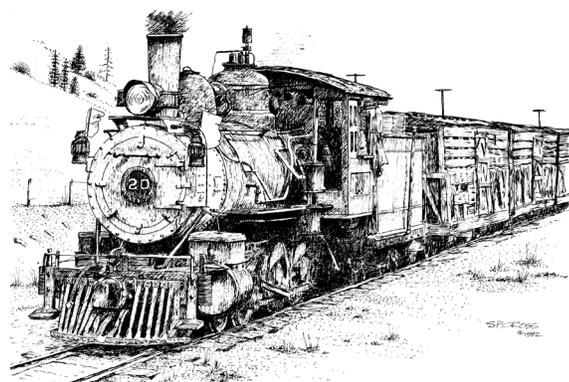


ROCKY MOUNTAIN RAIL REPORT



APRIL 2005

NO. 547

ROCKY MOUNTAIN RAILROAD CLUB • ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

Joe McMillan's Santa Fe Years – 1964 to 1995

Presented by Joe McMillan

April 12, 2005 • 7:30 PM

This show highlights Joe's years with the Santa Fe. Many of the projects Joe was associated with as well as important events occurring on the railroad are included.

Joe graduated from Texas Tech University at Lubbock, Texas, in 1964 with a degree in civil engineering and hired out on the Santa Fe at Topeka, Kansas, in the office of the Eastern Lines chief engineer. After working there a year, he entered the military and served in France and Germany for a period of three years. Upon his return, he resumed his job in the Chief engineer's office in Topeka for a short while. From there he served as a safety supervisor at Fort Madison, Iowa, then assistant trainmaster at Los Angeles and Needles, California. In 1973, he was assigned as assistant superintendent of safety for the system in Chicago. He worked in various safety and rules jobs in Chicago and Schaumburg, Illinois, until his retirement as assistant director of safety and rules in 1995.

Please come join us for an enjoyable, educational evening at Christ Episcopal Church at 2950 South University Boulevard, University at Bates, where there is plenty of off street parking at the rear of the complex. Enter into Barnes Hall, where we hold the monthly meetings, through the mid-south side doors. Please bring a guest. **All programs are intended to provide an educational experience on railroading. The general public is welcome to attend. There is no charge for this meeting.**

Choose Your Slides Now

Erwin Chaim will host the annual slide potpourri at the May meeting. You may give your selection of up to 15 slides to Erwin at the April meeting, the Caboose Hobbies repair department or at his home at 560 Emerson Street. Please have your slides to Erwin no later than April 30th. Erwin will not accept slides the night of the meeting. Please call Erwin at 303-777-7682 with questions.

This member night is an opportunity to showcase your talents. New talent is always welcome. Our Club has many excellent photographers and members always like to see their work.

Club Trips

By Don Hulse, Trip Chair

May 7th – Cheyenne Shops Tour & Museum Visit at Station

The Club is chartering a bus (no private vehicles are allowed on UP property) to the Cheyenne Roundhouse and the restored Cheyenne Station to visit the museum. The bus is limited to 50 people and the cost is \$46.00 per person. Please order tickets using the form in this *Rail Report* or at www.rockymtnrrclub.org. For more information, contact Don Hulse at 303-373-5531 and leave a message with a return phone number.

Continued on page 3, Column 1

2005 RMRRC Events Schedule

May 7 Tour	Cheyenne Shops
May 10 Meeting	Slide Potpourri
May 14 Tour	The Uhrich Machine Shop Tour and Picnic
May 20 Tour	UP Utah Junction
June Trip	Royal Gorge & West Cliff
June 14 Meeting	Western Pacific RR Conductor's Photo Scrapbook
June Tour	Burnham Shops
July Trip	Summer Ski Train
July 12 Meeting	To Be Announced
July Tour	Fort Carson, Nixon Power Plant & Pueblo Depot
August 9 Meeting	To Be Announced
September 13 Meeting	To Be Announced
October Event	Annual Banquet
November 8 Meeting	To Be Announced

The deadline for items to be included in the *May Rail Report* is 4/18/05.

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.

