

ROCKY MOUNTAIN RAIL REPORT



APRIL 1998

No. 463 **ROCKY MOUNTAIN RAILROAD CLUB**

ROCKY MOUNTAIN RAILROAD CLUB

Taking the Train to the Mayo Clinic

Presented by Robert L. Horner, M.D.

April 14, 1998 • 7:30 PM

The April meeting features the special equipment and services that were provided from Chicago and four other cities for patients coming to southern Minnesota for medical care. Eastern “mountain railroading” includes switchbacks required to get trains up from the Mississippi Valley to the plains. Dr. Horner was a consultant at the Mayo Clinic from 1994 to 1996.

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.

No. 25 Project Open House

By Darrell Arndt

We look forward to participants of the Light Rail excursion on Sunday, April 19th, coming out to see the car and having lunch with us. However, if you cannot participate in the excursion, club members are still encouraged to visit the No. 25 project until 4:00 PM that day. In fact, anyone is welcome to stop by, even though we are not publicizing this to the general public. The Denver Federal Center is located in Lakewood. Enter at Gate No. 1 on Kipling St. south of 6th Avenue and just north of Alameda Avenue. Follow the signs. Please be aware that there are no rest room facilities and that pets and firearms are prohibited in vehicles entering the DFC. As always, questions about the project may be directed to Darrell Arndt at 797-8444.

Ft. Collins Excursion

By Walter Weart

Mark your calendar now for a “do-it-yourself” excursion to Ft. Collins on August 10th.

We will start by meeting at the Great Western Railroad shops in Loveland for a tour of the shops and stored engines. In addition to being one of Colorado’s most historic railroads, the GWR has developed a significant locomotive sale and lease business. Old units from Class 1 roads are completely rebuilt and repainted. They are then either leased or sold to other carriers in the U.S. and Canada. You never know what locomotives will be in the yard.

Please be certain you are dressed appropriately for this environment. Solid

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1998 Events Schedule

April 19 Trip:	RTD Light Rail
April 30 Event:	Caboose Hobbies
May 12 Meeting:	Slide Potpourri
June 6 Event:	Family Picnic
June 9 Meeting:	Mines, Mills and Railroads
June 13 & 14 Event:	Colorado RR Museum Work Day
June 21 Movie:	“White Desert”
July 14 Meeting:	Atomic Age Narrow Gauge
July 25 & 26 Trip:	C&TS Weekend
August 11 Meeting:	Monthly Meeting
August 22 Trip:	Manitou & Pikes Peak
September 8 Meeting:	The Future of Denver’s Commuter Rail Services
October 10 Trip:	Georgetown Loop Freight
October 17 Event:	Annual Banquet
November 10 Meeting:	Video Potpourri
December 8 Meeting:	Historic Club Trips

From the President

By Jimmy Blouch



The Rocky Mountain Railroad Club's very first excursion on August 27, 1939. Members traveled to Manitou Springs, Colorado, and rode the Manitou and Pikes Peak Railway to the summit of Pikes Peak. Pikes Peak at 14,110 feet is Colorado's 31st highest peak. – R. H. Kindig Photo, RMRR Club Archives.

I would like to take this opportunity to wish all members a Happy Easter. It seems once Easter is here, spring is really here bringing new growth and reestablishing old growth. This is also my wish for the Rocky Mountain Railroad Club.

The banquet will be held at the Arvada Center again this year. We have some great plans for wonderful door prizes, entertainment and celebration of our 60th Anniversary. Details will be published as the date of October 17th draws nearer.

For those of you planning on participating in the Cumbres & Toltec trip July 25 & 26 and want to spend the night in Chama, plans are being made for bus transportation from Antonito to Chama and returning to Antonito in the morning. Your Rail Report will keep you up to date

on these arrangements.

Check the June 1998 issue of Trains Magazine for comments pertaining to the 60th Anniversary of the Rocky Mountain Railroad Club.

