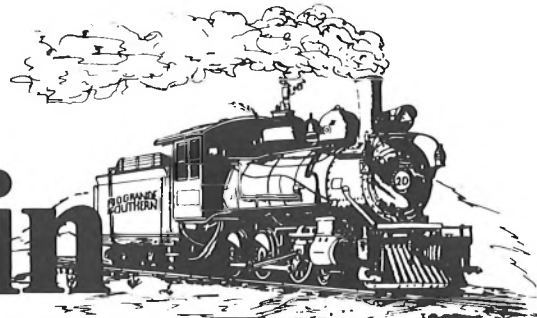


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

June 11, 1996 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor  
Mike Johnson..... President  
Roger Callender..... Vice President  
Bill Gordon..... Secretary  
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

**COPY DEADLINE** ALL copy for publication in the July, 1996 Rail Report is due no later than June 11, 1996!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson  
1935 Independence  
Colorado Springs, Colorado 80920-3705

June, 1996..... No. 441  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, CO 80201-2391

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

## JUNE 11 PROGRAM

For all of you "hard core railroad buffs"--and you know who you are--the June program will be a sure-fire hit consisting of Irv August, 16mm films! One reel will feature UP's Sherman Hill action in 1951 and 1952; and a second reel will feature two Club trips on the C&S in 1959 and 1960; and, two additional reels to be announced.

As an added bonus for attendance during

our summer months, there will be a "give-a-way" table (June, July and August) in addition to the monthly book drawings.

**PUBLISHER'S STATEMENT**

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201-2391.



**INTERNATIONAL HEADQUARTERS IS NO MORE!**

Denver Union Station is remodeling and the entire second floor is being gutted. As a result, all leases were voided and your Club was forced to move its archives, book inventories and equipment to a storage space. Our "Thanks" to those few members who showed up to transfer the Club's assets.

**MAY PROGRAM AND MEETING**

It was a very, very unusually hot evening for May (setting a new record for 88° for May 14th), but those who came out were well rewarded with an outstanding program presented by Ron Ruhoff.

True to his word, Ron presented wonderful photography of Club trips in the 50's and 60's with symphonic musical backgrounds that were written with train themes, and, excellent narration giving trip information and pointing out many fellow Club members who have passed on or aged--slightly! The standing ovation at the end of the program attested to its content. Our "Thanks" to Ron.

**NEW MEMBERS**

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

- Mike Hemmer
- Chevy Chase, MD
- Louis Zarowin
- Brooklyn, NY

**1996 SCHEDULE OF EVENTS**

- June 1 & 2 RMRRC Equipment Workdays/ Colorado RR Museum Steamup
- June 11 Regular Monthly Meeting
- June 15 Ft. Collins Trolley/Picnic/ Swetsville Zoo Excursion & Field Trip
- July 9 Regular Monthly Meeting
- July 20 Denver Post/Cheyenne Frontier Days Special Train Excursion
- August 13 Regular Monthly Meeting
- August 24\*\* Colorado Springs Field Trip: Western Mining Museum and Colorado Springs & Manitou Traction Company
- September 10 Regular Monthly Meeting
- September 29- October 12 Great Britain Rail Trip
- October 12 ANNUAL BANQUET
- November 12 Regular Monthly Meeting
- December 10 ELECTIONS and Regular Monthly Meeting

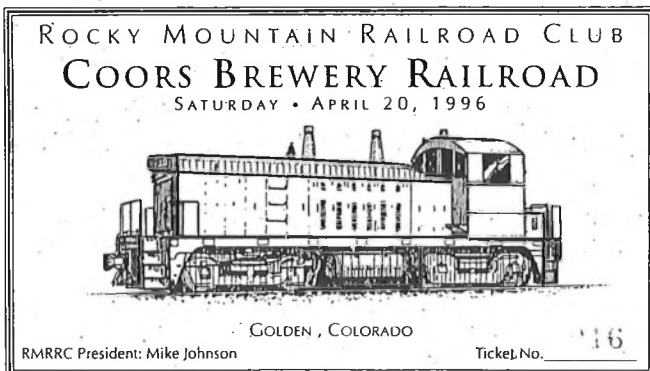
\*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

\*\*Please note that the Colorado Springs Field Trip has been changed from August 10th to August 24th due to conflicts at the Western Mining Museum.