From The President

By Jimmy A. Blouch

The Club History Book, *Journeys to Yesteryear*

As I write this, the printing of the Club history book, *Journeys to Yesteryear*, is underway. As you read this, the final product will be on hand and ready for distribution.

Included with this newsletter is a flyer detailing the Club's situation concerning this publication and a coupon for submitting your order. Please be sure to use this coupon for your order and make sure that it is completed with all necessary information. If you attend either the April or May Club meeting you may obtain your copy at that time saving the Club shipping costs. Again, the completed coupon must be presented to fill your order. Also, please note that this offer expires May 21, 2005, so do not delay. This offer cannot be extended or repeated. I am sure you will thoroughly enjoy *Journeys to Yesteryear* and recommend you obtain your copy as soon as possible.

We plan to have additional copies for sale during the Club membership meetings at the retail price of \$39.95. Additional copies may be ordered on the Club web site, www.rockymtnrrclub.org or by mail to Rocky Mountain Railroad Club - Journeys, PO Box 2391, Denver, CO 80201. Mailed copy price is \$39.95 plus \$5.05 postage for a total of \$45.00. Visa, MasterCard, Discover and American Express are also accepted.

Membership Renewal Notice

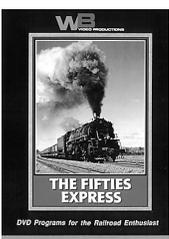
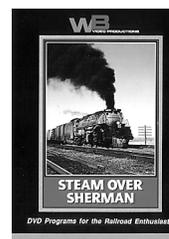
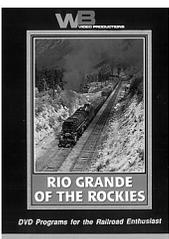
In recent years the Club has gone to great lengths to remind members who had not renewed their membership by February, to remit their dues. During that period delinquent members have received several reminders in several ways and the renewal period had been extended for several months before dropping the member from the roster and vacating the membership number. This practice is time consuming, labor intensive for Club volunteers and expensive for the Club. In an effort to save volunteer time and reduce Club expenses the former practices of retaining delinquent members will no longer be followed.

This year, membership dues received at the April 12 Club meeting, or postmarked by April 12, will be considered a 2005 renewal. This April 12 deadline is only for the year 2005. Dues received after that date will be welcomed but members will be assigned a new number. The regular address for mailing dues is: Rocky Mountain Railroad Club - Membership, PO Box 2391, Denver, CO 80201. Thank you for your understanding and cooperation.

New DVD Releases

Three new DVDs are now available. These videos were previously available only in the VHS format. Available now: *Rio Grande Of The Rockies*
Steam Over Sherman
The Fifties Express

These titles may be purchased at Club membership meetings for the retail price of \$32.00 each. Orders may also be submitted through the Club web site, www.rockymtnrrclub.org or by mail to the Rocky Mountain Railroad Club - DVD, PO Box 2391, Denver, CO 80201. Each DVD is \$32.00. Please add \$5.00 shipping for one or two DVDs and \$1.00 for each additional DVD. Visa, Mastercard, Discover and American Express are also accepted.



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

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the club address listed above. Regular membership dues are \$35.00. Overseas regular membership dues are \$45.00. Contributing membership is \$50.00. Sustaining membership is \$70.00. Patron membership is \$100.00. Golden membership is \$500.00. An associate membership for spouses and children is \$25.00 additional. Members joining after April may send a payment of \$3.00 for each month remaining in the year. Members of the Rocky Mountain Railroad Club are also members in the Rocky Mountain Railroad Historical Foundation, the non-profit arm of the Rocky Mountain Railroad Club.

Club Officers

President	Jimmy Blouch
Vice President - Projects	Darrell Arndt
Vice President - Programs	Don Hulse
Secretary	Roger Sherman
Treasurer	Dave Goss

Board Meetings

Members are always welcome to attend any board of directors meeting. They are held on the first Tuesday of the month. Please call the Club's telephone Information Line at 303-979-2806 or contact any Club officer for the date, time and location.

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

More Foundation Donors

By Jean Gross

This month the Foundation thanks Mr. & Mrs. Frank Head and Mr. Robert Kellar for their generosity as donors to the Foundation's goal.

