

ROCKY MOUNTAIN RAIL REPORT



OCTOBER 2002

No. 517

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION
– Preserving Colorado Railroad History Since 1938 –

Annual Banquet Program

History of the Union Pacific Railroad Steam & Diesel Eras

Presented by Robert Krieger

October 12, 2002 • 7:30 PM

In May 1972, Robert Krieger started railroading with the Rock Island as a brakeman. He was promoted to conductor in 1974. He says he saw which way things were headed so he changed lines and hired on with the Union Pacific in 1976. He held switchman, brakeman, yard foreman, yardmaster, and fireman positions. He is currently an engineer on the Union Pacific Fourth District running from Cheyenne to North Platte.

He worked with other employees in the restoration of Locomotive 3985. He joined the Union Pacific Steam Team in 1988 as a fireman. He traveled to Sacramento, CA, in 1991 to attend RailFair. He now holds the position of engineer for #3985 and #844.

He is active in the Union Pacific Historical Society and is Secretary and a Director with the Society. He became interested in trains at a young age while growing up in Lockport, IL, watching the Santa Fe and GM&O.

Our banquet program will feature early Union Pacific steam through the big engines of Otto Jabelmann design. Then we move into the Diesel era with the first Streamliner passenger engines through the D. S. Neuhart era of double Diesels and turbines until we find ourselves at the current SD70M, SD90MAC, and DASH9-44CW units. The best part is the “question and answer” session after the show on what it is like to run the different engines from an engineer’s point of view. Bob will bring along some of the steam crew to assist him on this phase. There will certainly be many good stories.

Rocky Mountain Railroad Club Annual Banquet – The 64th Year

By Charles Moffat

We are meeting for this year’s banquet in the center ballrooms at the Arvada Center for the Arts and Humanities, 6901 Wadsworth Boulevard in Arvada, Colorado. The cash bar opens at 6:00 PM and dinner is served at 7:00 PM. The bar will continue to stay open for those wanting that second glass of wine.

We have four entree choices this year:

Shells Florentine, Princess Chicken, Swordfish Parmesan and Roast Prime Rib of Beef.

See the flyer in the October Rail Report for all the details and prices. The deadline for reservations is October 4th.

Join us for a good program, good food, good fun and fellowship.

2002 Events Schedule

November 12 Meeting: Video Potpourri
December 10 Meeting: Christmas Card Memories

2003 Events Schedule

January 14 Meeting: Rio Grande Trains
February 11 Meeting: To be announced
March 11 Meeting: To be announced
April 8 Meeting: To be announced
May 13 Meeting: To be announced
June 10 Meeting: To be announced
July 8 Meeting: To be announced

The deadline for items to be included in the November *Rail Report* is 10/21/02.

Video Potpourri Night

By Mike Gailus

The Club’s Video Potpourri night is on November 12th. Is your five minute video clip of train subjects ready to share? Be sure to label your tape with your name, telephone number and subject.

We still need a host for the video potpourri night. If you would like to coordinate this event, please contact Mike Gailus at 303-788-0403.

From The President

By Mike Gailus

It is time for the Club's annual banquet. I hope you are planning on attending this gala event at the Arvada Center on October 12, 2002. Bob Krieger, who was UP's engineer for our July 21st steam train, will be our featured speaker this year. His slide program, History of the Union Pacific Railroad Steam & Diesel Eras, received great reviews wherever he presented it. Of course, we have numerous door prizes to give away. I have seen some of these prizes, such as tickets on the Royal Gorge train or some model HO cars. All of the door prizes are very good this year. I am looking forward to the banquet and seeing you there.

