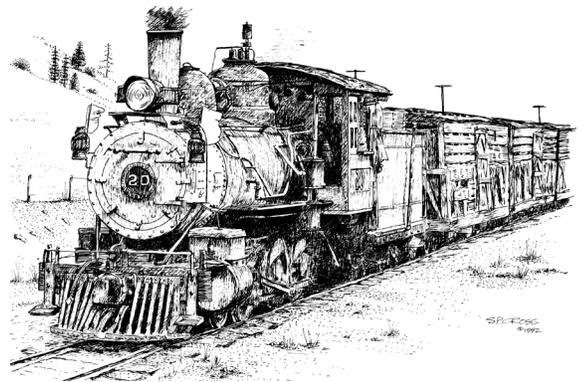


ROCKY MOUNTAIN RAIL REPORT



JULY 1999

No. 478

ROCKY MOUNTAIN RAILROAD CLUB

The Wonderful Locomotives of William Mason

Presented by Art Wallace

July 13 Meeting • 7:30 PM

Join Art to learn about ancient steam locomotives. Art will relate the historic events leading up to Mason's production of the "Rolls-Royce's" of the steam locomotives of the nineteenth century. The program will include a major emphasis on the outstanding double-truck or "bogie" locomotives. Many of these were used on Colorado's early railroads, including the Denver, South Park & Pacific, the Denver, Utah & Pacific, and the Denver & New Orleans roads.

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

Trip Committee Update

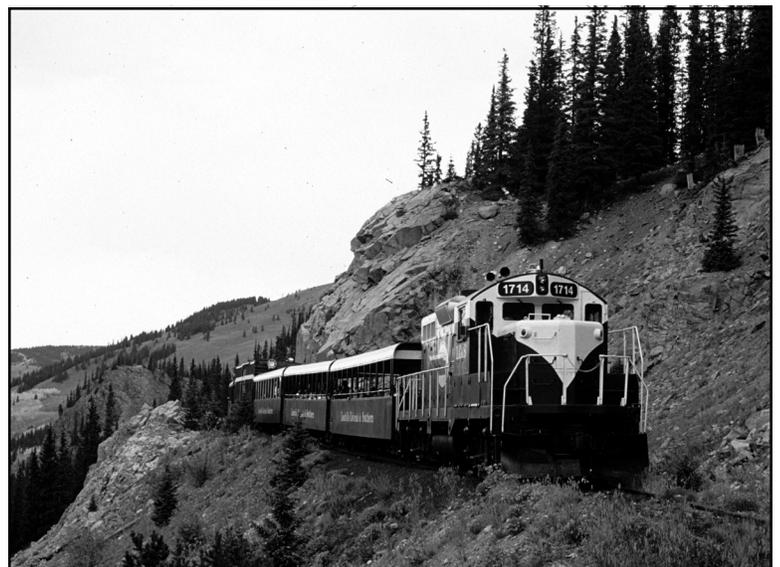
By Hugh Alexander

On September 18th, the Club will ride the Leadville, Colorado and Southern Railroad and enjoy a 2-1/2 hour excursion in the high country of Colorado. The trip departs the Leadville Depot at 1:00 PM and travels along the old high line grade of the Colorado & Southern Railroad. The RMRRRC Board asks Club members to bring their families and friends along for this event and introduce them to a Club activity. The fall colors should be in full glory for this trip. Come experience the Colorado high country from the rails of the Leadville, Colorado & Southern. For complete details look for the trip flyer in this issue of the Rail Report.

Tickets are still available for the Photographer's Freight Train Special on the Cumbres & Toltec Scenic Railroad, August 21st and 22nd. This is great opportunity to photograph historic freight trains traveling from Chama to Antonito over Cumbres Pass. For ticket information please contact the Trip Committee.

