

ROCKY MOUNTAIN RAIL REPORT



SEPTEMBER 2000

No. 492

ROCKY MOUNTAIN RAILROAD CLUB

Route of the Rockets - Rock Island

By Dick Reedguist

September 12, 2000 • 7:30 PM

Go west young man, go west, on the mighty fine Rock Island Line. Please join us for a program featuring a sometimes overlooked railroad in the Rocky Mountain region, one that had interesting passenger service and colorful Diesels. The Rock Island had a presence in Denver with the Rocky Mountain Rocket. In Colorado Springs, a section of the Rocky Mountain Rocket split off at Limon and was rearranged using unique Diesels.

The September program will be put on by Dick Reedguist. Dick has been a Rock Island Technical Society mainstay at train shows in the Denver area for years. He also holds quarterly meetings at his home and has been active as a director, vice-president and president of the Rock Island Technical Society.

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.

Video Potpourri Night

The call is out to all videographers to submit a 5 to 10 minute video of what they consider their best work for the November 14, 2000 Video Potpourri. Please put the video on VHS tape and have the tape at the starting point for your video. Videos can be given to any club officer or Sherm Connors. We would especially like to invite out of town videographers to send us some of their work. Videos may be mailed to: Sherm Connors, 298 South 22nd Avenue, Brighton, CO 80601-2589. Any videos mailed to Sherm will be returned promptly after the meeting. The greatest joy of taking pictures is sharing them with other people. Call Sherm at 303-659-5513 or e-mail at shermgen@uos.net with any questions.

Additional Service Day at Kenosha Pass

Saturday, September 30, 2000

Cindi Dean, the Ranger we worked with for the August 12 service day, asked if we would come back to Kenosha Pass to finish clearing out the rest of the rail. The Board of Directors thought this was a good idea and we had such a good time we wanted to go again during the fall colors. We will be doing the additional work on Saturday, September 30. Bring a shovel, pick or mattock, work gloves, and lunch. Club will supply drinks. Contact Bob Wilson at 303-420-7127 or e-mail bwilson@rmi.net or Steve Mason at 303-684-0801 or e-mail stevemason@uswest.net for further details.

2000 Events Schedule

September 30 Event:	Additional Kenosha Pass Service Day
October 14 Event:	Annual Banquet Colorful 1950s-1960s Passenger Trains
November 14 Meeting:	Video Potpourri
December 12 Meeting:	Winter on Rails

2001 Events Schedule

January 9 Meeting:	Route of the Warbonnets
February 13 Meeting:	Rio Grande Passenger Trains
March 13 Meeting:	New York Central Steam

Deseret & Western Trip Postponed

Due to operational concerns at the railroad, the Deseret & Western trip scheduled for September 22-24 is being postponed until some time next year. No new date has been set.

The deadline for items to be included in the October *Rail Report* is September 18

From the President

By Dave Goss

As you all know, the end of every year means there will be leadership changes in the Club. This year is no exception; in fact, it will be quite notable for those who will be leaving the Board in December.

First, Steve Mason has accepted the job of Executive Director of the Colorado Railroad Museum, replacing Chuck Albi who is retiring. Conditional with accepting that position, Steve was asked to relinquish his leadership roles in the Club. Steve has served on the Board since 1998 first as Director and then as Vice-President. He has also been the Chair of the Equipment Committee. It will be difficult to replace Steve's enthusiasm and dedication. We all wish him well in his new role and know we will still see Steve frequently at our meetings.

Secondly, Jim Ehernberger will be stepping down as Club Secretary. Jim's years of knowledge and attention to detail will be missed. Jim has agreed to continue as Publications Chair for the near term. Jim's willingness to travel nearly two

hundred miles for each monthly meeting and Board meeting (not to mention Foundation activities) cannot be appreciated enough.

Third, Dave Gross will be leaving the Board after serving as a director for four years. His patience and balanced viewpoints have been most valuable. He is also stepping down from his position as President and Trustee of the Foundation. In this capacity in particular, Dave's visionary leadership and management skills will be missed. Dave has agreed to continue his work with the Video Committee.