In the next Rail Report look for a photograph of club members during a visit to the shops of the Denver & Salt Lake Railway at Utah Junction, Colorado, on October 27, 1940.

If anyone has historical data you would like to share with the rest of the membership please send it to my attention. I am planning to put together a history of the club in booklet form. We will also publish selected pieces in the Rail Report throughout the 60th Anniversary celebration.

Attention Members – Submit Your Slides for Potpourri Night

Time is getting short to submit your ten slides for Potpourri night, the second Tuesday in May! Give your slides to Erwin Chaim at the April club meeting, or bring them to Erwin's home at 560 Emerson (phone 303-777-7682 first).

Members may also deliver their slides to Erwin at Caboose Hobbies, 500 South Broadway, Monday, Tuesday or Wednesday from 9:30 AM to 3:00 PM or Saturday from 9:00 AM to 1:00 PM. Be sure to share your slides with the club.

Publishers Statement Rocky Mountain Rail Report

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at Post Office Box 2391, Denver, Colorado 80201-2391 for \$14.00 per year which is deducted from member's dues.

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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 below. 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.

Annual dues notices are mailed in November.

Club Information

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

Club Phone: 303-979-2806

Club Website: <http://members.aol.com/rmrrclub/index.htm>

Club Officers

President	Jim Blouch
Vice President	Walter Weart
Secretary	Carolyn Blouch
Treasurer	David Goss

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

The deadline for items to be included in the May issue is April 20th.

Foundation Fund Raising Update Thank You!

As of March 10, 1998, a total of \$8,079.00 has been received from 149 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributors:

John Braselton, Ronald Kaminen, Glenn Kindle, Kenneth Leonardi, Steve Mason, David T. Mott, Mr. & Mrs. James Ranniger, Lillian Stewart

Donations in the memory of

Walker S. Edwards

have been received from

James C. Gwyn

James W. Gwyn

R. H. Kindig

Mr. & Mrs. Gary McNee

toward the D&IM car 25 restoration.

NO. 25 UPDATE

By Darrell Arndt

Work on No. 25 continues to focus on painting of the car body and installation of window glass. Priming and sanding the car prior to the top coat application consumes many hours of volunteer time. Mike Schalk volunteered to do the sanding, staining, varnishing and painting of seventy-one window frames. Everett Rowe is assisting Les Nelson on assembly of the frames. Les Nelson volunteered to do glass installation at his home including applying sealant strips, cutting, staining, and varnishing almost 300 window molding strips and drilling and screwing in over 1,200 No. 3 brass screws. John Russell of Colorado Trim & Fixtures once again came through and cut new window stop molding for all the windows, donating almost three days of work, the cutting blade and some material during this process. Terry Courtright of TDC Glass Designs is donating much time in obtaining glass and sandblasting patterns in the standee windows. Bob Packer of Colorado Air Horn has donated brass polishing for our handrail fixtures and refinishing of No. 25's air horn. Off site, officers on the foundation put in many hours pursuing funding and general foundation management.

Ft. Collins "Do-It-Yourself" Excursion

Continued from Page 1

footwear and clothing are a must!
WATCH YOUR STEP AT ALL TIMES!

The GWR also operates a Saturday run to the Kodak plant in Windsor. We will try to furnish advance information so that those of you that wish may "chase" the GWR trip. Good photo opportunities exist at a number of road crossings. The train moves at a pace that will allow compliance with all traffic laws. You can drive in a responsible manner and still get ahead of the train.

Please remember to practice SAFETY FIRST when photographing. Please respect your fellow Club members when setting up for pictures. Do not cross in front of the train and be certain you are a safe distance from the right-of-way. Please make sure our actions allow our club to be welcome in the future!

After the morning events in Loveland, head north on I-25 to Ft. Collins. Lunch is a "do-it-yourself" project and a list of restaurants and picnic areas will be supplied with your ticket.