1999 Events Schedule

July 10 & 11 Event:	Colorado RR Museum Work Days
August 10 Meeting:	Denver Tramway
August 21 - 22 Event:	C&TS Excursion
September 14 Meeting:	Recap of 1998 RMRRRC Trips
September 18 Event:	LC&S Excursion
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri
December 14 Meeting:	Tribute to Howard Fogg



Leadville Colorado & Southern excursion train. - Photo © Bruce Nall

From the President

By Jimmy Blouch

After reading about the 100th Anniversary of engine #20 in the Rocky Mountain Rail Report, Irv August forwarded a letter concerning one of his experiences with this engine. It pertained to the time during May 1957 when he and Dan Peterson went to Alamosa and painted the #20 with the Florence and Cripple Creek lettering. He also provided some photographs of that event.

Initial thoughts were to print those photos as a color page in a future issue of this newsletter. The cost of doing so at this time is far too expensive. However, plans are to print Irv's letter and photographs in black and white in an upcoming edition of the Rocky Mountain Rail Report. This is one way of preserving club history provided by long time members.

This leads to the thought that perhaps other Rocky Mountain Railroad Club members have some interesting memories of the club's history and engine #20 that they could share. If anyone has a "#20 story" pertaining to a club trip, or some other event, please forward it to the club at PO Box 2391, Denver, CO 80201. These stories could be used in the Rocky Mountain Rail Report as part the club's celebration of engine #20's 100th Anniversary.

New Board Director

At a recent board meeting, the Board of Directors of the Rocky Mountain Railroad Club appointed Mr. Ronald L. Kaminen to fill the vacant board position. The vacancy occurred when Don Zielesch was appointed to the Vice President position.

Ron is a retired locomotive engineer and lives with his wife Elaine in Littleton, Colorado.

He tells us: "I started my railroad career as a clerk on the Chicago & North Western in 1953 in the 40th Street Diesel Shop in Chicago. On August 10, 1956, hired out as a fireman on the DSS&A Railway in Marquette, Michigan. This line later merged with the Soo Line and I worked for 25 years in Fond du Lac, Wisconsin. In 1989 I was promoted to Road Foreman of Engines on the Canadian Pacific with headquarters in Milwaukee. I accepted an early retirement buy out in 1992 and became an Amtrak engineer. I made my final run with engine 826, on 'The Empire Builder' from Chicago to Milwaukee on August 10, 1997, exactly 41 years from date of hire."

Welcome aboard Ron.

Annual Workdays at the Colorado Railroad Museum

July 10 & 11, 1999

Volunteers are needed during the Club's annual work weekend at the Colorado Railroad Museum. The equipment Committee would welcome and greatly appreciate your help. None of the work scheduled to be done requires any special talent. We think you would enjoy working with fellow club members in getting our club's equipment in tip top shape. Lunch will be provided on Saturday. If you have any questions please call Steve Mason at 303-772-6418.

In Remembrance

Juanita (Wan) Haley

Juanita (Wan) Haley, wife of the late Ed Haley, passed away in early June. Wan was a familiar participant at Club activities many years ago and a supportive wife to Ed during his many projects with the club. Wan's activities in recent years had been curtailed by Alzheimer's disease. Our condolences to her family that includes daughter Wani, her son Ted, a club member, and grandson Ted, also a club member.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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

Club Phone: 303-979-2806

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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the \$20.00 annual dues to the attention of the membership chairperson at the club address listed above. Members joining after April may send a payment of \$1.75 for each month remaining in the year. An associate membership for spouses and children is also available for \$10.00 per year.

Club Officers

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

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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Rocky Mountain Rail Report
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Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

The deadline for items to be included in the August issue is July 19th.

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 Fund Raising Update

May and June have been great for the Foundation financially. With the UP Grant, our total funds have topped the \$20,000 mark! We still have \$60,000 to go, but the campaign is moving forward. Special thanks goes to all our recent contributors.

