones near the derailment site, so the only form of communication is via the radios. I think half of those conversations would have usually been more private.

A work train was being assembled in Bond using two of the units from the Craig Branch local which arrived in Bond about 12:45 today. SP 148 & 314 were on the west end of a flatcar of panel track, 6 hoppers full of ballast, a boxcar, and the two flatcars with the sideboom bulldozers that are usually stationed at Bond. Reports also indicated a work train left Denver with most of the former DRGW equipment in tow.

I overheard that track damage included the

Continued on page 8, column 1



BOX 2391  
DENVER, COLORADO 80201

**FIRST CLASS**

FIRST CLASS MAIL  
U. S. Postage  
PAID  
Denver, Colorado  
Permit No. 1873



### **Derailment at Yarmony**

Continued from page 7, column 3

switch machine at West Yarmony and approximately 25 or so ties. Estimates were that the mainline would be reopened around midnight or so. The track is being taken out of service between Center Bond and East Radium to facilitate the movement of MOW equipment.

A hi-rail vehicle was supposed to go get a crew at Gore and there was an empty coal train parked at East Bond but it was already past the derailment. Otherwise, no other trains were affected in the immediate area. The plan seemed to be to tip the two tilting units (shown in the images) on over so they will be clear of the main and get the track reopened. Town of Avon and Eagle County Fire/Rescue were on the scene in case fuel leaks became a problem.

For more photographs, see the Mountain West Rail website at: <http://www.mtnwestrail.com>

### **Otto Perry Photos Online**

By M. Keith Williams

As many of you know, the old un-official web site's steam locomotive history pages which now reside at [drgw.org](http://drgw.org), included links to the Otto Perry images at the Denver Public Library (DPL) Western History Department. During the time that I had use of the two-volume catalog of Mr. Perry's photos that DPL published, I created a database of the the Rio Grande photos that Mr. Perry had taken as well as Colorado & Southern, RGS, and others.

When I created the steam loco history pages, I included the citations for the photos, hoping that one day the collection would be available on the Internet. When that day finally arrived, I turned the citations into links. While those links can be handy in the course of reviewing the history of a particular locomotive, I have always felt that they needed to be presented in an alternative way that focused more directly on the legacy that Mr. Perry left us.

I created a set of web pages (<http://www.drgw.org/ocperry/>) that list Mr. Perry's photos by location. I have included all 3800+ records from my database, so you'll see images from other roads beside the Rio Grande, and you'll see other images unrelated to Rio Grande steam, e.g., diesels, rolling stock, and structures. I think you may find the result interesting.

---

### **Another Milestone**

Continued from Page 3, Column 1

members participate with continued financial support, no matter what the amount. You can be assured that we are judicious with your donations, which not only allow purchasing of needed materials but also provide encouragement to our trustees and on-site volunteers, knowing that the membership is behind their efforts.