Please remember that all donations to the Rocky Mountain Railroad Historical Foundation are completely tax deductible.

Denver Rail Heritage Society Quarterly Meeting

By Darrell Arndt

The Denver Rail Heritage Society will hold their quarterly meeting at the REI Sporting Goods Store near 15th Street and the Platte River in Denver on Tuesday, April 19th at 7:15 PM. The public is welcome and refreshments will be served. Please park in the underground garage.

Jim Ozment will present a slide program about 1950s traction operations in the St. Louis area. Contact Darrell Arndt at 303-797-8444 for more information.



From left, Don Hulse, Jimmy Blouch, Dave Gross, Mike Tinetti and Tom Peyton greet visitors to the Club booth at the World's Greatest Hobby show. – Photo © Bruce Nall

I Was Wrong About This Train Show

By Director Barry Smith

Our adventure to educate, perpetuate and preserve full size railroading was a welcome surprise. On February 26th and 27th, our Club participated in a model railroad show, "World's Greatest Hobby," at the Colorado Convention Center. I've not seen equalled the pleasant ratio of kids to adults. In addition to several Thomas

The Tank Engine displays, it didn't hurt that the hall next door was the "All About Kids" show!

We sold \$150 worth of VHS tapes, \$800 worth of DVDs and \$110 worth of Christmas cards. One member renewed and we added three new members. We also met with the UP Historical Society to talk about the Cheyenne Frontier Days options. Don Hulse arranged for the booth at no cost.

Thanks to Ed Lichtenfels, Don Hulse, Milt Cowen, non-member Lenes Kohler, Dave Gross, Tom Peyton, John Fable, Dave Schaaf, Dave Goss, Darrell Arndt, Kevin Corwin, Barry Smith, Michael Tinetti, and Jimmy Blouch who helped in the Club booth in three shifts during the long days.

Club Trips

Continued from page 1, Column 2

The bus will pick up people at two Denver metro locations. The south location is at the RTD South Broadway Light Rail Station (I-25 and Broadway), Gate 5, leaving at 7:30 AM. The north location is at the RTD West 120th Avenue park and ride (the lower lot along West 120th Avenue) at Melody Drive on the south side of 120th Avenue, leaving at 8:00 AM.

The bus will also stop at the park and ride on the west side of I-25 at the Loveland exit 255 (State Highway 402) to pick up people from the northern communities. Please be there by 8:30 AM.

We will visit the roundhouse at 9:45 AM in two groups. After lunch and train watching, the museum at the station will be expecting us at 1:30 PM.

The wind is usually blowing in Cheyenne. Check the weather forecast and

temperature for that area. Please wear appropriate clothing and shoes. We expect to be back in Denver late in the afternoon.

May 14th – The Uhrich Machine Shop Tour and Picnic at the Thain Acreage

Twenty-five people will enjoy a tour of the Uhrich Machine Shop at Strasburg, have a picnic at Thain's acreage and ride some of their live steam and electric trains.

May 20th – UP Utah Junction Tour

Twelve people will get a tour of the Utah Junction/North Yard bypass.

For more information or to sign up for these trips or tours, contact Don Hulse at 303-373-5531 and leave a message with a return phone number or send a letter with your request to: Don Hulse, 5356 Blackhawk Way, Denver, CO 80239-6018.

In Remembrance Edward E. Potenza

The Club is saddened by the loss of Edward E. Potenza, member number 19, who was born in 1925 and left us March 2, 2005. Mr. Potenza joined the Rocky Mountain Railroad Club in 1950 and was a member in good standing for over 50 years. He resided in Sarasota, Florida. Edward is survived by his wife of 50 years, Madolyn.

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.

UP Investing in Colorado Operation

Union Pacific’s \$44 million dollar Utah Junction Bypass has brought more changes to Denver’s operations since it opened in December 2004. Zone local assigned jobs were abolished effective December 13-19, 2004. These jobs were held by senior trainmen. They moved trains within a 25-mile radius of Denver. UP now calls an extra crew or crews, i.e. dog catch, on an as needed basis.