*With the Club's visit to Coors on Saturday, April 20, 1996, Bob Stone thought members would enjoy a look at a typical mid-morning outbound Coors train, taken at the Tennyson Street crossing. BN SD40 #6399 is on the point with Santa Fe #8136 and BN #6397 trailing. The extra long consist included boxcars, covered grain hoppers and several Rio Grande coal hoppers.*

*(Bob Stone Photograph)*



## **REVIEW OF THE COORS BREWERY RAILROAD FIELD TRIP**

On Saturday, April 20, 1996, about 40 Club members and guests were treated to a tour of the Coor's Brewery Railroad, and, a tour of the brewery itself.

The Club's host was Kevin Bales, Project Manager of In-Plant Distribution. Kevin provided the tour's information and coordinated the visit to the various sites on the property.

The Coor's Railroad covers some 25 miles of track with storage capacity of some 300 cars. Our tour began by inspecting and photographing one of Coor's private tank cars that carry beer concentrate to their eastern plant where it is mixed with water, carbonated and packaged. From there, the group proceeded to another location to get an up close and personal look at one of the railroad's switching engines. Then it was on to the shipping department to observe the transfer tables that enable Coor's to load insulated box cars with beer at various doors and still keep cars being switched in and out as loading commences and ends. (And, how much beer is loaded into a box car, you ask? Well, if a box car is loaded with six-packs of Coor's beer, and a "beer loving" RMRRC member consumed one six-pack per day, it would take that member 75 years to empty the box car!-- Any takers!?)

After the tour of the railroad, most members proceeded on to a tour of the brewery.

Out "Thanks" to Coors for allowing us to visit their unique operation.

## NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.

# NOTICE



## ANNUAL VIDEO POTPOURRI NIGHT

Vice President and Program Chairman, Roger Callender, has proclaimed the November 12,

1996, regular Club meeting to be Video Potpourri Night. Sherm Conners will once again coordinate this event. The RMRRC has many fine videographers, and, collectively, they can make this one of the most exciting meetings of the year. We invite members to begin compiling material for this event. Sherm Conners stands ready to help anyone requiring help in titleing, editing or copying their video. (Sherm Conners)

## PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the May 14, 1996 meeting are as follows:

- Paul Holger / Set of Employee Timetables
- Ronnie Bill / Set of Large Post Cards
- Midge Brazelton / Set of Small Post Cards
- Bob Griswold / Set of Framed black & white Union Pacific prints
- Darrell Arndt / Evening Before the Diesel-- Grand Trunk Western
- Bob Fryml / Long Island Rail Road
- Paul Holger / Western Maryland Diesels
- Rocky Haimowitz / CN and CP Rail Motive Power, 1980-81
- Allen Betts / American Locomotives
- Keith Goodrich / A Locomotive Engineer's Album
- Sherm Conners / Highball--A Pageant of Trains
- John Braselton / Set of TRAINS Magazines-- 1979, complete
- John Dolan / The Railroaders
- Philip Wise / 1996 Union Pacific Calendar
- Allen Betts / Set of 3 Oklahoma RR Maps
- John Dolan / Set of 3 Oklahoma RR Maps

If members have items they wish to donate for the monthly drawings, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



Union Pacific's Rotary Snowplow #900082 is seen at the Loops above Albany in this May 5, 1996 photograph. Along with two UP SD40-2's and a Conrail unit, the ex-UP Coalmont branch (currently the Wyoming Scenic Railroad, ex-Wyoming & Colorado [WYCO]) was cleared of remaining snow drifts (some as deep as eleven feet) so that final operations can be cleaned up prior to abandonment this fall. (Steve Rasmussen Photograph)