Next, I want to say something on the Crawford Hill trip. At the board of directors meeting in September, it was voted unanimously to cancel the trip. This action was necessary and the correct thing to do because the fact is, we didn't sell enough tickets. We had 22 seats sold with two last minute cancellations due to medical emergencies and needed 30 to break even on the trip. The \$2,500 shortage was too much for the club to subsidize. I am very disappointed that a quality trip such as this had to be

scrubbed. I talked with many members who asked for this type of educational trip. In my opinion, the committee priced the trip very wisely. Where else could a person travel in the US on a hosted, motor coach tour including lodging and most meals for less than \$100 per day?

I need your help. I would like to hear from the membership as to what type of trips you would like. Please e-mail me (mike@gailus.net) or write to me at the Club's post office box (PO Box 2391, Denver, CO 80201-2391). Should the Club continue to produce trips for its members? My feeling is yes, as this was one of the reasons I joined. But, our trip numbers are saying something different. On the last UP steam trip, only 25% of the riders were members.

We are planning for the Club's 65th anniversary in 2003. The trip committee is drawing up plans for 65th anniversary trips next year and want to make sure they plan what the membership would like. Tell us how the Rocky Mountain Railroad Club can serve you. Please let me know as this is your club and we want to provide activities that you will enjoy.

Swap And Shop – Book For Sale

Colorado Midland by Morris Cafky, 1965, autographed copy, excellent condition, \$225.00. Send check to P. R. Griswold, 3470 South Poplar St., #310, Denver, CO 80224-2931.

Trains Unlimited, Tours

Trains Unlimited, Tours is offering an excursion discount offer to Club members on selected trips. They will also make a donation to the Rocky Mountain Railroad Club for each booking received from a club member.

For more information, visit their website at www.trainsunlimitedtours.com or call toll free 1-800-359-4870. Be sure to mention that you are a Rocky Mountain Railroad Club member.

Two New Video Tapes

By Dave Gross

Colorado & Southern Narrow Gauge

Otto Perry film from the Club archives and color film taken in 1941 in Clear Creek Canyon by Woodrow Gorman from the Carl Ulric collection have been combined with black & white vintage photos to show the narrow gauge lines in the canyon to Idaho Springs and Blackhawk. The tape shows photos of the Argentine Central and Gilpin Tram that connected with the C&S Narrow Gauge. Also included in this video is footage on the Leadville to Climax Line in its last days as a narrow gauge operation. There is a brief segment of the standard gauge during steam days. This production is available in both VHS and DVD formats.

Continued on page 3, column 1

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	Frend John Miner

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 Historical Foundation News

By Ken Gow, Foundation Secretary

The Rocky Mountain Railroad Historical Foundation was set up by the Club as a fund raising organization to oversee the restoration of D&IM Interurban car, number 25. Darrell Arndt and his team have nearly finished this work and it is of museum quality. The Foundation board, and president Rich Loveman in particular, have started the search for a permanent home for the historic car. Because of the high quality of the restoration, we are looking for a place where it can be safely displayed but still get to run on special occasions, rather than leave it in a situation where it would suffer wear and tear in daily service.

The ideal location would be a venue close to Car 25's old route, where it could be viewed by the public and be operated on special charters to raise funds for the club. A few years ago, it was hoped to make such runs over Denver RTD tracks, but there was too much incompatibility between the old car and the new system. For historic reasons and proximity to Denver, the Platte Valley Trolley is the most appropriate track for operation.

Keith Dameron, who is promoting the extension of the Platte Valley Trolley into Denver Union Station, is assisting the Foundation in looking for a site along the



No. 25 on the Tramway bridge over the Platte river during a May 18, 1952, Club excursion. – Neal Miller photo, Tom Klinger collection.

line where a home for Car 25 can be built. Rich and Keith have identified the best alternatives and have commenced discussions with the appropriate authorities. By early next year, it is hoped to have a viable proposal and start raising funds. This will be a major fund-raising campaign and we will ask for your help.