To replace these members and others who may be changing their duties, a Nominating Committee, chaired by Robert Wilson, and supported by Ron Kaminen and Ken Hampton has been formed. **PLEASE** contact any of these three gentlemen if you would be willing to serve on next year's Board. And don't be surprised if they approach you.

Rocky Mountain Railroad Club Historical Foundation Updates

The last month has seen great progress in the restoration of Car 25. We hope that everyone will mark September 10th on their calendars. This will be the first public rollout of the trolley under its own power. The scheduled time is from 11:00 AM to 4:00 PM at the Denver Federal Center, Building 78. Enter at gate one and follow the signs.

It is a pleasure to announce that we have achieved the \$9,000 level in our fund raising effort.

We have just \$2,000 more to go to meet last year's level. Many thanks go out to several people for their financial response to the restoration needs and the ultimate goal of a completed car. The honor roll this month lists the following people who have donated so generously:

Ms. Sally Thompson

Funding for the restoration of window shades was received from Mr. & Mrs. Joseph Niklas with their amount to be matched by Quest Communications (formally US West). This shade will honor Joe Niklas.

Mr. Sylvester Gamel has funded a shade in honor of Syl Gamel and another shade in honor of Fred C. Blunt.

It is support such as this that has enabled this project to proceed as rapidly as it has in the last two years. The Foundation extends a huge thank you to everyone who has donated and to those of you who realize the financial need of the organization and will be contributing in the near future.

Again, please make every effort to come to the rollout on September 10th. Be sure to bring your cameras!

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

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<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:

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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.

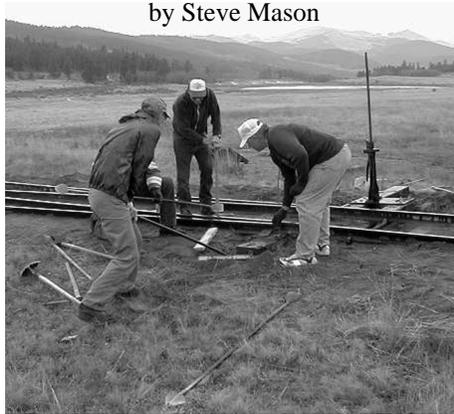
Kenosha Pass Service Day

by Steve Mason

We met at the Crow's Foot Restaurant in Bailey at 7:30 AM for breakfast. Cindi Dean, the South Platte Ranger District ranger in charge who helped us organize the service project, and her assistant, Tom Parsons, joined us. After breakfast, at Pat Mauro's suggestion, we briefly visited the park in Bailey to view a standard gauge caboose and one of the old South Park Phoenix bridges spanning the North Fork of the South Platte River.

We were up on Kenosha Pass shortly after 9 AM. Pete West and his son Jeffrey, who is earning service hours for a Boy Scout Merit Badge, were there. Dick Eaton was also there. The skies were overcast and remained so all day. It was about 65 degrees at the 10,000 foot elevation which is good weather to do hard physical work. Sure beats the heat. We had light rain all day on and off to keep us cool.

The crew was led by Bob Wilson, Director, and Pat Mauro, Vice-President, of the Park County Historical Society. A reporter came from the *Fairplay Flume* and interviewed Pat Mauro. Also working were Ralph Vance, Dick Eaton, Denny Haefele, Pete West, Jeffrey West, Dave Henker, Ken Gow, Mike Gailus (Director), Pat Mauro, Cindi Dean, Tom Parsons, and Steve Mason.



We pulled out a tie and installed a switch tie, installed a switch stand in what we hope is in a manner to prevent casual theft and lined up the rail at the stub switch.

– Two digital photos © Mike Gailus

We took the ballast that was level with the top of the rail down to the tops of the ties for over a hundred yards and dug out the stub switch. The reason the ballast was installed to the top of the rails was to make it wheel chair accessible. Pat had negotiated with the Forest Service to make the track appear like a railroad instead of a path lined with rail and still have the interpretive trail wheel chair accessible.

Bob Wilson organized accommodations at the National Historic Glen Isle Resort. Glen Isle was the first stop west of Bailey on the South Park.