Memorial fund contributions are a great tribute to longtime Railroad Club supporters and friends. Thanks for the following memorials:

The Lorin Weed memorial fund received contributions from the following friends: Mr. & Mrs. Marvin Floyd, Mr. George Ek and Mr. Richard Viguerie. Mr. Kenneth Weed, Lorin's brother, also donated to the Foundation instead of purchasing flowers. All of these memorials will be used well for a project of which Lorin was so fond.

The Ed and Wan Haley memorial fund received a contribution from Mr. & Mrs. Irving August which will be used for seat renovation.

Other seat contributions were received from Mr. & Mrs. George Robinson and James Ehernberger. It still isn't too late to be a part of this program!

Mr. Allen Heyl and P.A. Gilbert are also contributors to the Foundation. Thank you for your continual support.

As the renovation of Trolley #25 progresses, don't forget that there are many areas available for contribution. They range from the electrical work to window shades which are available for \$200.00 each.

T-shirts and memorabilia are always big sellers at slide show presentations thanks to the people that put on the show. The "program crew" includes Dick Kremers, Joe Priselac, Jean Gross, Les Nelson and Darrell Arndt.

There are still trolley t-shirts, caps, and computer mouse pads available.

No. 25 Update

By Darrell Arndt

A gratifying visual change on No. 25 took place in June with the lettering of the car. Side and end numbers have been applied in a facsimile of gold. The name "DENVER & INTERMOUNTAIN R.R. CO." has been applied to each side of the car, replicating the lettering once featured on Interurban No. 22. Although there is no evidence that the D&IM treated No. 24 or No. 25 in this manner, it is felt this "cosmetic enhancement" will not only add character to the car but will also readily impart to the general public the heritage of the car.

Along this line, we will be applying a sign that reads "Woeber Carriage Co. - Builder - 1911 - Denver" to the interior of the car over each exit door. This sign is based on what was seen in the Denver Tramway Company's narrow gauge cars.

The words "SAFETY FIRST" will also be applied to the top step at each door. Two doors on the car had been permanently sealed for many years of its service life. When the right rear door area was disassembled, a portion of this sign was discovered. All of this has been hand lettered and we are most grateful to Stan of Stan's Sign Service of Commerce City for his wonderful contribution, which took several days to do. We are also indebted to Dr. Steven Krajewski of Industrial Ergonomics, Inc., for double-checking by computer our hand calculations on lettering and ceiling artwork dimensions based on old photographs.

Other recent work on the car includes some work on the pilots by Mat Anderson and Tom Abbott. Steel reinforcing plates and new steel rods for the pilot were made and threaded by Duane Fields with assistance by Steve Mason. Tom Peyton did the final installation of clerestory windows. Dick Kremers, Ken Leonardi and Rich Berens have been sanding, painting and varnishing window frames. Bob Dunmire and Bill Penny have done modification work to the car heaters in preparation for installation. Mel Ott has assisted on sanding and also preparation work for stripping on the No. 1 end. Hugh



Marvin Hiteman, a motorman on the #25 in 1941, attended the presentation for the Lakewood Historical Society and toured the trolley. - Photo by Jean Gross

Alexander did some more "wood grain painting" on repaired areas of the window frames. Allen Betts and Walter Lopez have continued inventorying and listing small parts for reassembly.

Mr. & Mrs. Joe Piz of A-1 Metal Stripping donated the stripping of pilot hardware recently. Our thanks to Trans-Lite Company of Milford, Connecticut, who donated an aluminum headlight reflector. Our desire is to design and fabricate several replica headlights that can be used in regular service on No. 25. The authentic headlights would be used only for special occasions to minimize the potential of theft or damage to these artifacts. Do you know of a sheet metal facility or a metalworking artisan that would be able to do this kind of work? Please contact Darrell Arndt at 303-797-8444 if you do!

A tip from Rich Dais alerted us to a couple of fare boxes advertised for sale in Lakewood recently. Those have been acquired for potential use on the car. Ron Keiser informed us of an interurban headlight for sale, which has also been

Continued on Page 7, Column 3

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.