For this year, donations are still required towards Car 25's completion. Tom Peyton has also produced a stunning 2003

calendar featuring historic photos of No. 25 when it was still in regular service on the line from Denver to Golden. The laminated calendar can be purchased for \$5 at club events. Alternatively, orders can be mailed to Tom (Please add \$1.50 for postage, \$6.50 total). Tom's address:

Thomas Peyton
13561 N. Sheridan Blvd.
Broomfield, CO 80020-2510

Two New Video Tapes and a DVD Update

Continued from page 2, column 2

Richard Luckins Super Chief

The complete story about America's premier train, hosted by television star Michael Gross. It was the only all-Pullman, extra fare train between Chicago and Los Angeles, so climb aboard the Super Chief, the showcase train of the Santa Fe Railway. The Santa Fe set the standard for speed and comfort for all western passenger trains. The Super Chief was the Supreme American passenger train run by one of America's great railroads. It will go down in history as a great monument of our rail industry.

Richard used some film from the Club archives and provided us with tapes to sell to the members of the club as compensation. The sale of each tape will go towards maintaining film archives enabling their use by future generations. This is a well-produced production and a must addition to your collection.

List Price for each tape is \$24.95. The special RMRRC member price is \$20.00 per tape at meetings and events. Please add postage & handling of \$4.00 for mail orders. Checks, Visa and MasterCard are accepted.

Video "Tapes" on DVD Format

DVD is the coming format for railroad video productions and is rapidly replacing VHS format. The Club and Machines of Iron will be offering:

- The C&S Narrow Gauge
- Around The Narrow Gauge Circle
- Otto Perry's San Juan Express and Santa Fe Branch will be our next production, ready for Christmas.

Watch for some of our past productions on DVD in 2003.

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.

Utah Railway Power, MK5000's

Utah Railway has had some problems with MK5000C's; five of the six were down with engine problems – spun bearings on crankshaft as of August 2002. Two units were at Boise, ID, for repairs. The other three were at Martin, UT, waiting their turn in the shop. The Utah Railway mechanical department was looking into Cat engine problems.

MPI at Boise had sent the Utah Railway MPEX 5000, an SD50-3. That unit worked on the Dakota, Minnesota & Eastern for a short time. Coming from Boise is MPEX 9502, an SD45. The Utah Railway's Martin Shop is putting the 9000-series SD40's back into service. The 9002 will be used as a parts supply for the other SD40's. Only Utah Railway MK5000C 5002 was running. Utah Railway's new owners (Genesee & Wyoming) visited Utah the last week of August 2002 looking over the property. –*Ryan Ballard*

Freshly Painted BNSF GP60 114

Mark down another fallen BNSF warbonnet, GP-60 114. A southbound BNSF train rolled through Longmont, CO, 9/5/02 on the old Colorado & Southern line with freshly painted Heritage II GP-60 114. –*Rio Gnow*

CSX Power Leads Laurel to Denver Train

BNSF's Laurel, MT, to Denver train departed Cheyenne, WY, about 11:30 AM on 9/14/02 with two CSX units leading the southbound train. CSX AC4400CW 125 led the train as it crossed over Union Pacific's busy main line as it departed Cheyenne. It's unusual to find foreign power leading a BNSF train. Power on



Utah Railway was using MotivePower, Inc (MPI), SD50M-3 #5000 due to MK5000C's being out of service. The unit was used on the Dakota, Minnesota & Eastern as 5000 and it was named City of Huron. The 5000 wears DM&E's blue and yellow scheme. Andy Wirth caught the 5000 at Helper, Utah, pushing a BNSF trackage rights train up Soldiers Summit on 8/26/02. This is a recent addition to Utah Railway's leased locomotive fleet. The MPI 5000 was rebuilt from an ex-ATSF SD45m (which was first rebuilt by ATSF without a cab) by Boise Locomotive. They fitted an extra cab from the MK5000C program and displayed the unit at the Chicago Railroad Show a couple of years ago. It worked on the DM&E for a short period of time before returning to Boise, ID. – Photo © Andy Wirth.