We quit at about 4 PM and went to Glen Isle. Susan Wilson had arranged for Barbara Tripp to provide a video. Gordon and Barbara Tripp are the owners and descendants of a family who have owned Glen Isle since its inception over a hundred years ago. We kicked back with some refreshments and watched *The Old Colorado & Southern and Engine No. 9 1933 to 1937* by Helen McGraw Tatum. Mrs. Tatum originally filmed the South Park during those dates on 8mm B&W movie film from Denver Union Station to Dillon where she ran out of daylight. The video was like a Club meeting program.

We grilled supper on a gas grill and had a good time in the cabin. This sure beat eating in the drizzle as we did at noon. Then we had an excellent after dinner speaker, Ken Gow. Ken was born in Perth, Western Australia. He gave us a fascinating talk on railways in the British Empire; England, South Africa, Australia, New Zealand, India and even some railways English engineers built in Japan.

Everyone remarked on how hard Cindi Dean and Tom Parsons worked. As it turns out Cindi is short several of her personnel. They have been sent to fight other fires as a sort of payback for the massive effort expended on the High Meadow Fire. She is short handed and has to do much of the labor herself. She appreciated the Club helping her out. She asked us if we would consider helping out on the rest of the 100 yards of wye tracks when the colors turn.



Kenosha Pass service project crew. Standing, from left, Mike Gailus, Pat Mauro, Dave Henker, Bob Wilson, Dick Eaton, Cindi Dean, Jeffrey West, Tom Parsons, Ken Gow, Denny Haefele and Ralph Vance. – Photo © Steve Mason (in front)

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.

UPRR Charged with Stinking Up Helper, Utah

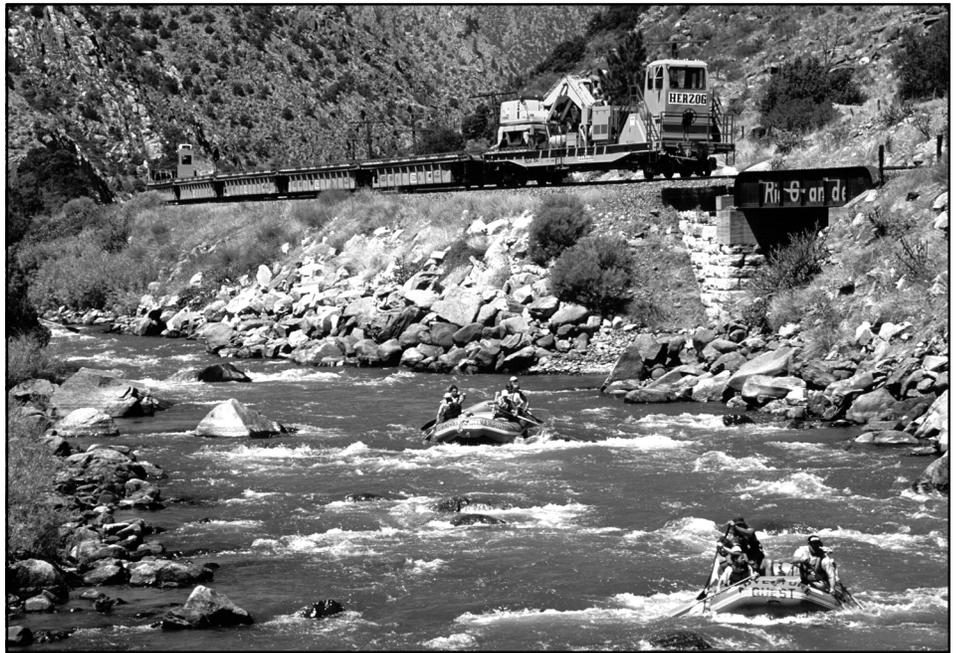
Helper, UT, stinks. Rail cars loaded with sun-ripened trash from the Wasatch Front are routinely parked in the town's rail yard, creating a stench so overwhelming that residents are unable to enjoy their yards or even use swamp coolers.

Making matters worse is the acrid smell of diesel fumes that hangs in a cloud over the town from locomotives left idling on tracks next to homes for as long as 12 hours. “This is beyond a joke. It is a disgrace,” said Mayor Mike Dalpiaz of the malodorous rail yard.

To get the attention of the Union Pacific Railroad, which purchased the rail yard two years ago, City Attorney Gene Strate last week filed two infractions of maintaining a public nuisance against rail-yard Trainmaster Kirt Jensen. “He’s the one who tells the trains where to park,” Strate says of Jensen.