Santa Fe Alco PA at Smithsonian

Two Alco built PA-1's have returned from Mexico as of May 1999. The PA's were loaded on two flat cars and routed to Sacramento, CA, then back to Portland behind SP 4-8-4 #4449 after RailFair '99.

One unit will be restored to the original Santa Fe scheme. It will be displayed at the Smithsonian in Washington, DC. The other unit will be made operable and repainted into a “look-alike” Nickel Plate Road PA. Four trucks are at Albany, Oregon. The electrical panel is in the roundhouse in Brooklyn (with a Bad Order tag that reads “Locomotive Missing”) and they have an Alco prime mover for the “NKP” unit. – *Bill Shippen*

ATSF F-45 Goes to Kansas Museum

Thursday, 6/3/99, BNSF's Local 031 left Topeka, KS, for Newton, KS, with ATSF 93 Dead In Transit. It was facing east coupled behind 6 or 7 units (ATSF 6404 in the lead). BNSF was donating it to the Great Plains Transportation Museum in Wichita, KS. The silver and red unit once hustled Santa Fe's crack intermodal trains across the West, Chicago to Los Angeles, CA. – *John Arbuckle*

BNSF Stores Last Santa Fe FP-45

Santa Fe #97 was the last FP-45 operating on the BNSF system. It was taken to Topeka, KS, bad order status on 5/14/99. It departed Chicago on train Z-WSPKCK9-11 (intermodal train from Willow Springs, IL, to Kansas City, KS) working, but quit before it arrived Kansas City. It doesn't show to be for sale or donation yet, just bad ordered pending repair. That could change at any time.

Also, 5/17 train Q-ALTRIC1-16



Union Pacific's latest General Electric power, model AC4400CW, were UP 7177-7176. They were on their first run into Colorado on train A-CYDV-02, south at Rolla, CO, on 6/2/99. – Photo © Jon Bockelman

(westbound headed for Richmond, CA) departed Amarillo, TX, with ATSF 5842, BNSF 6550, BNSF 6965 for power. The 6550 was former ATSF F45 5953. It was moving to Topeka, KS, for long term storage. It only developed 2/3 of the rated horsepower of 3600 hp, so apparently it had a pair of traction motors cut out.

– *Courtesy BNSF crewman, Keel*

SIERRA HOTEL & NORTHERN SKY

PV's SIERRA HOTEL and NORTHERN SKY were behind the passenger cars (but not rearmost) of Amtrak train #5 (of 5/13) travelling across Colorado on 5/14/99. They were going west through to Emeryville, CA. They returned east on Amtrak train #6 (17) as far as Denver, where they were set out for one day. Amtrak's California Zephyr, train 6 (18) picked them up for movement to Chicago at Denver 5/19. They were first out behind the power on train #6 (17) for switching purposes at Denver.

SIERRA HOTEL is a dome/lounge/sleeper with one end modified with an open platform. A spacious main lounge is found when boarding from the open platform. Upstairs, the dome is configured as a dining lounge. Back on the lower level, four bedrooms are able to accommodate overnight guests.

Each bedroom has a transverse sofa for daytime use which becomes a twin bed with an upper bed folding out from the wall. All bedrooms have running water and a sink. The two center bedrooms have private enclosed lavatories. Just down the hall you will find a spacious shower dressing room with a built-in hair dryer and a lavatory room.

NORTHERN SKY is ex-Union Pacific dome 9003, built by American Car & Foundry in 1955. It served on UP's City of Los Angeles. Rebuilt in 1992 by its Milwaukee, WI, owners, Northern Sky, Inc. (800-414-8050), the car is painted a sharp red and gray scheme. The dome/lounge/sleeper features a master bedroom, three double bedrooms, three showers, kitchen and full meal service.

