

ROCKY MOUNTAIN RAIL REPORT



MARCH 2002

No. 510

ROCKY MOUNTAIN RAILROAD CLUB

The Pennsylvania Railroad – The Standard Railroad of the World

By Joe Minnich

March 12, 2002 • 7:30 PM

The “Penny” was the railroad that tried and, in some cases, succeeded in dominating rail service east of the Mississippi. Competition from the New York Central created the original “golden age of railroading”. The PRR steam locomotive fleet was of standard design and was quite large in number. The Pennsy K-4 Pacific is as well known as the NYC Hudson and endured in passenger service until the end of steam.

The PRR served a varied traffic base – coal, steel, farms, manufacturing of all kinds and their locomotive fleet reflected the varied needs of the service. Come and see a railroad that offered passenger service from the east coast to Chicago when Denver was two teepees at the merger of Cherry Creek and the South Platte River.

Joe was born in northwest Ohio in Swanton on the mainline of the Lake Shore and Michigan Southern which in Joe’s day was the New York Central. He became a railfan at age two watching the Great Steel Fleet roll past. Joe served in the Air Force during the Korean years. He was stationed at Spokane where he was introduced to the Great Northern. After that he did a number of jobs until he bought into the Toledo, Lake Erie & Western. He and his partners turned that into a tourist line as well as hauling bricks and dog food. All that experience was used to start a rail consulting business which he is winding down now in retirement. He has lived in Colorado for 18 years and just celebrated his 25th anniversary with his bride, Fran, our treasurer.

We will meet in the southwest wing of Christ Episcopal Church in Barnes Hall, 2950 South University Boulevard at Bates Avenue. Off-street parking is available at the rear of the building, east of the meeting hall. Please use the building’s south entrance.

Update On Club Trips

By Joe Minnich, Trip Chairman

The Union Pacific Cheyenne Shops Tour on May 4th is a go - see the included flyer to order your tickets.

The best-laid plans sometimes get derailed. The RTD trip will happen but not as we had planned. RTD is opening

the Union Station extension on Saturday, April 6th. We understand that RTD will offer a free day to the public on Sunday, April 7th. If this happens, you can go on a tour free of cost with no ticket orders or reservations. We will keep you posted.

Continued on page 2, column 2

2002 Events Schedule

April 9 Meeting:	Great Trains In The Winter
May 4 Tour:	UP Cheyenne Shops Tour
May 14 Meeting:	Slide Potpourri
June 11 Meeting:	To be announced
June Event:	BBQ at the Colorado Railroad Museum
July 9 Meeting:	To be announced
July Trip:	UP 3985 Steam to Cheyenne
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	The Super Chief
September 28 Event:	D&IM Car #25 Roll Out and Operation
September Trip:	C&TS Trip
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	To be announced

The deadline for items to be included in the April *Rail Report* is 3/18/02.

From The President

Minnichs On the Move

By Mike Gailus

Last month, I wrote about our volunteers and the difference they make in our Club. It seems appropriate that I continue that theme this month. My column is about our treasurer, Fran Minnich, and our Trip Committee Chairman, Joe Minnich.

I would imagine most members in the Club have a pretty good idea as to what the Treasurer and Trip Chairman duties involve, so I won't go into details.

The reason I wanted to highlight their positions is to thank them for their years of service to our Club. The Minnich's have decided to relocate back to Ohio to be near family.

Fran has served endless volunteer hours performing the duties of treasurer. Her attention to the Club's financial details and accurate reports has been a real asset to your board of directors. Her financial background has served us very well.

Leading the trip committee, Joe has provided excellent leadership for this important position in your Club. As a railroad consultant, he has provided us with many contacts that most people just don't have or can't develop. After many years of steam trip absence, he was the guiding factor in the Club's UP 3985 steam trip last year.

It looks good that the same trip will happen again this year. Joe is a real devotee of the "Pennsy" road and will present his slide program at the March meeting (details are provided on page one). We will also miss Joe's comments at our meetings. I liked the way Joe always had something to say and provided us with authoritative advice that will be missed.