the train was CSX 125, CSX SD50 8604 and BNSF Dash 9-44CW 991. The train made good time rolling through Fort Collins, CO, about 12:15 PM. –*Rio Gnow*

Lorencito Coal Company Closes Old Allen Mine West of Trinidad

The Lorencito Coal Co. has shut down mining operations indefinitely after losing a major coal contract with the Tennessee Valley Authority. The mine started operations last September and was producing about 1,000 tons of coal per day. (One train every other week). The mine is 16 miles west of Trinidad, Colorado, and was shipping coal over the former ATSF passenger line from Trinidad to Emporia and then on to points east. –*John Carr*

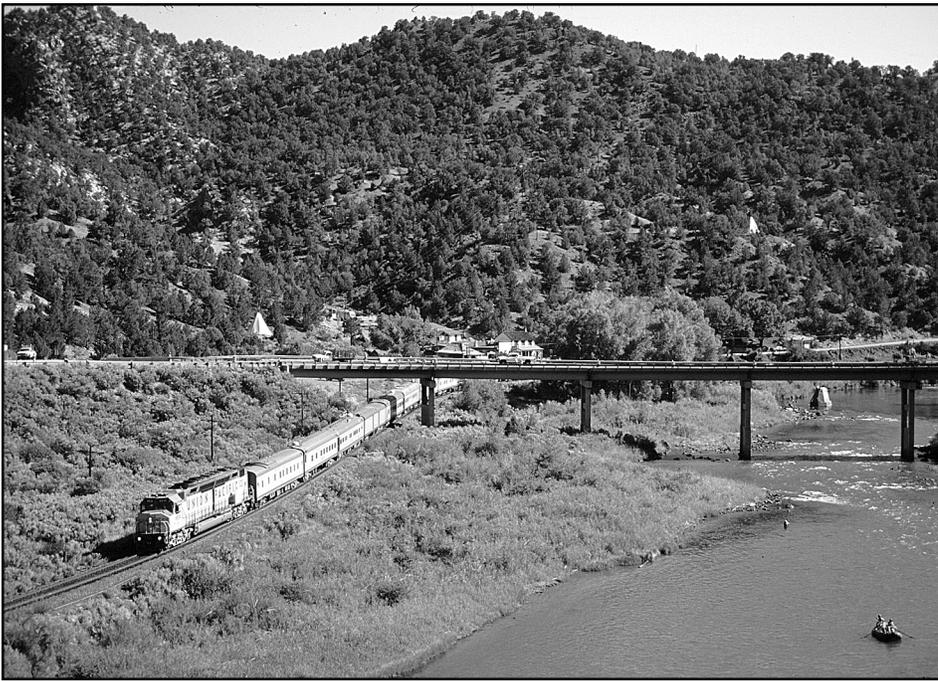
UP Engineering Special with UP 6936

The third Bill Wimmer engineering special (first trip was in 1997) inspected over 5,000 miles on the Union Pacific System,

August 20-30, 2002. The trip visited Iowa, Kansas, Colorado, Utah, southern Nevada, California, Oregon, Washington, Idaho, Wyoming and Nebraska. Total mileage was 5,170 miles.

Consist:

UP 6936 DDA-40X locomotive
UPP 208 power car
UPP 314 Columbia River staff sleeper and lounge
UPP 102 St. Louis business car
UPP 5779 Promontory exercise (workout, as in gym) car
UPP 104 North Platte business car
UPP 115 Selma business car, ex-Western Pacific
UPP 1602 Green River 8-bedroom sleeper
UPP 1610 Portola 8-bedroom sleeper
UPP 9004 Harriman dome lounge
UPP 4808 City of Los Angeles 48-seat diner
UPP 420 Fox River track inspection car with theatre type seating, ex-Chicago & North Western RR



Union Pacific's 11-car Bill Wimmer System Engineering Special rolled through State Bridge, CO, along the Colorado River on 8/22/02. The last operating Centennial, EMD DDA-40X 6936 handled the train during its 5,100-plus mile journey. The special had laid over at the former Denver's North Yard the previous evening. – Photo © Chip.