– *The Colorado Zephyr*

Denver Railcar Passenger Cars

Friday, 6/4/99, BNSF southbound freight Denver to Albuquerque, NM, (M-DENABQ1-04) had two stainless steel, fluted sided coaches. They were Denver Railcar #5204 & 5205, which once saw service on the Alaska Railroad. The first had all of its windows including vestibule door windows covered with plywood. It had a small four digit number board affixed at each end (looked to be



American Orient Express (AOE) owned ex-Milwaukee Road Super Dome #58 arrived in Denver on May 20, 1999, via BNSF. BNSF's Kountry Job moved it south to AOE's shop at the old General Iron Works plant on May 22, 1999. The car features seating on the upper deck and a buffet lounge downstairs. – Photo © Mike McGowen.

blue with gold numbers). The other car had a few windows covered with plywood but many windows had the glass in. It had no number but at one end a large round logo with three letters visible, but the only one large enough to see was an "A." Both cars had vestibule doors open and the steps down.

Above the windows, there were two long spaces that had been obliterated where the road name had been. It appeared that both cars had been lettered for the same road – Alaska Railroad. Prior to that they may have come from the Southern Railway. – *Mister HSE & C.W.*

Milwaukee Full Length Dome #58

BNSF moved American Orient Express' owned ex-Milwaukee Road #58 (PPCX 800265) full length dome from Wray, CO, into Denver, CO, 5/20/99, on BNSF train H-LINDEN1-19 (Lincoln, NE, to Denver). The car was still at BNSF Denver 31st Street Yard the evening of 5/21/99. It was close to the southeast side of the car shop (One Spot). Power on the H-LINDEN1-19 coming into Denver was BN 7181, EMD 787, BN 2804 & ATSF 3416.

The car moved south on the BNSF Kountry Job, 5/22/99, and went to AOE's General Iron Works site north of Dartmouth Ave. – *UPRF1*

AOE's Newest Car, PORTLAND

American Orient Express' PORTLAND left Denver 5/18/99, on Amtrak's

California Zephyr train #6 for Chicago. It then traveled west on Amtrak's Empire Builder on train #7 (departed Chicago May 20th) to Spokane, arriving 5/22. This is 800218 and the former "BELLA VISTA." – *JAA*

BNSF Detoured Trains

BNSF's Raton Subdivision between La Junta and Trinidad, CO, sees very little freight traffic since the February 1999 La Junta Yard closure. Traffic that once was routed via La Junta, i.e., the La Junta - Denver train and the Albuquerque, NM, to Denver trains are routed via Trinidad. May 1999 saw several exceptions running on Tuesdays and Wednesdays.

BNSF detoured the Z-WSPLAC (Willow Springs, IL, to Los Angeles, CA) and the Z-WSPHAX (Willow Springs to Phoenix, AZ) trains via the old Santa Fe's Northern Route. They usually operated midday following Amtrak's Southwest Chief, train #3. This put westbound freights through the semaphores during daylight hours. This was prompted by heavy duty Maintenance of Way work on BNSF's Amarillo line involving installation of new main track and additional crossovers. – *C.W. and Pat*

Solid Pumpkin Power on Coal Load

The BNSF SD70MAC's 9843, 8818 and 9979 rolled into Denver 5/30/99 on the Belle Ayr Mine, WY, to Public Service of Colorado Comanche Power Plant at Minnequa, CO, near Pueblo, train

(C-BAMMIC-103). All units were in the new BNSF "pumpkin scheme." – *C.W.*

Cabless ATSF 5510

The M-DENABQ1-30 departed Denver midday 5/30/99 with freshly painted SD40-2 in Heritage I scheme #8032. ATSF SD45B #5510 was among the four unit power. – *The Colorado Zephyr*

Heritage I SW-1500 Switcher



BNSF SW-1500 #3407 arrived Denver 5/27/99 freshly painted in Heritage I colors. The unit was noted next to the Denver Diesel Shop near West Park Ave. on 5/30/99. – Photo © Chip Sherman

D&RGW Tunnel Motors

A northbound Union Pacific continuous welded rail train moved through Palmer Lake, CO, about 1:30 PM on 5/31/99, Monday afternoon with D&RGW tunnel motors 5364 and 5375 back to back as power. They were on train W-PUGBR-30 (work train out of Pueblo, CO).