Local control by North Yard based command center (UP officers) faded in February 2005. UP corridor managers based in Omaha, NE, took control. The command center (train operation side) was eliminated effective February 28, 2005.

January 16, 2005, saw twenty trains moving through North Yard/Utah Junction Bypass. This was a new Denver coal train record. Prior to construction of the new bypass, the yard maintained a daily average of twelve and one-half coal trains. The previous record was 17 coal trains in one 24-hour period.

The coal mines served by the UP want to ship more Colorado coal during this period of increased demand. A February 26, 2005, Rocky Mountain News article, “Coal Conundrum, Western Slope Mines Churning Out Clean Fuel, But Railroad Can’t Ship it All,” addressed coal miners’ desires. John Bromley, UP Public Relations, was consulted for UP’s input. He pointed out UP is planning to acquire 525 new coal hopper cars. UP has ordered 315 locomotives, each costing \$2 million, to move the increasing demand for rail service.

The railroad is spending \$4 million to build Whitewater Siding (12 miles south of Grand Junction, CO) to improve the



New Union Pacific power, model C45ACCTE 5360 and 5359, laid over at UP’s 36th Street Yard, Denver, Feb. 13, 2005. Their first assignments were handling hot intermodal trains from Chicago to Los Angeles, CA, then LA to Denver. – Photo © 2005 Chip.

North Fork Subdivision coal train flow. The line serves the West Elk Mine, Bowie Resources, Limited and Sanborn Creek Mine, located near Somerset in Gunnison County (train symbol SM for Somerset).

Union Pacific continues to invest in their Colorado rail lines. They’ve exercised an option with the Denver Rock Island in November 2004 to operate trains over the former Chicago & Rock Island line between the ex-D&RGW Belt Line and the former Stapleton Airport (Sandown Junction). With FasTracks upcoming changes, UP will close the 36th Street Yard and relocate intermodal operations to a new location southeast of Watkins, CO, along I-70. TransPort will likely open that yard in 2008. UP has signed a letter of intent to operate trains on the development. This will allow UP trains to bypass York Street and Pullman Junction on a less populated route. UP has continued investing in the Kansas Pacific line (Limon Subdivision) upgrades (continuous welded rail and new ties).

Union Pacific has heard the customer’s needs. They have a plan and continue to invest in their Colorado lines. It’ll take time and money, but the plan is taking shape. Utah Junction Bypass is proof they’re serious in putting their investments where needs dictate.

Joint Line High Wide Loads Florida East Coast Steam Engine and Boeing 737

The disassembled Florida East Coast (FEC) light Pacific (4-6-2 wheel arrangement) 148 made its way to Colorado in March 2005. The locomotive was headed for South Fork, CO (ex-Denver & Rio Grande Western Creede line). The Denver and Rio Grande Historical Foundation plans to restore the steamer for their operation between South Fork and Creede.

FEC 148 steam locomotive was loaded in February 2005 at Transverse City, MI, aboard a depressed-center flatcar QTTX 130951. The tender was on a second flatcar, MP 819864. The unusual load went south to Chicago, IL. It was interchanged by CSX to the UP at Proviso on 3/6/05. Union Pacific moved the 148 west via North Platte, NE, Cheyenne, WY, south to Denver and Pueblo, CO. It was at Pueblo Yard on 3/13/05. UP interchanged the flat cars on 3/19/05 to the San Luis and Rio Grande RR at Walsenburg, CO, for the final leg of the trip to South Fork.

A Boeing 737-900 series fuselage was moved by BNSF from Wichita, Kansas to Renton, Washington for assembly in



The Ski Train held the main at Crescent Siding to meet BNSF's Denver to Stockton, CA (train H DENSTO1 30A). BNSF 9-44CW 4152 headlights reflect off (front to rear) SKTX F40PH 289, 242 and 283. The Ski Train made good time returning skiers from Winter Park Ski Resort to Denver, CO. Moffat Tunnel line was busy with several UP trains on sidings between Tolland and Rocky that snowy January 30, 2005.
 – Photo © 2005 Chip.

March 2005. BNSF SD40-2 7847 handled the short special northward on Colorado's Joint Line 3/12/05. It passed Littleton, CO, that Saturday morning about 9:30 AM.