One infraction filed in Helper Justice Court alleges that, on 5/27/00, Jensen allowed several diesels to idle in the rail yard, creating excessive noise while blanketing neighborhoods with the pungent fumes. A second infraction filed in the same court claims Jensen allegedly allowed a train loaded with several hundred tons of trash to sit in rail cars for more than 36 hours during the extended Independence Day holiday, casting a foul odor over the southern part of the town of 2,500 residents seven miles northwest of Price.

The garbage-laden cars, covered with blue tarps, are parked in the rail yard in late afternoon, filling the town with the putrid smell until the next morning when they are hauled to the massive landfill operated by



A six-car, self propelled, Herzog “MW Ditching Car” moved west over Union Pacific's closed Tennessee Pass Line on 7/21/00. A UP hi-rail truck preceded the move west along the Arkansas River. No UP locomotive was needed. The mostly flatcar with movable shovel looked clean and new. UP was picking up ties along the line. Only two car numbers noted on the entire set; HZGX 164 and HZGX 165. This westbound move was by Spikebuck (Siding) at 11:35 AM. – Photo © Chip Sherman.

the East Carbon Development Corp., 30 miles to the southeast in East Carbon.
-Larry W. Grant

Idaho Northern & Pacific and New Orleans and Gulf Coast Railway Units

Noted on 7/15/00 at Nebraska Central Shop, Grand Island, NE, were three F-units. They are lettered for the New Orleans and Gulf Coast Railway. Unit numbers that could be seen were 1105 & 1106. Paint scheme is gray and red like M&NA. They're ex-Massachusetts Bay Transportation Authority (MBTA) F10's, rebuilt from Gulf, Mobile & Ohio (GM&O, F3A's), last used on the old Cape Cod Scenic. Third unit was Idaho Northern & Pacific (IN&P) 1112.

According to the Nebraska Central shop people, the units were going into dinner train service on the Idaho Northern & Pacific and the New Orleans and Gulf Coast Railway. The three F10 units at Grand Island, NE, are all owned by Rio Grande Pacific, which also owns the Nebraska Central.

They mentioned they are getting two more

F's, one more for IN&P and one for Nebraska Central. All these are ex-Boston MBTA, nee-GM&O.

Same outfit has purchased ex-Southern Pacific 2-6-0 1744 from Ft. Worth and Western and is now restoring engine at Ft. Worth, TX, prior to moving to New Orleans for new tourist operation.
– Steve Glischinski, *The Iron Horse*, Jim H, and JDI

Harley Davidson Dealers Take Ski Train Ride

The Ski Train operated a supper charter for Harley Davidson dealers on 7/25/00. They departed Denver about 6:00 PM behind the Denver & Rio Grande Western lettered GP60's (DRGW 3154 & 3155) west for Winter Park. The train returned to Denver about midnight. – Joe McMillan

Equipment Tracing on the Internet

For equipment tracing sites for many railroads and many Internet links see <http://www.snowcrest.net/marnells/cartrace.htm>

– Harry



The Denver Post Cheyenne Frontier Days train operated with Union Pacific Challenger 3985 and DDA40X 6936 on July 22, 2000. The train featured an Amtrak full-length dome, MOUNTAIN VIEW - 10030 - for the first time. Union Pacific and Anasco's Ski Train cars typically make up the train's consist. – Photo © Chip Sherman.

Cheyenne Frontier Days Train

An excellent trip was had by all aboard the Denver Post Cheyenne Frontier Days Train on 7/22/00. The train had Union Pacific, Anasco Ski Train cars and an Amtrak full length dome (one of only three left on the Amtrak roster) MOUNTAIN VIEW, 10030. Folks were surprised to see Union Pacific (UP) business car KENEFICK being used for the train crew. First class passengers (in dome cars, lounge car UTAH and business car KANSAS) were separated from the coach passengers by a power car.

The UP steam crew had 4-6-6-4 #3985 and Centennial (DDA-40X) 6936 up front. They handled them at about 55 m.p.h. most of the trip north. Our journey north arrived Cheyenne at 9:40 AM, only 10 minutes off the advertised.