These two have been together since May 26th, and have powered four different trains in the Denver-Dalhart, TX, region during that time.

– *Scott Thomas & Colorado Eagle*

Fountain Creek Bridge

Fort Carson, south of Colorado Springs, CO, had their rail traffic disrupted by the 4/30 to 5/3/99 rains. The Colorado Springs area received up to 12-inches of rain over those four days. Fountain Creek is crossed by the Fort Carson's rail connection. The bridge was damaged by the rampaging Fountain Creek on 5/2.

Repairs were completed 5/24. The Army

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OS Colorado

Continued from Page 5, Column 3

tested the bridge with GP-9M's 4628 and 4633 pushing empty flatcars and then loaded flats with tanks onto the bridge.

The Army has been waiting to ship out 22 loaded flatcars of M1A1 tanks. The 3rd Armor Cavalry Regiment was moving 43 M1A1 Abrams tanks to storage at Anniston Army Depot, Alabama. New M1A2 tanks have arrived at Fort Carson providing replacements.

Fort Carson's military rail operations moved the train from Ft Carson on 5/25 to Kelker, CO, interchange where the UP picked up the cars. – *The Colorado Zephyr*

RTD Littleton Track Construction

Track construction began on the south end of the Regional Transportation District's (RTD) Southwest Corridor in late May 1999. As of close of the work day Friday, 6/4/99, RTD had laid ties and rails for their north bound track from Mineral Avenue to almost the north end of the Littleton "trench." The ties for the south bound track have been placed on top of the north bound track. No ties have been laid south of the Mineral overpass, though the rails for the actual "end of line" as well as the rails for a lot of the south bound track are stored south of the overpass. With all of this "in place" now it would appear the roadbed for the Union Pacific's future Main One is no longer needed as the access road for construction and delivery of materials. UP could begin their tie placement and rail laying south of the Littleton trench, under the Littleton signal bridges and tie in to Main One south of the south Littleton signal bridge. – *Herb*

Joint Line Milepost Changed

New mile posts were being installed on Colorado's Joint Line, AKA BNSF's Pikes Peak Subdivision or the Union Pacific's Colorado Springs Subdivision. Noted on 6/1/99, were new miles posts installed southward from Littleton on the former Santa Fe trackage toward Sedalia. The old mile posts are still in place (likely to be removed once all the new markers are in place and crews get familiar with the new

numbers). The new mile posts will have both tracks with a consistent numbering from Denver Southward. The old arrangement had crews dealing with sections of former Rio Grande tracks with numbers running upward from Denver, all mixed with sections of former Santa Fe trackage with numbers going upward from the south end of the Joint Line.

– *Colorado Eagle*

Progress Rail GP-35's



Progress Rail GP-35 #1003 was the fourth unit on BNSF's Denver, CO, to Albuquerque, NM, train of June 9th. It was moving south on the Joint Line with BN 7024 the lead unit. Train was approaching West Evans Ave. south of Denver, CO. Sony Digital Videocam photo © Chip Sherman.

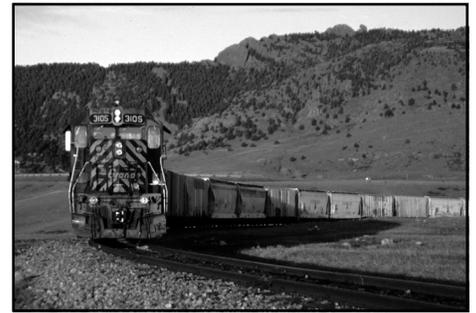
UP Retiring D&RGW GP-30's

Union Pacific is retiring the Denver & Rio Grande Western (DRGW) RR GP-30's as major servicing problems develop. In May 1999, DRGW 3002 was operating out of Pueblo to Alamosa, CO, the DRGW 3003 was working at Grand Junction, CO, and the DRGW 3015 was in the Los Angeles, CA, area.