New BNSF Model ES44DC

BNSF locomotives General Electric model ES44DC 7688 and 7678 were at Casper, WY, early March 5, 2005. They handled the Laurel, MT, to Denver, CO, train M LAUDEN1 03A. This was the first run for the ES44DC model across Wyoming and into Colorado. A BNSF crew was called for the train at Cheyenne, WY, about noon on Saturday, 3/5/05.

The train moved south along the Front Range working North Yard, Fort Collins, CO. The train operated 2 x 2; BNSF ES44DC 7688 and 6746 up front. BNSF ES44DC 7678 and EMD SD60 9060 were on the rear. They handled the 11,983 ton train over the former Colorado & Southern Railway rolling grade without difficulty. The train pulled into 31st Street Yard, Denver, at 8:00 PM the evening of 3/5/05.

BNSF will get 150 ES44DCs in 2005. BNSF will roster the 150 DCs in the 7650 to 7799 number series.

Grand Canyon Acquires Two Coaches from American Orient Express

A southbound BNSF train rolled through Colorado Springs, CO about sunrise on 3/17/05 with two passenger cars mid-train. The two stainless coaches had "American Spirit" on the name boards. Earlier in the week the cars came south on the BNSF Front Range Subdivision via Loveland and Boulder, CO. The cars have been out of service and appeared dirty. The coaches are lettered GRCX (Grand Canyon Railway) 4000 and 4012. Grand Canyon purchased the cars from American Orient Express (AOE).

Colorado Coal Movement Also Strong Average Number of Trains on Powder River Basin Sets Record

Union Pacific moved a record number of coal trains out of the Southern Powder River Basin (SPRB) in February 2005, while loadings were also strong in Colorado and Utah.

The average number of coal trains loaded per day in the SPRB was 37 in February, more than two trains higher than the previous record of 34.8 trains set in

September, 2004. Union Pacific hauled 15.4 million tons of coal in February, an increase of 15.6 percent over the previous best record for February set in 2003. Additionally, 131,925 cars moved on the corridor, also a record for February and a 13.8 percent increase over the previous record set in 2003.

In February, the average number of coal trains loaded per day in Colorado was 8.43, a slight improvement over the previous record of 8.42 set in January 2004. Colorado and Utah combined for an average of 12.6 trains per day, an all-time high for any February. This is the highest average since November 2003 and 11.5 percent more trains per day than in February last year.

Overall coal train velocity was 16.2 miles per hour in February – better than any month in 2004 and tied with performance in April 2003. Release-to-train-departure (RL-TD) performance averaged 6.2 hours in February, the best time ever. RL-TD is the time from when a coal train is released at the power plant until UP pulls the empty train out of the plant.

Achieving these velocity and dwell time improvements was a team effort requiring communications and coordination, said Mike W. Lenzen, general director-coal operations. "It is something everyone who has anything to do with coal should be proud of." He credits the velocity improvement to everyone involved with coal trains.

The Denver Bypass that opened in December (2004) is having a major impact on Colorado and Utah coal movements. "The Denver Bypass has lessened through-put time for the Denver Corridor, which allows more loaded and empty coal trains to be processed through Denver on a daily basis," Lenzen said. Before the bypass opened, it was a struggle to average 11 or 12 trains per day.

"In January and February, we really started to hit our stride," Lenzen said. Through-put movements of loaded and empty coal trains peaked at 20 per day and averaged 14.7 in February.
 –UP Online, March 18, 2005

Communities of Yesteryear Along the New Santa Fe Regional Trail – Part Two

By Jack Anthony

This month we continue north from Breed on El Paso County's new Santa Fe Regional Trail that starts at Ice Lake at the southern boundary of the Air Force Academy and journeys northward to Palmer Lake. This trail weaves its way along the route of the Denver & Rio Grande Railroad (D&RG) built in 1871 and the Santa Fe Railroad built in 1887.