## THE COMBUSTION CORNER – CURRENT RAILROAD HAPPENINGS

by Chip Sherman

WYOMING SCENIC (EX-UNION PACIFIC COALMONT BRANCH) OPENED BY UP ROTARY 900082. The last chapter before abandonment later in 1996 is being written from the Wyoming Scenic Railroad, ex-Wyoming & Colorado (WYCO), ex-UP Coalmont Branch. It'll be remembered for its ruggedness as was demonstrated May 5th and 6th when UP's Rotary #900082 came to clear the Laramie, Wyoming to Northgate, Colorado portion of the once 108 mile Union Pacific Coalmont branch line. The UP rotary hit the road from its Cheyenne, Wyoming, base station starting May 5th at 9:30 a.m. and was

positioned at Laramie, Wyoming, for its assault on the Wyoming Scenic line.

The line became the Wyoming/Colorado (WYCO) on December 11, 1987, and last year was renamed Wyoming Scenic which operated mostly passenger excursion trains. Regrettably, the passenger excursions were not profitable and were discontinued in 1995. High maintenance costs and the short operating season caused the business to lose money. Excursion trains with WYCO F-7A's had been running in the last years between Laramie and Lake Owen, Wyoming.

The Louisiana Pacific mill closure at Walden, Colorado, was the blow that nailed the branch line's fate when it closed in July, 1994. The coal traffic was deemed uncompetitive, and had already disappeared.

With no other freight operations in site, abandonment procedures were started in 1995.

Sunday, May 5th, the UP rotary, two UP SD40-2's and a leased Conrail unit headed west from Laramie to clear the remaining snow drifts. Most of the snow has melted in the Snowy Range Mountains, but 11-foot drifts were intermittently found on the Loops above Albany and near WYOCOLO, on the Wyoming and Colorado state line.

May 6th found the train departing Fox Park, CO, after 7:00 a.m. to finish opening the line to Northgate, WY. Unfortunately, the hard-packed snow drifts derailed the rotary twice during the day around Wyocolo, back in the woods. After seven hours, the train finally made it to Northgate, WY, where the train turned on the wye and stayed the night. The rotary made its way back to Laramie from Northgate and onto Cheyenne, WY, where it tied up May 7th around 7:00 p.m.

The last shipments from Walden, CO, will be some 100 cars of contaminated coal in May, 1996. Once the coal movement is completed, the scrapper will pull the rails between Walden and Northgate this summer. Track removal has already commenced in Walden where the siding tracks have been pulled up and is creating a sea of ties around the yard.

Trains will be moving ARCO's feldspar from Northgate most of this spring and summer. October 1st is the deadline for the train operations, and then the scrapper will go to work removing the entire line except for one mile near Laramie that serves a food warehouse operation. The UP's Coal-mont branch will soon be history, but what a way to go! (Steve R. and Darrell A.)

**UNION PACIFIC (UP) TORCH TRAIN VISITS COLORADO.** The Olympic Torch Train rolled into Colorado May 12th, stopping at Greeley and Denver, CO. The Union Pacific's 19-car train looked sharp with its 1996 Centennial Olympic Games scheme on its Armor Yellow passenger cars.

Denver's Mayor, Wellington Webb, welcomed the train to Denver Union Station. Then, Pattie Dunlap of Longmont, CO, was Denver's

first runner, carrying the flame into Denver. She lighted her torch from the high flame atop the cauldron car. With the flame off and running, the cauldron's flame was extinguished.

The train is transporting the Olympic flame for more than 3,500 miles of the Olympic Torch Relay's 15,000-mile journey between Los Angeles, CA, across the country to Atlanta, Georgia. The train's journey began in Los Angeles on April 27th and will visit 42 states to publicize the summer Olympics which open in Atlanta on July 19, 1996.

The Union Pacific and Coca-Cola are sponsors for the 1996 Olympics, and they're spreading the word about the 1996 Olympic Games. Union Pacific has painted two SD40-2's into Georgia evergreen paint and a colorful leaf design. On the long hood appears "1996 Olympic Torch Relay." Union Pacific selected and renumbered two units, UP SD40-2's #1896 and 1996, ex-UP 3339 and 3316, and has dedicated them to power the 19-car train.