After lunch, take a ride on the Ft. Collins Municipal Railroad streetcar. Directions to the car will be provided with your ticket. There are many photo opportunities along the trolley's route. Railfan Ft. Collins and look for action on the BNSF line, shop the stores, or walk in the park. It's all up to you.

Shop tour tickets are \$3.75 each. The shop tour is limited to the first 50 who sign up. If you are not attending the shop tour but want to photograph the Windsor Local or ride the streetcar, you do not need a ticket from the Club. Exact times will be provided at a later date.

Tickets may be obtained from: Rocky Mountain Railroad Club, c/o Hugh Alexander, P.O. Box 2391, Denver, CO 80201-2391

You must enclose a STAMPED SELF-ADDRESSED ENVELOPE with your order. Please also include your telephone number. Updates for the trip will be available from the Club telephone message or on our Website.

Websites

By Chris Wolf, Webmaster

The first site I am featuring this month is Caboose Hobbies (<http://www.caboosehobbies.com/>). On April 30th, in honor of our 60th anniversary, Caboose is offering substantial discounts to Club members. This offer applies to Internet orders. Provide Caboose with your membership number and the discount will be applied to your order. Ordering merchandise over the Internet is fun and fast. I have ordered several items and have not encountered any problems.

Many railfans have heard them referred to as *cinder dicks*, *yard bulls*, or special agents. Others are not even aware of their existence. Whatever they are called, railroad police are one of the oldest organized police entities in the United States. The American Federation of Railroad Police (<http://www.pipeline.com/>

[~jpbrown/home.htm](#)) is the labor organization that represents over 325 Amtrak police officers. At their site you'll find their current newsletter and some nice AFRP merchandise that you can order.

The Union Pacific Historical Society now has an official website (<http://www.uphs.org/>). The site features a membership application, some information on the group's fine publication, *The Streamliner*, and a link to the company store, where UPHS items can be purchased. It also appears the site will be posting late breaking UP news that may be of interest to railfans, much like our Expediter page has tried to do.

That's all for this month. As always, these sites can be reached by going through the Club's website (<http://members.aol.com/rmrrclub/index.htm>). Next month I hope to have some exciting news about changes that will be taking place on our website.

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.

BNSF Coal Trains Parked

Near blizzard conditions in Wyoming on 2/25/98 forced the Powder River Basin coal mines to close. Gillette, WY, received 18 inches of snow. BNSF reported 129 coal trains parked across its system on 2/26/98 awaiting the storm's abatement. Roads in the sparsely settled Powder River Basin had deep drifts which hindered miners and railroaders getting to work. Coal trains began moving again on 2/27. – The Colorado Zephyr

BNSF Updates

One of the few remaining Kodachrome (red & yellow painted from the failed Santa Fe/Southern Pacific merger) units now wears BNSF #5184. Large black letters are on the cab and the BNSF is on the battery box.

BNSF #709 headed up a northbound coal empty moving from Texas through Colorado on 3/1/98. BNSF 709 wears the silver & red warbonnet scheme, is a GE model Dash 9-44CW and is in coal service.

BNSF SD70MAC #9838 in orange & green with yellow lettering was on the point of a northbound coal empty headed for the Black Thunder Mine in Wyoming on 3/1/98. Power was BNSF 9838, BN 9682 and BNSF 9822.

Alaska RR #3020, leased by BNSF, was seen at La Junta, CO, on an Amarillo, TX, to Denver BNSF train on 3/12/98.