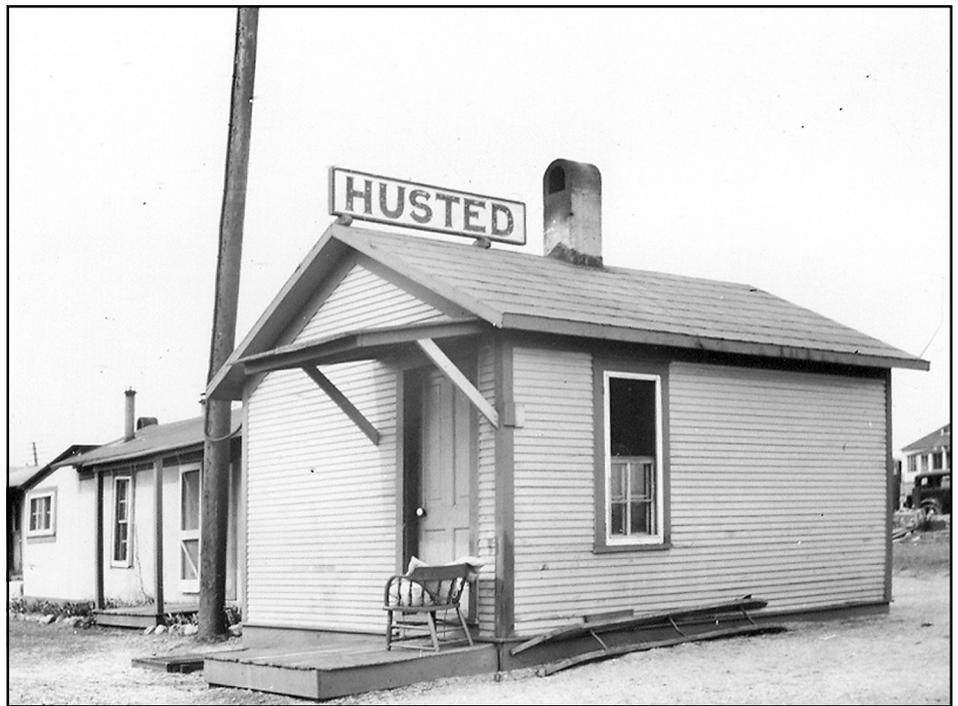
Trains to Games

From Edgerton, the trail heads north for its first 3 miles, paralleling the original D&RG railroad (a very active railroad today). At about the 2-mile point of the trail, we can see the Academy's wastewater treatment area to the west. An interesting fact from not too long ago is that back in the late 1960s folks could pay \$1.50 and ride a train from downtown Colorado Springs to see the AFA football games. Fans would be dropped off at a small station near this area, and then would take a bus up to the stadium.

From the Academy drop off station, the trail winds northeast and intercepts the Santa Fe Railroad near Sommers, a small whistle stop community just north of the Academy's airfield (originally the Pine Valley Airport in the 1930s and headquarters of the Colorado Springs Civil Air Patrol in 1942).

Husted

At the 4-mile point in our journey northward, the remainder of the New Santa Fe Regional Trail will either be directly on the Santa Fe Railroad bed or very close to it. We're now coming upon what was once the bustling community of Husted. Calvin Husted was a settler from New Jersey and arrived in the area in 1859. Calvin would become one of the first city councilmen of Colorado Springs. He set up a lumber mill operation in 1866 along Monument Creek. The mill operated through 1878. His lumber operation was one of the largest in the region and employed quite a few workers. Timber



The Santa Fe depot at Husted, Colorado, on May 7, 1931.
– Photo provided by Forest Porter, El Paso County Pioneers' Association.

from the Black Forest area was brought here, cut, and used to build the railroad as well as homes in Colorado Springs.

Husted Heroics

Early Husted history featured a tough and dangerous environment for the settlers arriving to this region. Whereas the Ute Indians were friendly and helpful to settlers, the Arapahoe and Cheyenne Indians were very dangerous. Settlers regularly had to band together as the threat of attacks constantly loomed during those early times. In 1868, an Indian uprising occurred in the area, and nine heroic families held up in a fort-like homestead located northwest of Husted. They waited out the troubled times in their fortified home (built in 1861 by Alonzo and Levi Welty).