Please join me in saying thanks at our March membership meeting to Fran and Joe for their significant contributions to our Club. We are planning to host a reception for the Minnich's after the general meeting. Please plan on joining us in saying thanks and good-bye to Fran and Joe.

Update On Club Trips

Continued from page 1, column 2

At this time, we do not have confirmation of the Union Pacific 3985 trip in July.

We do not yet have a date for the Second Annual Rocky Club BBQ, but be assured that it will happen. We are awaiting a summer operating schedule from the Colorado Railroad Museum.

We await approval and costs from the Cumbres & Toltec for a planned September trip.

The September 28th D&IM Car #25 open house and operating session is all set.

Open Position On The Board

By Mike Gailus

The positions of Treasurer and Trip Chairman are opening up with the departure of Fran and Joe Minnich, who are moving back to Ohio to be near family. I would be happy to discuss either job with you if you are interested in serving the Club in one of these positions.

The Club's financial books are automated and run on QuickBooks business software. The Club provides the accounting software.

If you would like written job descriptions or additional information, please contact me at my home telephone number (303-788-0403) or write to me at my e-mail address mike@gailus.net.

In Remembrance Jack Heiberger

Club member Jack Heiberger (member number 264) passed away last month. He was a club member since 1975 and lived in Woodland Park, Colorado.

Jack's daughter said the club held a special place in his heart. We extend our sincere sympathy to the family.

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	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
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

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.

Rocky Mountain Railroad Club

Treasurers Report

By Fran Minnich

January through December, 2001

<u>Income</u>	
Banquet	\$ 3,390.00
Book & Video Postage	\$ 1,567.24
Book Sales	\$ 24,894.62
Donations	\$ 472.17
Dues	\$ 20,918.00
Equipment Fund	\$ 1,989.00
Interest	\$ 1,753.00
Equipment Lease	\$ 36.00
Misc. Merchandise Sales	\$ 708.17
Trips	\$ 37,183.80
Royalties	\$ 8,093.96
Video Sales	\$ 6,191.14
Total Income	\$ 107,197.70
<u>Expenses</u>	
Advertising	\$ 1,726.17
Bank Charges	\$ 1,394.74
Banquet Expense	\$ 3,205.45
Donation	\$ 2,850.00
Insurance	\$ 4,492.20
Internet Services	\$ 563.00
Legal -Merger	\$ 1,935.42
Meetings	\$ 1,561.72
Merchandise	\$ 6,103.54
Miscellaneous	\$ 818.59
Office Supplies	\$ 757.98
Postage	\$ 5,565.36
Printing	\$ 11,821.36
Publishing Costs	\$ 16,041.01
Rent	\$ 2,657.00
Repairs	\$ 581.55
Restoration	\$ 1,843.90
Tax & License	\$ 564.29
Telephone	\$ 743.77
Train Shows	\$ 272.00
Trip Costs	\$ 30,322.38
Video	\$ 154.00
Total Expense	\$ 95,975.43
Net Income	\$ 11,222.27

New Shirts For Sale

Denim shirts with an embroidered Rocky Mountain Railroad Club emblem are available for \$20.00. All sizes are for sale at Club Meetings and will be available at the Great American Train Show. Credit cards are accepted.

Caboose 0578 On The National Register of Historic Places

By Steve Mason

Club owned D&RGW caboose 0578, received approval from the review committee at the Colorado State Historical Society on Friday, February 15th. Their recommendation will go to Washington D.C. This autumn we will receive confirmation that the 0578 will be on the National Register of Historic Places under the criterion for engineering. A bronze plaque will confirm the honor.

Frend John Miner, our secretary, had the 0578 placed on the state register last April. Now he has successfully applied for the National Register. These applications take months to complete, are illustrated with photos and are typically between 35,000 and 50,000 words. He is also working on an application for CRRM caboose 0524.

Under Robert E. Sloan's system of D&RGW narrow gauge caboose classification, 0578 is a class 2 and 0524 is a class 4. Frend John is developing quite an expertise as an authority on D&RGW narrow gauge cabooses. We congratulate Frend John for achieving the prestige of the National Register for 0578 and his hard work on an excellent application.