The impressive 19-car consist does include 18 cars from the UP's passenger fleet, and the specially-built cauldron car. All the UP cars look freshly painted and feature large "Atlanta 1996" lettering with runners. The lettering is so large that it covers some of the passenger car windows. In smaller letters on some cars is "1996 Olympic Torch Relay" lettering. The train features three UP dome cars, and business car FEATHER RIVER which is located next to the cauldron car which is the last car on the train.

The train arrived in Denver at 9:30 a.m. and waited at 36th Street Yard until 10:04, when it rolled into Denver Union Station. The train was stopped on Track #1, and the runners took the torch from the cauldron car which was parked near RTD's 20th Street bus ramp. The runners then made their way from Union Station around Denver on their way south to Colorado Springs, CO. The engines then ran around their train on Track #2, coupled to the cauldron car, now with its flame extinguished, and departed Denver around 11:30 a.m., and proceeded back to Cheyenne, WY, where it was kept until May 17th.



*Union Pacific SD40-2's, numbered 1896 and 1996 pass the 1996 Olympic Torch Relay Cauldron Car while relocating from the headend of the 19-car special train to the rear for the return to Cheyenne, Wyoming. The place is Denver Union Station, and, the date is Sunday, May 12, 1996. (Mat Anderson Photograph)*

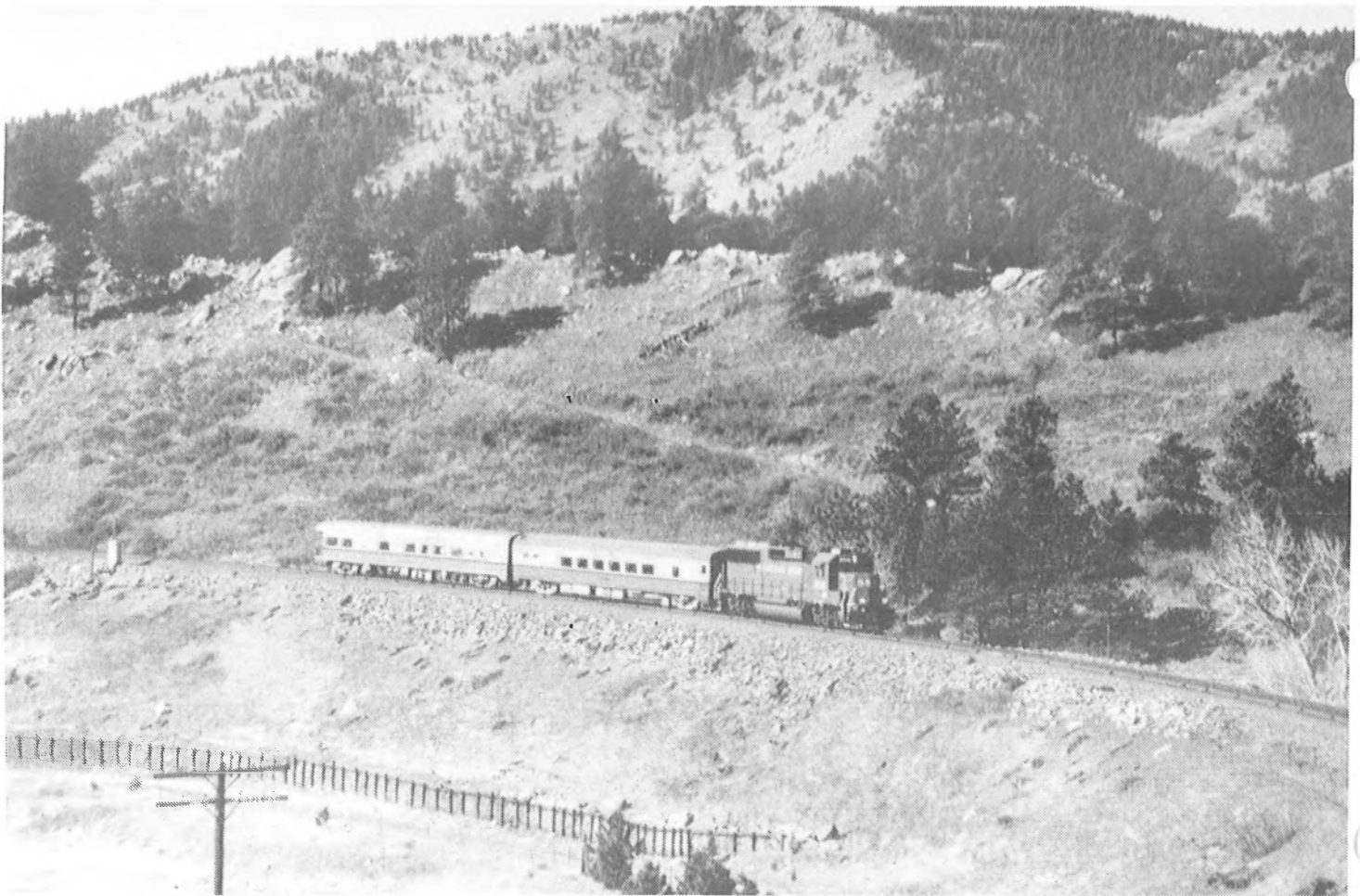
Friday, May 17th, the train again rolled south from Cheyenne into Colorado on its deadhead move to catch up to the Olympic Torch. It came into Denver, Friday afternoon and headed east on the old Kansas Pacific line via Limon and Cheyenne Wells, CO. The train continued east to Topeka, KS, then down the old Santa Fe Chief route to Oklahoma City, OK, and into Texas for stops at Fort Worth and Houston. (Littleton Tower operator, Jon B., Don Z., John A. and Darrel A.)