Similar acts of heroism and perseverance occurred at the Teachout homestead near Edgerton, and the McShane homestead near Monument. The McShane's hosted 42 settlers in their stone fortress for a two week period. Of all the acts of pioneer heroism documented, perhaps none are more harrowing, yet fascinating, than a story relayed by Walter Husted (son of Calvin Husted) in a March 27, 1949,

Gazette Telegraph article. This article described a youthful hero's daring gamble in a potentially volatile situation.

Here is how the story goes: While the men of Husted were away aiding settler's being threatened by Indians, several Indians attacked and killed two settlers on the western edge of the Black Forest. The Indians then emerged from the forest's edge and seemed ready to strike the undefended town. A young man, herding cattle at the time, could see the hostile Indians surveying the Husted area. He had to act quickly. He stood atop a nearby hill, turned around, and started calling for his small army of followers. "Here they are! The Indians! Let's go get them! Follow me!" The catch here was that his small army was made up – imaginary. He waved his hat to rally his yet-to-be-seen band of defenders, and ran unarmed right at the ensuing Indians. He played out his ruse and it worked – the Indians fled. What a daring and clever act by this brave, young man.

East and West Husted

Husted actually consisted of two communities, East Husted and West Husted. East Husted was located along



The foundation of the Santa Fe station at Husted is still visible along the Santa Fe Regional Trail. – Photo © Jack Anthony.

the Santa Fe Railroad, in the vicinity of the AFA's north entrance. The community featured two hotels: the East Husted Hotel, and the St Johns Hotel. Both hotels were built in 1883. East Husted's main town featured a general store, post office, saloon, and church. The main town also boasted the Branding Iron Café, the Frontier Service Station (for motorists), and the Jones General Store. Homes were located to the Santa Fe station's west, in the area of the north entrance to the I-25 interchange. West Husted resided along Monument Creek, and on the bluffs overlooking the creek. In 1890 Husted's population was 75. The town had train stations along both the Santa Fe and D&RG railroads. The Santa Fe station was about a mile south of AFA's north entrance. You can still see the station's original foundation just off the trail, and the county has placed an informative sign at the site that includes a 1933 photo of the station.

Railroading in Husted

Some interesting Santa Fe Railroad history occurred along this stretch between Husted and Monument to the north. In the late 1800s, there were several accidents due to trains being blown off the tracks by high westerly winds. Even today, the very strong winds can blow the heavier railcars over. This scenario last happened on December 28, 1990, when 3 of 31 cars

heading southbound were blown over. The early railroading near Husted also had its share of non-weather related accidents. In November of 1888, the first mishap with resulting derailment happened. On August 14, 1909, a terrible train wreck occurred when a northbound train and southbound train collided head on. D&RG helper steam engines were added at Husted to assist northbound trains in climbing the uphill grade over the Palmer Divide. A local roundhouse/turntable was used for turning the helper steam engines around. At Palmer Divide, the helpers would again turn around on a turntable located there, and return to Husted to pull another freight or passenger train "over the divide." In the 1920s, larger, more powerful engines enabled the railroads to eliminate the need for helper engines and crews in Husted.

Raising Foxes and Digging Clay

Other Husted historical tidbits include the existence of a fox farm located just south of the community. In the 1930s, as many as 3,500 foxes were bred in the vicinity of the AFA picnic grounds. The Will Shoemaker family lived over on the bluffs of West Husted. In 1927, Will discovered a clay pit, and the pit was opened for commercial means. This clay was ideal

for making firebrick. On a daily basis a railcar full of clay was being shipped out to the Standard Fire Brick Company in Pueblo.

Pring And Borst

As we leave Husted behind, we have traveled 6 miles from Edgerton. Continuing north, you can see a few wooden trestles along the old Santa Fe rail bed. As we approach the trestles (just south of Baptist Road), we are in the vicinity of what was once the town of Pring. John William Pring first came to Colorado in 1876 after purchasing 240 acres of land sight unseen in this area. In 1888, the Pring rail station was built along the Santa Fe.