The National Register is very useful to the club for the prestige it brings to our collection. Our two designations make our Club nationally known as an organization worthy of contributions from donors towards restoration and preservation of our equipment. These designations are large part of the key towards fund raising. We will seek National designation for Rico next.

The board of the Colorado State Historical Society, Ellen Fisher commenting, wishes to convey to the Rocky Mountain Railroad Club and Foundation on the fine job they have done in preserving this railroad heritage. This also includes the membership who have supported preservation efforts with purchase of raffle tickets, support of various fund raisers, hundreds of hours spent working on equipment at the CRRM and at the Federal Center.

Out At The Museum

By Bob Tully

We had two very productive work days in January as both Saturdays were clear and moderately cold, but we stayed in the sun most of the time. On January 12th, the bronze plaque showing that Locomotive 20 is on the National Register of Historic Places was fastened with rivets to the frame of the tender. It is located on the north side just below eye level where it shows well and can be easily read or photographed.

Dwane Fields, Ken Gow, Roger Sherman and I also installed the 81-inch long piece of 1/8-inch steel along the rear top of the coal bunker. This piece was fabricated in December. After the well rusted supports were strengthened with large L brackets, the plate steel, which matched the contours of the original, was bolted in place. One-half inch carriage bolts with the shoulders ground off were placed in the same locations as the original rivets.

The piece of Fir, 81-1/4 inches long, 11 inches wide and 1-1/2 inches thick, which was painted black last summer, was finally put along the top of the steel again using one-half inch carriage bolts.

January 26th found Roger Sherman helping me start the rearrangement of bolts, nuts, brushes and lots of parts and pieces stored in our C&S "Club" car. We also started the interior cleaning. We spent nearly the entire day on the east end and we now have a less cluttered floor and some work space on the bench.

Denny Haeefe used the Museum tractor to put additional road base and gravel on both the north and south paths to No. 20 and the Rico. As this packs down it should reduce the dirt which accumulates on the steps and in both units.

Continued on page 8, column 1

Swap And Shop

For Sale: Large HO scale model railroad. Benchwork, track and rolling stock – all or part. Call Joe Minnich, phone 303-693-0664 for prices and details.

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.

Private Varnish COLORADO Involved in Fire in Madison, Illinois

COLORADO began life at the Budd Company in 1948 as New York Central’s round end observation lounge car FALL BROOK. It saw service on NYC’s Ohio State Limited. Casablanca Fan Company in California rebuilt the car in 1981 both mechanically and architecturally. In early 1985 Philip Anschutz purchased the car. It moved to Denver, CO, via Amtrak’s California Zephyr along with lounge car UTAH. New owners from Atlanta, GA, purchased the car earlier this year.

Illinois Transit Assembly Corporation (ITAC, formerly Kasten Railcar Services run by Les Kasten) had jacked the COLORADO up and removed the old trucks. Three days were spent in the stripping of the entire underside of the car. By Tuesday, 2/12/02, the only thing left under the car were useless old brackets. Two welders spent Tuesday torching and air arc-ing off all the remaining brackets while other ITAC employees started the removal of the inside of the car. The car was getting an entire new interior. Work stopped at 4:30 PM and most employees left. General Foreman Clyde Hentz was in the Main Shop Building at 5:30 PM with no problems. Operations Manager Ben Butterworth locked the Main Shop at 6:00 PM, again with no problems apparent.

I was in my office doing paperwork (billing) and handling phone calls till 8:00 PM. I went out the back of my office to find SEVERE amounts of smoke pushing out of every possible edge of the Main Shop. I ran over and unlocked the West Door, only to find the heat & smoke overpowering.

Unless you own something and see it



The Railroad Passenger Car Alliance (RPCA) operated a 7-car train from Kansas City, MO, to Topeka, KS. After the journey, Branson Scenic Railroad F-9PH #98 was at Kansas City Union Station on January 13, 2002. – Photo © Daren Genau.

being destroyed right before your eyes, you’ll never be able to understand the feelings I had. I ran back and called 911 from my office. I also called Ben & Clyde. The Fire Chief & Police arrived within 2 minutes. The fire trucks did not arrive for at least 10 minutes.