We departed Cheyenne at 5:33 PM, three minutes late and arrived in Denver Union Station at 9:00 PM. – *Robby*

PV Canadian Sunrise Moving to Hudson Bay, Canada

Omnitrac President Pat Broe sold private varnish (PV) CANADIAN SUNRISE, Amtrak number 800576. It moved via BNSF's Cheyenne to Denver local into Denver on 8/2/00. Car is an ex-Canadian

National business car. BNSF had 6894 and 3005 on the local, with the PV coupled directly behind the power.

Built by NSC in 1959 as CN business car 22. Renumbered to CN 90 in 1975. Renumbered to CN 100 and named BONAVENTURE. CN painted their business cars in a pseudo-VIA paint scheme for a number of years. It was sold to Jonathan Wood in 1991; NREX reporting marks applied, proposed name Royal Adventure probably never applied. Renamed CANADIAN SUNRISE.

The ex-Canadian National car still retains the blue and yellow VIA scheme. The car has an old generator system. The spicier drive electrical generator system provides electricity to the car when its on the road. Riders were looking for a mechanic to help with repairs to the electric generator. Asking price was about \$250,000. Car is headed for Hudson Bay, Canada.

– *Jon B and Bill*

Steel Coil Trains Rolling via Colorado

A westbound BNSF Steel coil unit train moved across Colorado on 8/4/00. BNSF 9-44CW 4527 wearing the Heritage II paint scheme, BNSF 9-44CW (new BNSF series for recently delivered unit!) 5494 and ATSF 926 in the Santa Fe Warbonnet scheme were the power. They were noted

at Frazer, CO, using Union Pacific trackage rights on its Joliet, IL, to Pittsburg, California move.

This was the second steel coil train noted the first week in August. Great to see BNSF variety on the Moffat Tunnel Subdivision.

– *SPy*

UP Denver to Salt Lake UPS Train Gets New Power

Union Pacific corridor manager decided to send new EMD manufactured SD70M's to cover the United Parcel Service (Z-train) operated between Denver, CO, and Salt Lake City, Utah, (Roper Yard). UP SD70M 4165, UP Dash 8-40C 9254, SD70M 4002 and Centennial (DDA-40X) 6936 rolled west out of North Platte, NE, on 8/9/00. UP 6936 came off the train at Cheyenne, WY. The other units brought the North Platte to Denver train into North Yard.

The SD70M's laid over at North Yard on 8/10. Early on 8/11, UP 4165 and 4002 were placed on the UPS intermodal Z-train, Denver to Roper Yard (Z-DVRO-11). Usually, Denver doesn't have such new units for the Z-train. The train departed Denver well before sunrise about 4:00 AM. It was west of Bond on the Dotsero Cutoff at Range at 9:40 AM. High green signals kept the 20 or so car train moving right along at track speed.

The UP 4165 was built for EMD at the Sahagun, Mexico, Bombardier Conarrial facility. One feature conductor's like is the reading lamp. It swivels and has its own dimmer. Seating arrangement is better, with two tandem seats on the conductor side. Adequate leg room is provided. The refrigerator is located along the steps between the toilet and cab.

– *BNSFMan*

UP SD70M Winged Units

UP SD70M 4007 was the fourth unit (of five) behind UP 5702 (ex Denver & Rio Grande Western (DRGW) 3156, DRGW 3154 and DRGW 3155 on the Denver to

Continued on Page 6, Column 1

OS Colorado

Continued from Page 5, Column 3

Pueblo, CO, train by Littleton at 3:30 PM, 8/17/00. This was the first new “winged” unit to transverse the Joint Line. – *Herb*

BNSF Ice Express Carries Business Cars

BNSF’s hot Ice Express Reeferrailer train (BNSF symbol Q-NPVSBD1-08N), the westbound train, on 8/9/00 made a predawn stop at Newton, KS, to water business cars with Amtrak/ hose, then left about 4:30 AM for what must have been a very leisurely trip to Dodge City, KS, where he cleared his track warrant at 11:18 AM and parked on the westbound main in front of the depot for an extended stay (he let a very late Amtrak No. 3 by somewhere west of Newton). Consist: BNSF 4651 and 4737 with cars Snoqualmie Pass (power car), Rollins Pass, Donner Pass, Marias Pass (three sleeping cars), Mississippi River (business car) and Glacier View (full length dome-theater & inspection car) plus the Roadrailer (showed 42 loads and 1 empty). The passengers got the same view out the rear as private car folks get on Amtrak these days!