NEW BNSF SCHEME WILL FEATURE GREAT NORTHERN HERITAGE. VMH at Puducah, KY, is painting BN SD60 #9297 into Pullman Green and Omaha Orange in May, 1996--the newest BNSF scheme?!? BNSF's new identity should be rolling over BNSF lines in late May or June

of 1996. The paint scheme is said to be a variation on former Burlington Northern predecessor, Great Northern's Empire Builder scheme. The new paint scheme may replace BN's cascade green and ATSF's blue and yellow. BNSF appears to be evolving into a two-scheme image: the green and orange scheme and the red and silver images.

The BNSF's 150 unit order. GE model Dash 9-44CW's, will come in the red and silver warbonnet scheme. (Marc B., the Internet and Flimsies)

SKI TRAIN MAKES SUNSET TRIP TO WINTER PARK ON MAY 6TH. A 16-car Ski Train made a rare 5:00 p.m. departure from Denver's Union Station on May 6, 1996. The occasion was a dinner train for an engineer's convention.



*Under the category of "Special Train Movements," Southern Pacific GP60 #9701 leads a west-bound coal inspection special with private cars KANSAS and UTAH in tow just outside tunnel No. 1 on the Moffat Line, bound for Steamboat Springs, Colorado, on April 25, 1996.*

*(Jon F. Bockelman Photograph)*

The train was delayed leaving Denver due to BNSF's Beer Train pulling a drawbar around the 23rd Street Xing.

Once it cleared Denver, the train's two GP-60's, one Southern Pacific and the other lettered Cotton Belt, sped the train west on the Moffat Road to Winter Park, CO. It was a fun evening with the train returning to Denver after 12:30 a.m. (Jim O.)

### **DENVER POST/CHEYENNE FRONTIER DAYS SPECIAL EXCURSION TRAIN**

The Rocky Mountain Railroad Club will sponsor one car on the Denver Post's Cheyenne Frontier Days Special Excursion Train on Saturday, July 20, 1996.

Complete details were printed in the April Rail Report and we encourage members to

refer to this issue for information. At the writing of this newsletter, only a limited of seats were still available. We suggest that you call the Club's telephone, (303) 431-4354 to see if seats are still available when you receive this newsletter.