I made sure to keep the doors shut to deprive the fire of any sudden rush of air. Anyway, I tried to turn on the ceiling lights (the switch is just inside the west door) however they would not come on because of the amount of heat within the building. I could hear breakers blowing inside the shop. I could also hear glass windows breaking in the COLORADO. I must tell you that this was one of the true low points in my life, especially since all the work and money spent trying to re-group from leaving Edwardsville.

Once the trucks arrived it seemed like forever until we opened the four big doors. The air hit the car and whoosh – it got worse. The fire department did not use the fire hydrant in front of the building that ITAC had installed. They used the water from the trucks. After 30 minutes, one by one the shop lights started coming on. It took over 2.5 hours to get all the fire out. The smoke could be seen for miles away.

Clyde said that he thought the smoke was from Granite City Steel until he was pulling in the yard.

Those of you who know the history of this car, remember the interior. This was the former Casablanca Fan Company Car. The five original bedrooms had been replaced with two luxury suites. The car featured four types of exotic wood and was very well known for this fact. ITAC was to remove the entire interior for the new owners and keep all interior fittings.

The loss of the interior fittings is, in itself, a big one. The car really burned hard on the hallway side. The roof is warped above the three windows and the side loading door (17 feet). The roof is also warped in the center of the car for 12 feet. Many of the appointments in the car were loose, ready to be removed.

Damage to the Main Shop was limited to severe smoke damage and severe damage to the insulation & sky lights in the building. The insulation was less than three weeks old. The overhead radiant gas heaters were also severely damaged. Blowing breakers were to extension cords within the car body.



The Chicago, Burlington & Quincy 4725 "SILVER ISLAND", dome coach was on the RPCA Special in January 2002. CB&Q used it on the Twin Cities Zephyr. The car was to become Burlington Northern 5480 (not applied) and became Amtrak 9540. Amtrak retired it in October 1981. The car was sold to Dr. Tim Watson, then sold during 1986 to Westinghouse Corporation and moved to Bloomington, IN, as a static display planned for use as a sales/demonstration office. The company and car were resold during 1991 to ASEA Brown Boveri and remained at the same location. The car was re-sold in 1996 to Tom Johnson for Branson Scenic Railroad service. – Photo © Daren Genau.

All in all, we got off lucky considering what would have happened had I not been here. The Silver Larch was also in the building and received a fair amount of smoke damage. Both end doors were open. Had the COLORADO continued to burn, the building, all of our equipment and the Larch would have been destroyed.

ITAC lost A LOT of tools within the COLORADO. The shop had 2 inches of black yuck water all over. Eight of ITAC's 22 employees came in and worked the entire night till the next morning (and they didn't clock in) to help clean the shop. By 6:00 AM, the shop floor was clean. I left (was sent home) at 3:00 AM with six pieces of window glass stuck in my hands. I was done.

Now for some good news. ITAC was insured correctly for something like this. Remember, this happened in a controlled environment with professionals. This also happened in an insured shop facility. What happens if you are having your car done on some siding with the \$20 an hour pickup clan? Take a guess. The building will be repaired quickly, as will the Larch. The COLORADO will also be repaired. If there is ANY shop that can repair the

damage to this car, it's us.

Nobody was hurt and we learned a valuable lesson: From this point on, we stop any welding or cutting under a car at 2:30 PM. The car is now checked multiple times before we leave. CSSI, our alarm company, is installing 36 heat sensors within all alarmed buildings on 2/20. 200 degrees and here comes the Madison Fire Department. Looking back, I should have done this right out of the gate. I learned a lot from this.