Apparently, the extended layover was to allow some guests to leave from Dodge City by air and others to join the trip there. No doubt the DC airport saw more than one corporate jet today. Guests were said to be customers or prospective customers. Departure was early afternoon.

Effective 8/9/00, the BNSF Ice Express was routed via the old Santa Fe transcontinental route.
– *Dave W.*

Amtrak Southwest Chief Trip

I travel to Chicago on business once or twice a year and always take Amtrak coming or going. This trip, I got off the Chief in Albuquerque (Amtrak code ABQ) at 8:30 PM on 8/9/00 (4+hours late) after the overnight trip from Chicago. Always an adventure, more so this trip. A brief chronology follows:



The American Orient Express shop south of West Evans Avenue sent American Spirit dome coach to Montana in July 2000. The freshly outshopped car, AOEX 9407, ex-Northern Pacific 550, was moved by BNSF’s Kountry Job on 7-19-2000 into Denver. Car was seen at I-25 and 6th Avenue, Denver, CO. American Spirit is the train name used by the Montana passenger operation, once known as Montana Daylight.
– Photo by Mike McGowen.

1. The departure from Chicago was delayed due to late arrival of the trainset (Capitol Limited) – which had to be turned in Pittsburgh due to a mud slide somewhere in Pennsylvania. This delayed boarding for about 45 minutes. After leaving the station there were additional delays hooking up mail and express cars and five brand new Surfliner cars cut in right behind passenger consist.

The second sleeper had a coach behind it so that the first class passengers were inconvenienced by coach passengers coming and going through that car. Attendant had to put away all ice, juice, coffee cups, etc. and sleeper patrons had to ask for these items.

The cars had a rider who was supposedly there for security purposes and required power and A/C. A delay with Head End Power (HEP) connections took another 30 to 40 minutes. We finally left the Amtrak area and got on BNSF tracks at 5:20 PM. The train had three engines, baggage car, four coaches, two sleepers and NO Superliner lounge car (instead an old upper deck diner/lounge car that lead to an incident later on). Train was full to capacity (as usual). Remainder of train was Surfliners and mail/express/roadrailer. A total of 116 axles as detectors count them.

2. The HEP fails repeatedly (for the next several hours) because the power is not only to Chief consist but also the Surfliners. Finally the crew says power is to be on only for the Surfliner that the rider is in. It helps – power outages cut way down, but not totally stopped.

3. At dinner the lounge attendant announces a “thief on board” has stolen liquor stock from open counter and a search is underway for culprit(s).

4. At 10:00 PM the crew is “dead on the law” as the trains stops west of Ft. Madison at cornfield crossing and a “cornfield transfer” takes place about 15 to 20 minutes later.

5. The train crew is heard on the scanner calling BNSF dispatcher asking for Iowa State Police to meet the train at La Plata to remove thief(s) – they also suspect drugs may be involved.

6. At La Plata, four passengers and “one cat” are removed from the train. Turns out one of the four passengers smuggled a cat from Pittsburgh (or earlier) and he and the cat “trashed out” two sleeper rooms (one from Pittsburg and the other from Chicago. He was also one of the suspected thief’s.

Continued on the next page

OS Colorado

Continued from the previous page

7. Between La Plata and Kansas City, one of three engines dies due to running out of fuel. The crew checks the others to make sure there is enough fuel to reach KC. We make KC on two engines.

8. In the morning, west of Hutchinson or Newton, KS, a HEP cable shorts out between two of the engines. The small electrical fire is quickly extinguished and repairs quickly made by crew and BNSF signal maintainer or MOW worker. Only 15 to 20 minutes are lost.

9. At La Junta, another passenger is put off for being “drunk and disorderly.” The lounge attendant announces that another thief has stolen a women’s purse. He starts calling the train the “survivor train” – who will be the next one voted off the moving island!!