DRGW 3015 was the first to go. It was stored unserviceable at Taylor Yard, Los Angeles, CA, on 5-26-99. It was retired as of 5/31/99.

DRGW 3003 returned from Grand Junction to Denver in late May with a bad order generator. It had been regulated to "B" unit status on 5/17/99 due to lack of an operating event recorder. It was listed as retired by the Denver Diesel Shop (old DRGW Burnham Shop) as of early June 1999.

DRGW 3002 with its large flying Rio



Union Pacific's west local was working the Rocky Flats spur on 5/8/99 with DRGW GP-40's 3105 and 3100. An eastbound train with UP and SP power was also in the area. All three owners of this line were represented! – Photo © Jon Bockelman

Grande lettering was in Denver over the Memorial Day Weekend for a quarterly inspection. It was returned to Pueblo, CO, in early June.

The following equipment is either stored, retired or sold at the Denver Diesel Shop (Burnham):

Stored for grain traffic service: All UP - 423, 619, 468, 627, 2477. All SP - 7432, 7463, 9339, 7457, 7499, 7530, 9201, 9343, 6818, 7454, 7535. Also stored at North Platte are two SP TEBU units.

Retired: SP 7755, SP 7434, SP 7469, SP 7411, D&RGW 3003 & 3006.

Sold: SP 7769, SSW 7472, SP 7462, UP 2532. – *UPRF1*

UP Doubleheader to California

Union Pacific's steam doubleheader left Cheyenne 5/14/99, taking Sherman Hill, track two, to begin its California tour. UP 4-8-4 #844 with UP 4-6-6-4 #3985 led the five dome car train with business car ARDEN on the rear. UP 3985 sported its new black paint after the recent boiler overhaul. Quite an impressive sight watching these two steamers easily move this train up over the highest point on the Union Pacific System, Sherman Hill.

UP operated a customer special with 844 on 6/3, Roseville to Tehama and back. UP will run an Operation Lifesaver special with 844 on 6/8, Roseville to Davis, CA, and back. – *Thanks to Eric & friends*

Engine 486 Arrives in Durango

By William R. Jones

The 486 arrived in Durango Friday afternoon 5/21/99 after a 265 mile trip from Canyon City where it had been displayed for some 30 years. Sharp Trucking of Pueblo owned the special truck/trailer rig. Loaded GVW was over 210,000 pounds which required two highway bridges to be rebuilt to take the weight. Coming over Wolf Creek Pass a "helper" truck was lashed to the rear of the trailer to add power and braking over the pass. The down hill run was done at a careful 7 m.p.h. The D&SNG plans to rebuild the locomotive this winter at a cost of \$250,000. A repainted and lettered 499 was loaded for the return trip to the Royal Gorge for display.



Engine 486 arrives in the D&SNG Durango yard on 5/22/99. The truck was placed over tracks, the trailer under the cab was detached and the trailer dropped to the rails. The locomotive was pulled off the ramp with another locomotive.

– Photo by William R. Jones

Cañon City & Royal Gorge Excursion

By Hugh Alexander

It was a typical Colorado summer day for 98 RMRR Club members as they shared in the two hour excursion aboard the Cañon City & Royal Gorge Railroad, (CC&RG). Bright sunlight filled the Colorado blue skies as the train left the Santa Fe depot in Cañon City. The train was headed by two F-7 diesel units painted in the orange, silver, and black colors reminiscent of the D&RGW RR. The four passenger coaches and an open observation car provided ample room for all the train passengers to view the spectacular scenery of the Royal Gorge.

The 24-mile round trip from Cañon City to Parkdale gave everyone something to view. The sheer canyon walls towered over the train as it progressed through the

canyon. High above the rails the world's highest suspension bridge crossed the canyon while rafters and kayakers rode the white water of the Arkansas River that flowed through the Gorge. The train paused at the Hanging Bridge, the narrowest section of the canyon, to allow everyone the opportunity to take photographs of the surroundings.