Today finds us removing the remainder of the interior from the COLORADO and waiting for the insurance company to award bids for repairs to the Larch and the building. In over 20 years of doing this, nothing like this had ever happened. Never say never. –*Les Kasten*

Railroad Passenger Car Alliance Special

In conjunction with the 2002 convention of the Railroad Passenger Car Alliance, BNSF authorized a special train to be operated on Sunday, 1/13/02, on a round trip between Kansas City and Topeka, KS. The train operated as BNSF symbol, O-KCMKCM1-13. The 132-miles started

at 10:00 CST departing Kansas City Union Depot (KCUD). It moved west to BNSF's Argentine Yard fuel pad where BNSF changed crews. The train proceeded passing towns such as Holliday, DeSoto (viewing the Amtrak facility from the train) and Lawrence. The train arrived Topeka about noon.

The return trip left Topeka, KS, about 2:30 PM and returned to Kansas City Union Depot about 5:30 PM.

The train had the following consist from Branson Scenic Railway, 7 loads-0-595 tons and about 750 feet:

BSRX 98, Locomotive, 1951 EMD F9PH, rebuilt 1981, has Head End Power

PPCX 800336, "Westport" 1939 Budd Lounge observation

BSRX 9540, "Silver Island" 1947 Budd Dome lounge

BSRX 3118, "Silver Lake" 1951 Budd Buffet lounge

PPCX 800287, "Silver Garden" 1952 Budd Dome lounge coach

BSRX 8503, "Silver Chef" 1956 Budd 48-seat diner

PPCX 800603, "Silver Eagle" 1949 Budd 60 seat coach

BSRX 9320, "Silver Terrace" 1952 Budd Dome observation

BSRX 99, Locomotive, 1962 EMD GP30M, rebuilt 1982

There was a locomotive on each end of the train that precluded having to turn the train (or run engines around the train) at Topeka. The train operated at speeds not exceeding 60 M.P.H. Branson Scenic Railway locomotive engineers operated the train and BNSF pilots were utilized for the entire trip. This special had no priority over any other BNSF trains. Passengers detained at Topeka for a tour of the BNSF shops at Topeka. –*Steve and Daren*

Continued on page 6, column 1

OS Colorado

Continued from page 5, column 3

Denver T-REX Project Removes Old Colorado & Southern Overpass

On Tuesday night, 2/5/02, two large cranes were used to remove the three remaining Colorado & Southern Railway bridge sections over I-25. The span over the northbound lanes was lifted first and placed on the roadway where it was cut up into transportable sections. The intent was to remove all of the bridge that evening although the piers will be removed at some future time.

The T-REX project is the \$1.67 billion rebuilding of Interstate's 25 and 225 and construction of an adjacent 19-mile light rail line.

—Darrell A.

Union Pacific Coal Train Derailment

A Union Pacific coal train derailed at 6:10 PM Monday, 2/12/02, causing a backup of trains that stretched from Brady to Lexington, NE. Two hundred Union Pacific Employees and contractors are cleaning up the mess a derailed coal train left on the western edge of Lexington. A



BNSF showed off its Topeka, KS, shops to the RPCA on January 13, 2002. The BNSF stores their passenger car fleet inside. At left was FRED HARVEY, ex-Atchison, Topeka and Santa Fe diner, ex-ATSF 61. On the right is VALLEY VIEW. — Photo © Daren Genau.

total of 136 cars, loaded with coal, were on their way from Wyoming to Oklahoma, when 27 of the cars jumped the tracks, causing a backup in Union Pacific traffic.

Mark Davis, Union Pacific Spokesman, said "That line runs 130 trains per day, and we did have to detour some traffic over to the Burlington Northern." Investigators are not sure what caused the derailment at

this point, but they have determined that the train derailed two miles west of the pileup. Now, crews are picking up the pieces, and trying to assess the damage. The wreck caused a few small fires, and track damage to two of the three main line tracks. No one was injured in the derailment.

—Courtesy KNOP-TV/Greater Nebraska Television, Inc.

An Open Letter to RMRRRC Membership from Richard Loveman

As the new president of the Rocky Mountain Railroad Historical Foundation, I thought I would share with everyone some of the items that are the concern of the Foundation officers and trustees.

Our sole asset and our only focus at the Foundation is the restoration of Interurban Car No. 25. The goal is to have a fully restored interurban, fully capable of operating on trackage in the Denver area.