The 11-car train rolled across the Kansas Pacific from Topeka, KS, to Denver's North Yard on 8/21/02. Under mostly cloudy skies with some welcomed rain, the train inspected the upgraded Limon Subdivision. Double welded rail gang 9001 was replacing rail at the new Buick Siding located between Agate and Cedar Point Siding, CO. Once the Buick Siding welded rail is completed watch for the signals to become operational in September 2002.

The westbound special departed Denver about 6:00 AM, before sunrise. It passed State Bridge, CO, at 10:20 AM, about milepost 126 on the UP's Moffat Tunnel Subdivision. Train was quite the sight for folks fishing or rafting on the Colorado River. UP 6936 stopped at Dotsero on the UP's Glenwood Springs Subdivision to disembark UP personnel. It left Dotsero at 11:20 AM and rolled into the spectacular Glenwood Canyon. The train operated as S DVHP 22, Denver (North Yard) to Helper, Utah, of 8/22, but continued into Provo that evening.

One of UP's oldest business cars was on the Wimmer Engineering Special. The SELMA was built for Union Pacific by

Pullman in 1912 as business car #101. The UP 101 was sold to Western Pacific where it became the FEATHER RIVER. The car returned to the UP fleet with the WP-UP merger in 1982 where it was assigned to the Missouri Pacific. In 1987 UP renamed it SELMA. The car has an observation room, three bedrooms, a secretary's room, crew quarters, a dining room which seats six, and a kitchen. The interior walls of the car are cherry wood. –*The Colorado Zephyr*

Corn Syrup Tank Cars Derail

Two ADMX loaded tank cars of corn syrup ran away from the Jolly Rancher siding on Burlington Northern Santa Fe's (BNSF) Golden line between 9:30 and 10:00 PM the evening of 9/6/02. They ran the BNSF Golden line switch onto the Union Pacific's Moffat Tunnel line, and derailed after crossing Clear Creek at C&S Junction. The derailed cars came to rest just west of North Federal Blvd crushing two vehicles.

Both switches at C&S Junction (one off Golden Branch and the UP's switch just west of North Federal Boulevard) were damaged. The switch machine mechanism

on the eastern most switch was badly damaged. Centralized Traffic Controlled signals on both tracks for westward train movements were destroyed by the derailing cars at the junction. The dwarf signal was likely hit by wheels from the derailing tank cars. Moffat line trains were unable to move until the line reopened about 14-hours later.

A BNSF train was stopped at Union Pacific's Utah Junction with its rear end atop North Federal Boulevard at the time of the tank car runaway. The BNSF train was not damaged by the derailing ADMX tank cars which derailed just short of the standing BNSF trackage rights train on UP's line.

Fortunately, no one was injured. The cars were estimated to be traveling about 80 M.P.H. as they rolled through Arvada, CO. Witnesses reported the cars activated crossing signals at streets but ran across the grade crossings before the crossing gates were down.

BNSF was investigating why the two cars rolled away from Arvada.

BNSF Remote Controlled Units

BNSF shipped in three remote controlled locomotives to Denver in late August and early September 2002. The units were BNSF GP39-2 2714 (green BN cascade scheme) and 2736 in Heritage I scheme. The other unit was BNSF 3701, an MP-15 (BNSF series 3700-3704). The BNSF 3701 was ex-Burlington Northern 1001, formerly BN series 1000-1004. BNSF 3701 is one of the three radio controlled equipped units at BNSF 23rd Street (Denver Diesel Shop). The units have antennas mounted on their cabs. They also have red and white markings stating "Remote Controlled Equipped." Markings are on the 2700-units' nose, cab sides and rear hood.