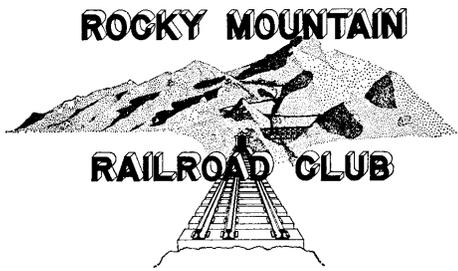
John Pring's effort in improving the land, raising cattle, dairying, and farming would soon earn him accolades for having one of the best farms in the area. Sheep and cattle would be loaded onto trains at the Pring Station, which accessed the Santa Fe (to the west was the Borst Station, which accessed the D&RG). Also, once a week, the Pring dairy business would provide milk and 35 pounds of butter to the Antlers Hotel in Colorado Springs.

The Dirty Woman

As we proceed north away from Pring, the next 3 miles will take us to Monument. Just before reaching Monument, we will cross over Dirty Woman Creek. What a curious name for a creek! Originally named Dirty Woman Gulch in 1861, this branch of Monument Creek was given the name "Dirty Woman Creek" thanks to a lady who lived in a shack along the creek. This lady made butter by trampling the cream with her bare feet! She also tended goats, chickens, cats, dogs, and other animals. The "Dirty Woman" didn't exactly keep her property or herself very clean, thus, the name stuck. And it still does today. Would you like some Dirty Woman brand butter?

In future *Rail Report* articles, we will explore more communities along this trail.

Russell Crump's Santa Fe Archives are on the web at <http://www.atsfry.com>
Trail information is at http://adm.elpasoco.com/parks/r_trails/n_sntafe/Nsfrt.asp



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**Colorado Railroad Museum
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For information call 303-279-4591

April 16 & 17:	Steam Up
May 21 & 22:	Steam Up
June 18 & 19:	Father's Day
July 30 & 31:	Steam Up
September 17-18 & 23-25:	A Day Out With Thomas
December 3 & 4:	Santa Claus Special

The Club's equipment committee works on the Club owned equipment at the Colorado Railroad Museum on the second and fourth Saturdays of each month. Any Club member is invited to join in the restoration and maintenance of historic equipment.

Call Bob Tully at 303-428-2322 for details.

Intermountain Chapter, NRHS 2005 Event Schedule

For information call 303-298-0377

Friday, April 15, 2005: Dinner Meeting at Rossi's Catering. Our president Dave Pitts will present "AAPRCO in Missoula", sharing his photos of the trip to the national convention of the American Association of Private Railroad Car Owners. Aboard private car Colorado Pine, we'll travel along from Denver through Boulder on the old Colorado & Southern line, on up to Montana, then back via Chicago. It should be most entertaining and informative.

Menu: Chicken fried steak, mashed potatoes, gravy, vegetables, and Chef's Surprise, plus decaffeinated coffee and iced tea. Dinner reservations required. No drop-ins. Call the Chapter office (303-298-0377). All reservations and any cancellations must be made by Noon, Thursday, April 14. After that, call Rossi's directly (303-296-1144). No-shows are billed by the Chapter. Cost for dinner meetings is \$12 per person. Cash bar opens at 6:30 PM, dinner is at 7:00 PM, and the program is at 8:00. If you are not joining us for dinner, but want to see the program, there is a \$5 charge per person to defray the cost of the program, and you should arrive by 7:45 PM.

Trains Unlimited, Tours 2005 Trip Schedule

For TUT information call 1-800-359-4870

or visit our web page at: www.trainsunlimitedtours.com/rmrrc/

May 7-8	Carrizo Gorge Adventure	September 26-27	Rio Grande Photo Freight
July 2-4	Pacific Northwest Adventure	September 29-30	Durango Photo Freight
July 10-11	Cascade Rail Adventure	October 1-17	Rocky Mountain Fall Colors
August 20-28	Steam in the Andes	October 2-16	Great Canadian Rail Adventure
August 26-28	Domes to Feather River Railroad Days Festival	October 15-19	Fall Colors Express (One Way and Round Trip)
August 29	Cumbres Photo Special	November 5-21	Patagonian Rail Adventure
September 10-25	Andes Rail Adventure	November 10-16	Mexican Copper Canyon