10. Also at La Junta, a fourth Amtrak Genesis engine is added to make it up Raton Pass.

11. About twenty minutes from Albuquerque, the dining car runs out of water and is closed down for the last two dinner sittings. The staff promises to open up after the car is watered. At Albuquerque, one of the on-board staff takes the microphone to thank the departing passengers for their courtesy, patience and COURAGE for riding Amtrak (and he repeated it for emphasis)!

Trip Negatives:

Overcrowding, not enough of the right equipment, Amtrak scrambling (as usual) to get train consist ready for trip, Amtrak Metropolitan Lounge (in Chicago) too crowded, staff there not up to date on departure delays.

Trip Positives:

On-board staff more positive, more helpful and more cheerful than I’ve seen before, especially given the overcrowding and late conditions. Diner staff courteous, and food first class as usual.

– Dave Boyer

Steel Gang

By Jackson Thode

While visiting Winter Park during the last week of June we found a “Steel Gang” (in Rio Grande parlance) was busy relaying rail on the two-percent grade between Fraser and the Moffat Tunnel. We finally found a spot along the west side of the track between mileposts 59 and 60 where we could watch the gang in action, and use the camera.



The pictures show some of the activity and equipment used in the work. The gang was about done, having installed a new quarter-mile-long welded rail on the west side, and were preparing to move all their equipment back up the hill to Winter Park siding and clear the main for normal traffic operations.

Rio Grande Southern Motor #1

By Steve Mason

Karl Schaeffer of the Ridgway Railroad Museum built a replica of Rio Grande Southern Motor #1. Karl is particular that his creation be referred to as Motor #1 not Goose #1. Karl hauled Motor #1 on a trailer to the Colorado Railroad Museum in Golden, Colorado. With CRRM approval, Motor #1 operated on July 22 and 23. Goose #7 was also running that weekend so #1 was a welcome addition.

For further information on RGS Motor #1, Karl can be reached at the Ridgway Railroad Museum, P.O. Box 257, Ridgway, CO 81432, Phone 970-626-4373, E-mail kschaeffer@gwe.net.



Leading the parade was a spiffy, blue, railbound Port-O-Let suitably emblazoned with the UP logo, as seen in the photo above. Note the appearance of the new rail spiked down and anchored to the ties in these views.

The heaviest equipment in use were two Pettibone “Speed Swing” cranes, working boom to boom, to lift the new rail into place and lay aside the replaced rail, which is seen on the ground on the left.



In the photo above, the second Speed Swing, with what I believe is a tie-ading machine suspended from the crane boom, is headed upgrade enroute to Winter Park.

The gang was fully mechanized. It seemed that nearly every man had a machine to operate, and it appeared that fewer than ten men were left on the ground after the parade of machines had departed. The signal head in the background across the track is connected to a Dragging Equipment Detector, and is not part of the C.T.C. signal system.



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Out at the Museum

By Steve Mason

We worked two Saturdays in July, the 8th and the 22nd. Ken Gow, Roger Sherman, Denny Haeefe, and Ralph Vance worked on the caboose on July 8th. We bolted on a ladder, stanchions, stirrup step, and installed the west platform decking. Though we had drilled the holes for all of this we still find ourselves drifting holes in oak to make things fit. We are expert at this activity now. All decking has tar paper over the framing under the decking. This is standard practice to keep the weather off the frame on wood cars. This was not done before. We feel that this, along with the epoxy build up of the old framing, will give us many years of trouble free use. I furnished a picnic lunch in the grove at CRRM from the left over food from my daughter's wedding.

Ken Gow, Duane Fields, and Bob worked on July 22. Also visiting was RMRRC member Bob Schaeffer from Montrose and Robert Harmen and his son from



Workers at the CRRM, from left; Roger Sherman, Ken Gow, Ralph Vance, Denny Haeefe. – Photo © Steve Mason.

Colorado Springs. This was a trash clean up day. The brake wheel was installed, Duane made some threshold pieces and a few bolts were used to hold the coupler pocket casting to the buffer beam. The assembly is finished and painted. We surveyed the caboose for any questionable wood. The letterboards are cracking,

splitting, and cupping and will have to be replaced.

We have a sign telling what we are doing to the caboose and asking for donations. We received donations totalling \$6.10 on the 8th and \$14.00 on the 22nd.