BNSF was training trainmen at Rennix Yard to operate the remote control switchers. BNSF expected to remove about nine engineers from yard service once these units were operational. Those engineers will likely move to other switch or road jobs. –*Rio Gnow*

Hike To Alpine Tunnel

By Irv August

Reprinted from *Rails "N" Tales* with permission.

"Geez, what I wouldn't give for something to eat," cried Ed as he dropped his end of the rail to the ground.

"Same here," echoed Les who had been carrying the other end of the rail.

"Well I don't think that there is much left after last night," I answered.

"No problem, I'll catch some fish," Les replied as he confidently strode to the car and got out his fishing tackle.

It was October 2, 1948, and we were camped on the banks of Middle Quartz Creek below the famed Alpine Tunnel. Darkness was rapidly approaching and I was not as sure as Les that he would meet with any success. None-the-less I rummaged around the ration box and found some salt pork, coffee and bread. Nothing else! Les and Ed had been digging under a tree to find some worms.

"Got one," yelled Les and the first fish was soon in the frying pan. As soon as he threw the line in the water he had a fish. They were really biting! It was getting dark and some one had to hold the flashlight to bait the hook. Soon it was so dark that the fish stopped biting and by then we had our fill of fish sandwiches. When the bread was gone we ate the rest of the fish like corn on the cob.

That long ago day had dawned clear and cool. With breakfast aside, we were on our way to Alpine Tunnel. My companions were Ed Haley, Everett Rohrer, and Les Logue. It wasn't just a sight-seeing trip. We were after a piece of rail to help in the promotion of Mac Poor's book, *Denver, South Park & Pacific*, an ambitious undertaking of the Rocky Mountain Railroad Club. No wheeled vehicle could make it to the tunnel in those days. Numerous wash-outs and rock slides over the right of way made this impossible. So, it was hike up to the tunnel and hike back with the rail. I was carrying a heavy duty industrial hack saw with plenty of spare blades. That nineteenth century rail had a



The boarding house and what remained of the engine house on October 2, 1948. It was still possible to roam around inside that old building and wonder just what it must have been like when in use. There surely must have been some animated talks.

– Photos © Irv August.

bad habit of being very hard on the top so a blade did not last very long.

Our first stop was at Woodstock Tank – its second location. It was leaning quite badly and I did not think that it would last much longer. A short distance beyond was the foundations of the original site of the tank, destroyed in the massive snow slide of 1884. Then around the 180 degree loop known as Sherrod Curve. Most of the ties were in place, but no rail. Soon we reached the Palisades. What a view to the west. This was a good place to stop and have a bite to eat. The Williams Pass stage road was next. I was getting excited now as the end of track was just ahead. Rounding a curve, there was the rail. When it was torn up after the tunnel was abandoned in 1910, this was as far as the track-wreckers had gotten. We debated whether or not to cut the rail here or wait until we had reached the tunnel. We decided to wait as we wanted to be able to truthfully say that the rail had come from Alpine Tunnel. So we kept on.

As we approached the buildings at Alpine Tunnel Station I paused at the switch stand near the coal bunker to ponder the scene. On the left was the two story boarding house, leaning a bit but dominating the view. Across the track was what was left of the stone engine house, with a considerable amount of the walls still

standing. Beyond was the diminutive telegraph office and station. While again across the tracks the ruins of a stone building reputed to have been a hotel of sorts. What a place to have rented a room! In my mind I conjured up what a busy place this must have been in its hey-day. The boarding house was a late comer having been built in 1900. I thought, again, how fleeting the works of man.