For more than a decade, volunteers have worked and accomplished a great deal in resuscitating a dead shell of a car into the present jewel of an authentic Denver interurban. The restoration, including cosmetic, electrical and mechanical renovation, is now nearly completed.

Most of this work has all been accomplished in a leased metal shop

building located on the Federal Center property in Lakewood, CO. Although we continue to be welcome on the Federal property and we continue to pay the rent on the shop building, the day is coming, for security or other reasons, when our landlord may decide to terminate the shop building lease for the No. 25.

In any case, a relocation and a real home for the No. 25, benefiting the meticulous restoration artifact, will be required. The Foundation is studying a number of different scenarios involving both real estate (land) needed to store the No. 25 and the funding required for a structure to shelter and protect the No. 25 for Rocky Mountain Railroad Club members and for the ongoing education of the general public in the years ahead.

Our intent is to set up a special fund, and

to possibly hire a professional fund raiser (grant writer) to secure the \$100,000 or more required to shelter the No. 25. In the meantime, we continue to solicit your financial help with the final work on the car: donations can be "open-ended" for the necessary, but unseen, portion of the electrical or can be dedicated to pay for a specific visible item such as one of the remaining "unsold" window shades.

In the next month or so we will request, under a separate letter, that Club members again pitch in and help financially with the final expenses for the car and the initial expenses for the "barn".

For the Foundation officers and trustees, we thank you for your past generosity and for any additional generosity coming in regard to this upcoming request.

Three Live Steam Engines

By Bob Tully

Recently, the Colorado Railroad Museum opened a new inside display in the basement featuring three live steam locomotives, two of which belong to the Club. All have been previously displayed on an individual basis where space was available. This is one of the first steps toward rearrangement and modernization of historical artifacts throughout the building.

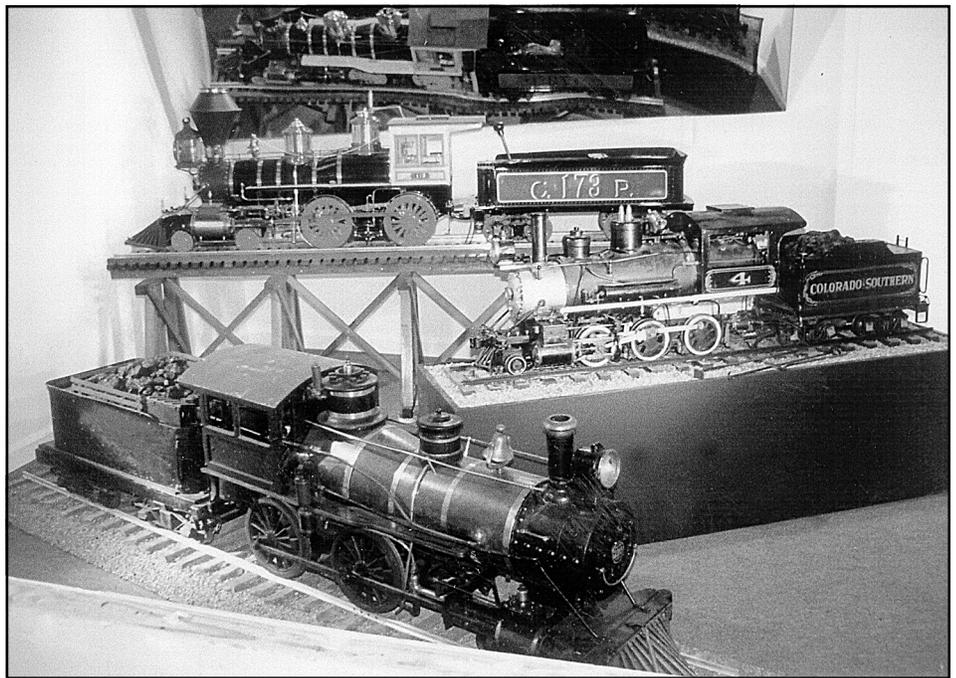
It has been a long time since anything has been presented to the membership about these significant historical resources. I looked into the history and details of these donated pieces. I am presenting this information in the *Rail Report* to better inform you about these valuable assets and to encourage you to visit the Museum sometime this year.