The fare for this full day of activities is \$200.00 per person and tickets may be obtained by sending your check to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh B. Alexander, 700 South Elizabeth Street, Denver, Colorado 80209. Please enclose one or two SASE's with your order: One SASE with 32¢ postage for confirmation of your order; one SASE with two 32¢ (64¢ total) for your tickets and other information, badges, etc. to be sent just prior to the trip. Be sure to PRINT or TYPE your name, address and telephone number on your order sheet.



**FATHER'S DAY SPECIAL  
FOR OUR MEMBERS**

Through the month of June, we will offer our books, *Georgetown and The Loop* and *David Moffat's Denver, Northwestern and Pacific* for the special reduced price of \$34.95 each to our members only! Please use the order form below.

Father's Day Special  
ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip

(Please Print or Type)

MEMBERSHIP NO. \_\_\_\_\_

*SHIPPING CHARGES AND SALES TAX: Shipping charge of \$3.50 first book, additional books \$1.00 each. Colorado residents: Please add sales tax; Denver \$2.55, outside Denver \$1.10 per copy.*

Number  
of copies

\_\_\_\_\_ Georgetown and the Loop @ \$34.95 \$ \_\_\_\_\_

\_\_\_\_\_ David Moffat's D,N&P @ \$34.95 \_\_\_\_\_

\_\_\_\_\_ Shipping (\$3.50 + \$1.00 ea. addit'l. \_\_\_\_\_

Colorado Sales Tax @ \$1.10 ea. \_\_\_\_\_

Denver Sales Tax @ \$2.55 ea. \_\_\_\_\_

Total Remittance \$ \_\_\_\_\_

Make checks and money orders payable to:

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. Box 2391  
Denver, Colorado 80201-2391

# LAST CHANCE!

## IRV AUGUST BOOK AVAILABLE

It is with great pleaseure that we announce the reprinting of Irv's fine little book entitled *Rails 'N' Tales*. This 72-page booklet, containing 38 black & white, and, color cover photographs has been upgraded to include a plastic comb binding and up-scale cover paper and improved printing of the color photograph.

A number of the chapters (or stories) were originally published in the Rocky Mountain Rail Report over the past five or six years; however, Irv added a number of new stories and photographs covering such titles as Tomichi Pass, The Wreck of the "Bullet," Chuckles, "Boo-Boos" and More, and, High Country Railroad.

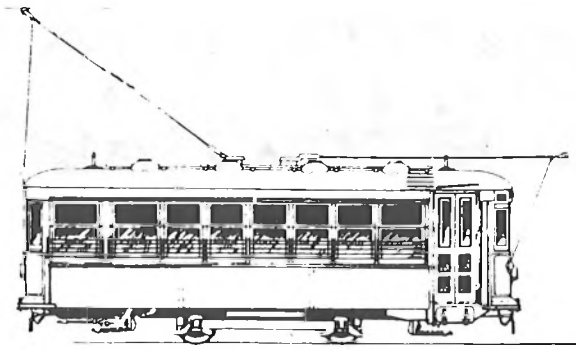
A limited number of copies are available and are being offered to fellow Club members at the insignificant fare of \$7.50, post paid!!

If you missed out on the original offering, DO NOT miss out on this limited printing! This is a must for every Club member's library, and, would make a very nice gift for friends. (Jim Trowbridge)

To order your copy(s), send your checks or money orders to:

Irving E. August  
1990 Applewood Dr.  
Lakewood, Colorado 80215





**FORT COLLINS FAMILY DAY OUTING**

SATURDAY, JUNE 15, 1996

Are you looking for a fun-filled day for the whole family? Well, the Rocky Mountain Railroad Club has planned a great family outing on Saturday, June 15, 1996, in Fort Collins. This outing is one for Mom & Dad, the Grandparents, and the Kids!

The day will begin at 10:00 a.m. in Fort Collin's City Park, where, for two hours we will have the Ft. Collins Trolley to ourselves. This beautifully restored Birney Trolley Car #21 saw many years of service on the Ft. Collins Municipal Railway until the Railway's abandonment in 1951. It will be like going back to another time as we ride up and down Mountain Avenue with its graceful old trees, the grassy, landscaped center divider, and the Victorian homes lining each side.