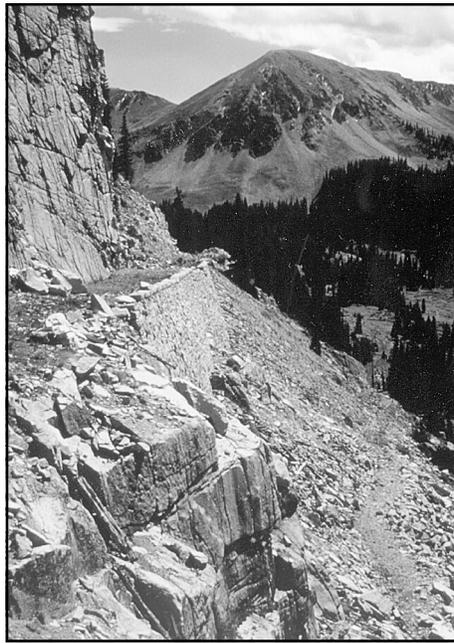
Trudging on we rounded a curve and could see for the first time the enormous pile of timbers that at one time had been the snow shed at the west portal of the tunnel. All the track was in place right up to and into the tunnel itself. What is more, a short distance from the portal was a switch and track leading to a turntable. Plenty of rail here.

So we went to work cutting the rail, a man on each end of the saw. It was monotonous but after an hour or so we had a six foot piece of 40 pound rail loose. Now all we had to do was to get it down to the car. But before we left we just had to go inside the tunnel, look it over, take some pictures and leave. Looking back on that caper it was, no doubt, a foolish thing to do. But in we went.

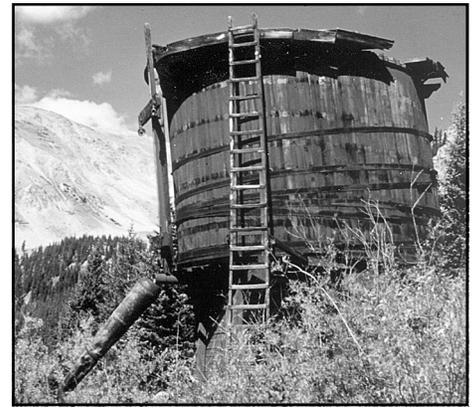
We squeezed in through the small opening on top of the slide rock that had nearly closed the access, slid down the pile of



Standing alongside that switch stand with ruins of the famed Alpine Tunnel engine house and boarding house behind, Irv August grasps that switch handle as he reflects on times gone by. It is July 12, 1958, and he and Elna August just hiked from Hancock over Williams Pass on the old stage road. Those were great times for us. We are all by ourselves and no cars to mar the scene. We loved the quiet and grandeur. – Photo © Elna August.



One of the most dramatic scenes on the entire South Park line was what became known as the Palisades. Finding a route to the west, down from Alpine Tunnel, called for extensive rock work as shown in the photo. The view, to the west, was stunning and it is said that passenger trains would make a brief stop here for the pleasure of the passengers. This September 16, 1950, view looks to the south with the Paywell Mountain in the distance. – Photo © Irv August.



When the 1884 snow slide wiped out the little community of Woodstock, at the foot of the Palisades, the water tank located there went with it and another was built about a mile below. This October 2, 1948, view is vivid proof of the ravages of the elements. – Photo © Irv August.



This September 16, 1950, view shows the end of track just above where the Williams Pass stage road crossed the railroad. – Photo © Irv August.

rock inside and we were in the tunnel. Everett would not go in. He said that he would be a lookout in case anything happened. Nice thought! Inside the water was backed up to a depth of about 18 inches and I hesitated.

Wearing a brand new pair of Chippewa hiking boots I was not about to get them soaking wet. Guess what? Ed carried me piggy-back through the water. Both ways! We took some photos, walked on, clambered over a rock fall, past the apex and down to the east portal. The water had backed up just as on the west end. Oh, my, it was black in there. Our flashlights made little impression on the overpowering gloom. I'll admit that I felt a lot better when we were all back outside. Everett seemed relieved too.

Back to that 80 pound piece of rail. Wanting to save as much time as possible, as the day was getting late, we decided to return to the car by way of Tunnel Gulch –

straight down. Horace Curtis, a pioneer of the Gunnison Valley, used to tell how he would get off an eastbound freight at the foot of the Gulch, hike to the boarding house and have a bite to eat before the freight got there. Anyway, we searched for the trail, but it was overgrown, so we bushwacked our way to the bottom. In spite of falling a couple of times no one was hurt.