For it's inaugural season, the CC&RG schedules three trips a day into the canyon. This is a wonderful train ride and is a great addition to tourist attractions in the Cañon City region. It has been 32 years since the last regularly scheduled passenger train operated through the Gorge. It was a short trip but truly spectacular.

Ski Train Summer Trips & Other Passenger Trains

By Joe McMillan & Robby

The Anso Ski Train people announced they would run four summer Ski Trains to Winter Park this summer. The trips will be on July 31, August 1, 14 and 15, 1999. The trains will depart Denver Union Station at 8:00 AM and arrive at Winter Park at 10:15; depart Winter Park at 3:30 PM and arrive back in Denver at 5:45 PM.

The Cheyenne Frontier Day special will

leave Denver at 7:00 AM on 7/24/99, arrive in Cheyenne at 9:30 AM; depart Cheyenne at 5:30 PM and arrive back in Denver at 8:00 PM. The engine will be the UP 3985. The trip is sold out.

The American Orient Express departed Denver, CO, Saturday, 6/12/99, at 9:30 AM and travelled west over UP's Moffat Tunnel Subdivision.

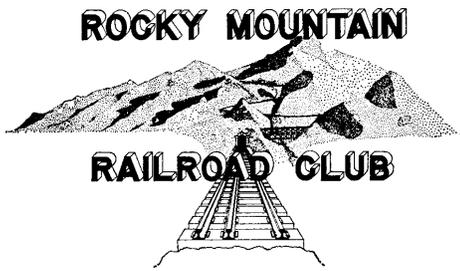
No. 25 Update

Continued from Page 3, Column 3

purchased for potential use on No. 25. Gene McKeever has been providing photographs of No. 25 in service as he finds them. Our thanks to Gordon Basset of Colorado Springs for contributing several prints of Denver Tramway cars including a nice portrait of No. 25 parked at the shop in West Denver. As can be seen, our membership can be a great resource for locating items for use on the car and materials that will enhance our history file on the Golden line.

Our public education efforts have included programs presented to the Front Range Division of NMRA and the Foothills Chapter of the National Association of Retired Federal Employees. The Bureau of Reclamation at the Federal Center invited us over for a brown bag lunch presentation in early June. The next day attendees walked over to Building 78 for a tour. Both days were well attended.

In other areas, the Westword Newspaper publicized our program that was sponsored by the Lakewood Historical Society and also did a nice column about the project. Tom Peyton arranged for and manned our display at the Rocky Mountain Region - NMRA 50th Anniversary Convention in June and Tom is planning for Railfair in July.



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Out At The Museum - Equipment Committee Report

By Steve Mason

Ralph Vance chipped off the slag and ground the welds down on the No. 20 tender. Ralph also hooked up the linkage for the cylinder cocks. Duane Fields and Ralph Vance finished welding on the No. 20 tender fill hatch. They also welded the drain pipes on the fill deck to the bottom of the tender. This is an excellent welding job and very strong. This completes fabrication of the tender fill deck work.

Steve made and painted nailing blocks for the frost sheathing under the RICO. Russ and Sue Stuska located and purchased some gutter for the RICO. They also put wood preservative on the west end platform of the RICO and painted it black. Stan Mowry worked on the RICO railroad locks. The new caboose roof walks were cut to size, primed and painted. Spare sheathing for 0578 was primed and painted. This sheathing will be used to get a better fit around the new corner post put in last year.

The RGS modelers came out on Saturday, 6/5/99. Bill White and Bill Lund were among them. They asked us to open up the



Ralph Vance grinding welds on tender fill deck of No. 20 on 5/22/99.
— Photo © Steve Mason

equipment which we did. They had previously helped with work on our equipment in the past. They did work on the No. 20 tender end sills and framing a few years ago. Phil Scholl went out Thursday, 6/10/99, to show our equipment to the NMRA Rocky Mountain Region modelers.