Colorado And Southern Live Steam Locomotive No. 4

Five-inch gauge 2-6-0 mogul locomotive No. 4 was donated to the Club in July, 1969, by Mrs. William H. Soper, widow of Club member Bill Soper.

Bill built locomotive No. 4 and its tender in his home machine shop. All parts were carefully manufactured and assembled commencing in 1960 and completed 3 years later. He operated his engine on a circle of track in his back yard. This extremely well detailed live steam engine was modeled after Colorado and Southern narrow gauge Engine No. 4, which was Bill's favorite when he worked as a crane and wrecker operator on the South Park line as a young man. He left the railroad in 1924.

The prototype for this 2-6-0 passenger locomotive was built by Cooke Locomotive works of Paterson, New Jersey, in 1884 as Denver, South Park and Pacific No. 39. It was renumbered 109 in 1885 and then Denver Leadville and Gunnison No. 109 in 1889. It was rebuilt and became Colorado and Southern No. 4 in 1900. A photo taken as it operated in 1927 showed it with a "bear trap" cinder catcher.



The new display of live steam engines at the Colorado Railroad Museum. From front, Number 210, Number 4 and Number 173 prior to the addition of the interpretive signs. – Photo © Bob Jensen

The locomotive is primarily cast iron and steel, along with well made bar, formed and cut steel plates welded and bolted together. The center front number plate, bell and some operating valves are brass and bronze. Unpainted copper pipe is present in several locations. The two leading wheels are two inches in diameter and the six driving wheels are 4-1/2 inches in diameter.

The engine and tender are black. The smoke box, driving rods, wheel tires and journal boxes are painted silver. The number plate, bell and a couple of valves are polished bronze or brass.

The steel cylinders are 2-3/4 inch diameter and 4-1/8 inches long. The smoke box measures 6 inches across and the boiler is 7 inches in diameter. The engine is 38 inches long with a maximum width of 12-1/2 inches. The top of the smoke stack is 16-3/8 inches from the top of the rails.

The combined length of the engine and tender is 4 feet, 10 inches. The tender has a steel frame and the water tank and coal bin body are made of shaped light steel plate. The 8 wheels are 2-1/2 inches in diameter and mounted on nicely made coil

spring frames. Small, well constructed knuckle couplers are on the tender and the front of the engine.

Central Pacific Live Steam Locomotive No. 171

This showpiece, a 2-4-0 diamond stack wood burner, was donated to the Colorado Railroad Museum by Charles B. Grant in 1992 for permanent display.

The engine and tender are basic intense gloss black, but from there, it is highly decorated and polished in several bright colors. All wheels are red, the cab is yellow, cylinders are silver, the headlight, domes and cow catcher maroon, while the side of the tender and covers of the journal boxes are green. Well polished brass rails, pipes, bands and various parts highlight the engine nearly everywhere. It really has to be seen to be appreciated. It is well displayed on a wood trestle with nine inch gauge aluminum track

Look for information next month in the *Rail Report* on the other club owned live steamer in the display, Denver Northwestern and Pacific No. 210.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

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



Out At The Museum

Continued from page 3, column 3

The crew also started repairing the sliding hatch found on top of the locomotive cab. Apparently this hatch cover was not replaced when the cab was rebuilt years ago. The roofing paper was about gone and the side members were rotten and broken. A new wood frame was constructed and the old tongue & groove roofing boards fastened to one side.

The rest of the frame and the new roofing paper have to be added when the cover is in place on the cab roof as it can not be put on or removed when fully built. Ken Gow and I found time to do some inspection and measuring of equipment in the Museum that you will read about in a future issue of the *Rail Report*.



The Club's C&S "Club" car, originally a C&S standard gauge boxcar. The car was donated to the Club by the C&S Railroad in 1969. We would like information on the history of the car.

Can anyone tell us the C&S car number or the history of the car prior to Club ownership? Are there any photos of the car at the Denver Roundhouse or in service?

– Photo Bob Tully