At noon, when we finish riding the trolley, we will move to the picnic table area of City Park and enjoy our delicious picnic lunches which each family has brought along. This will be a time for some good fellowship with our fellow Club members and their families and friends. Across the street from the park is a miniature railroad which the "little" ones will enjoy--as well as the railfanning "bigger" kids.

After lunch, we will drive down to southeast Ft. Collins to visit the Swetsville Zoo on Bill Swets' farm. Bill, through his genius, imagination and welding torch, has sculpted, from car parts, farm machinery and scrap metal, hundreds of art objects such as dinosaurs, animals, flowers, wind-mills, etc. As you stroll through Sculpture Park, you will encounter Dino, the brontosaurus and Harry, the hitchhiker, leading his companion Penny, the "Dimetrodon".

We will board Alex Schneider's 18"-gauge railroad for a 1½-mile roundtrip along the banks of the Cache La Poudre River. The train is powered by a 2-6-2, coal-fired steam locomotive, equipped with a Schmidt superheater.

We will browse among Bill's antique tractors, engines, old farm equipment and even a bicycle--not for two--but for 10! Bill's Swetsville Zoo is truly unique. It has been featured on the Today Show and Good Morning America, as well as in the print media and local television programming.

If you still have the energy, may we suggest that you drive back to Old Town Ft. Collins to browse around this beautifully restored historic district. Before you head home, perhaps you would like to have dinner in one of the many fine restaurants in the OldTown area.

Don't miss this wonderful family day with the Club in one of Colorado's great little communities--Fort Collins!

The fare for this full day of activity is \$9.00 per adult; \$3.00 for children under twelve. Tickets may be obtained from: The ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh B. Alexander, 700 South Elizabeth Street, Denver, Colorado 80209. *Please enclose a SASE with your order.*

-----  
FORT COLLINS FAMILY DAY OUTING

Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

TELEPHONE(     ) \_\_\_\_\_

\_\_\_\_\_ Adults @ \$9.00 ea.     \$ \_\_\_\_\_

\_\_\_\_\_ Children under 12  
                                   @ \$3.00 ea.     \_\_\_\_\_

                                  Total     \$ \_\_\_\_\_

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## GREELEY INDEPENDENCE STAMPEDE

With the limited space on the Denver Post Excursion, we thought you might like to know about the Greeley Independence Stampede as an added feature has been included this year--the Union Pacific's Challenger #3985 will be traveling from Denver Union Station to the Independence Day adventure in Greeley.

Ticket prices include the round trip train ride, transfers, rodeo ticket, Western BBQ dinner, concert ticket and range from \$100 to \$150 per person depending upon the style of historical railroad car that is requested. Tickets and information are available only through the Greeley Stampede Ticket Office at Island Grove Regional Park at 600 14 Avenue in Greeley by calling either 1-800-982-BULL or 1-970-356-SPUR. Tickets are not available through either Union Pacific or Amtrak. (Greeley Stampede and Club member Tom Caldwell)

## SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

WANTED: Do you remember the C&S trains which ran along Buchtel Blvd., near the University of Denver, along Evans, across I-25 to the grain elevator at Holly Street in South Denver? For his up-coming book on that line, Jim Jones is seeking photographs of trains, structures and trackage in that area. Can you help? Please contact Jim at (303) 745-3876, 2636A So. Xanadu Way, Aurora, CO 80014.

## COLORADO/NEW MEXICO TOURIST RAILROADS - "RIDE THE RAILS THIS SUMMER"

It has been a few years since we listed the various tourist railroads in the area. The following is to advise members of the various operations, their addresses and telephone numbers. Space limits us to just this information in this issue of the Rail Report; however, an excellent article on these operations, listing season dates, trips with pricing and brief descriptions of operations is contained in the May/June issue of The Colorado Time-Table, P. O.

Box 28072, Denver, CO 80228-0010, (303) 988-0391, FAX (303) 989-2192.