What started all of this was a meeting in Ed Haley's home in September. The Club had made a commitment to publish Mac Poor's book, *Denver, South Park and Pacific* and a colorful brochure had been mailed to all prospective buyers. But the orders were slow in coming in and there was some concern as to the outcome. A book committee had been formed and this was sparked by Ed Haley and Dick Kindig.

At the meeting I brashly made the suggestion that we should get a piece of

Alpine Tunnel rail and I would slice off a hundred pieces to be mailed to the first hundred persons sending in orders. So, a sticker was printed up to this effect and attached to the brochures. Whether or not this was the reason, the orders for the book started to come in and the first section of the book was set in type.

In due time the finished copies of the book were delivered. It was a rewarding moment for all those who had worked so hard to make it all possible. Today, copies of the original edition are eagerly sought by narrow gauge railroad fans.

Oh, yes, before it was all over I had cut and mailed some 500 slices of that Alpine Tunnel rail.



BOX 2391
DENVER, COLORADO 80201

FIRST CLASS

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



Out At The Museum

By Bob Tully

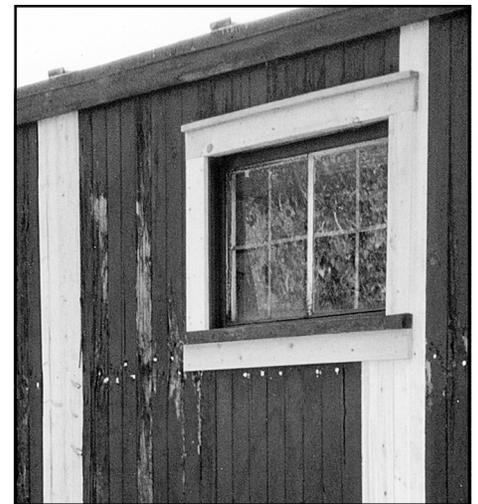
I am still looking for a photograph of our standard gauge boxcar at the old C&S roundhouse in Denver. Does anyone have one? Apparently it was there for quite a few years while being used for storage of lubricating and other oils prior to being donated to the Club in 1959.

During August we continued work on the exterior of the C&S car, first started during the Club's annual work weekend in late July. I skipped out on Museum work during the first half of August to complete rebuilding a 3000 series boxcar and start work on a Rogers locomotive at the Cumbres and Toltec Scenic Railroad in Chama, New Mexico. We had a great day on Saturday the 24th with Denny Haeefe, Sue and Russ Stuska, Ken Gow, Roger Sherman and me again gathered around the boxcar. The Stuska's gave a lot of advice and moral support then moved to Rico to level up the dirt and gravel on the south side of the car. The portable steps

were then moved from the north to the south side of the platforms, where they get good sun and little build up of dirt and ice. This will indeed help in keeping the platforms and interior cleaner.

Denny and Ken installed cedar boards on the north side of the boxcar while Roger and I spent the morning painting the roof. We used about a gallon and a half of aluminum paint, putting it on rather thick with old four inch brushes. Following a late group lunch in Golden we returned to the boxcar and started painting the sides. We shot the car with an electric paint sprayer until the vibration of the sprayer, the hot sun and tired bodies wore us down. By the time we got the sprayer and ourselves cleaned up, it was nearly Museum closing time.

On Friday, 8/30, Denny and I completed the painting job using both the spray gun and a brush. In total we used 6 gallons of



Siding and window trim repairs on the north side of the boxcar.

– Photo © Bob Tully

paint and one gallon of thinner, applying two very heavy coats on some very dry wood. Other than a bit of over spray on the windows, it really looks great and well "waterproofed". Next time we will clean up the windows, rearrange materials scattered around the car and add the two C&S logos, the only lettering on this car.