COLORADO RAILROAD MUSEUM  
17155 West 44th Avenue  
P. O. Box 10  
Golden, Colorado 80402  
(303) 279-4591 1-800-365-6263

CRIPPLE CREEK & VICTOR NARROW GAUGE  
P. O. Box 459  
Cripple Creek, Colorado 80813  
(719) 689-2640

CUMBRES & TOLTEC SCENIC RAILROAD  
P. O. Box 789  
Chama, New Mexico 87520  
(505) 756-2151 --or--  
P. O. Box 668  
Antonito, Colorado 81120  
(719) 376-5483

DURANGO & SILVERTON NARROW GAUGE RAILROAD  
479 Main Avenue  
Durango, Colorado 81301  
(970) 247-2733

FORNEY MUSEUM (Model Railroading and  
prototype equipment)  
1416 Platte Street  
Denver, Colorado 80202  
(303) 433-3643

FORT COLLINS TROLLEY  
P. O. Box 635  
Fort Collins, Colorado 80522

GEORGETOWN LOOP RAILROAD  
Georgetown/Silver Plume  
Metro: (303) 670-1686  
1-800-691-4FUN

LEADVILLE, COLORADO & SOUTHERN  
326 East 7th Street  
Leadville, Colorado 80461  
(719) 486-3936

PLATTE VALLEY TROLLEY  
15th Street & Platte River

MANITOU & PIKE'S PEAK COG RAILWAY  
P. O. Box 351  
Manitou Springs, Colorado 80829  
(719) 685-5401

TINY TOWN  
U.S. 285, Turkey Creek Canyon



## NEWS FROM THE COLORADO RAILROAD MUSEUM

The following tidbits were taken from a letter to the membership of the Colorado Railroad Museum:

In March, 1995, the Museum purchased the two-acre motel property next door as the first step in their expansion. After July 1, 1996, they will occupy the property and will begin to integrate it with the new Museum operation. The Museum is planning to connect with the water and sewer district, which has extended a new line into the neighborhood. They will continue to use water from "No Agua" tank for irrigation and engine service.

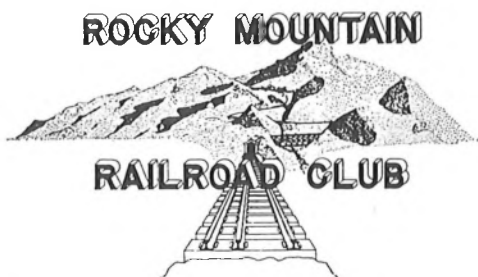
With architect Richard Dorman and the library committee, plans for the new library are progressing at a fast pace into the detailed stages of upcoming construction. The Museum has obtained zoning for the expansion and will be filing shortly for a building permit for the library. They expect to break ground in the late spring. The new library will house not only the museum's huge collection of books, but also provide a permanent home for historical railroad

records, photographs and maps. They will be able to display some of their collection of original railroad art. Dick has designed a building that on the exterior resembles an early 1900's brick station. The interior will have a spacious reading room, stacks, storage and a much needed work area to sort through the presently stored archives.

The Museum has raised through member contributions and grants from local foundations, over \$900,000 of the needed \$1,176,000 for the library and new restoration shop. Recently they received a challenge grant of \$100,000 from Boettcher Foundation.

In 1995, they had five operating weekends, three of which were with newly returned-to-service RGS Galloping Goose No. 7. Extensive work was done on 1881 Baldwin No. 346, which is now in the best shape it has been in years. It performed well during Santa Claus' annual visit, when over 1700 people visited the Museum on the first weekend of December.

While outside exhibits are in the best shape in years, they look forward to continuing the job of restoration and preservation. The rebuilding of D&RGW narrow gauge coach 284 should be finished this year. It will be on a par with the restoration of Rio Grande caboose 49. Several other cars will be repainted, as this is an ongoing task. South Park engine 191 is having its cab and boiler jacket restored. Another big project will be rebuilding No. 346's tender.



BOX 2391  
DENVER, COLORADO 80201

RONALD O. GABEL  
5535 S. QUAIL ST.  
LITTLETON, CO. 80127-1803