BNSF SD-45 #6450 (ATSF blue & yellow scheme with BNSF number/initials) and BN SD40-2 #6822 were the power on a fifty car train of U.S. Army construction equipment northbound from Corpus Christi, TX, to Fort Lewis, WA, on 3/14 &



BNSF's Denver, CO, to Amarillo, TX, train with BNSF GP38-2 #3188 rolls south past new track alignment. The joint line is being relocated by RTD's Southwest Light Rail corridor. The Light Rail will be extended from South Broadway to Littleton. Workers were placing welded rail onto concrete ties at South Denver on 2/23/98 – Photo by Chip Sherman

3/15/98. Flatcars were loaded with construction equipment; bulldozers, earth movers, dump trucks, fuel tankers, support vehicles, graders and front end loaders. – C.W. & Lou D.

Utah Railway GP-38 #2005

Freshly out shopped Utah Railway GP-38 #2005, ex-SP, was moved by BNSF 3/3/98 from Omnitrax at Loveland, CO, to Denver, and then west to Utah. The unit wears Utah Railway's gray, red with yellow striping/large yellow letters. The cab number is red. The trucks are silver and the fuel tank is black.

– The Colorado Zephyr

UP E-units

UP #951 (E-9Am) arrived at UP's Denver Diesel Shop on 3/2/98. Top covers were pulled off March 5th in preparation for the prime mover to be pulled. UP 951 was getting a new prime mover like sister engine UP 949 did in January/February 1998.

The UP's E-unit trio, 949, 951 & B-unit 963-B are Electro-Motive Division E-9's built in 1955. Their distinguished service has seen them on UP's streamliners and

domeliner passenger trains; i.e. The City of Los Angeles and City of St. Louis. #951 was on the American Freedom Train (1974-1976) and then stored at UP's Cheyenne, WY, roundhouse in August 1980. On 2/17/84 the UP's 951 returned to the active roster. In 1990, the UP 949 & 963-B were repurchased. VMV of Paducah, Kentucky, rebuilt the trio, 949, 951 & 963-B during the 1992-1993 period, installing a new 2,000 horsepower prime mover. Today, UP assigns them to inspection trains (company officials and customer specials), and occasional fan trips. They call Cheyenne, WY, home. – C.W.

GE AC6000CW

A General Electric 6,000-horsepower model AC6000CW, CSXT 600, rolled through Colorado en-route to the Transportation Technology Center (TTC) near Pueblo, CO, on 3/16 & 3/17/98. The train's power was BN SD40-2 #6950, LRCX 9548, LRCX 9518, CSXT 600 and GECX test car #90.

GE raves about the new 7HDL 16 cylinder 6,000-horsepower engine that provides increased power and efficiencies. A single inverter per axle design delivers superior



The Ski Train's leased Amtrak F40 #388 developed engine troubles climbing the eastern slope of the Colorado Rockies at Tolland, CO, on 2/22/98. UP rescued the train with a pair of GE built AC4400CW's, UP 6787 and SP #154 seen here at Fraser, CO, awaiting a UP dispatcher's signal to run east to Winter Park. – Photo by Chip Sherman

tractive effort with redistribution capabilities. Enhanced diagnostics system identifies potential and needed repair(s). This model is the latest in locomotive power, performance and technology geared for the 21st Century.
– The Colorado Zephyr

Tex-Mex GP40-3's

Texas-Mexico (known as Tex-Mex) Railroad is getting rebuilt Boise Locomotive model GP-40 engines. Tex-Mex GP40-3 #1164 is one of at least six units out shopped. The unit only carries the initials "TM". Kansas City Southern's influence is evident as the unit wears a KCS paint scheme; gray with red letters/unit number. A yellow stripe is located at frame level to increase its night and grade crossing visibility. Tex-Mex #1165, 1166 & 1169 moved south earlier via BNSF.
– Andy E.

Amtrak F-40 Failure Delays Ski Train

The Ski Train has been enjoying another successful year with its Denver to Winter Park Ski Area operation. However, 2/22/98 was not a good day. Mechanical problems with one of the leased Amtrak units resulted in a three hour late arrival at

Winter Park.

The Ski Train with its two leased Amtrak F40's #298 & #388 and 17 cars began its journey well on Sunday 2/22/98. The train was climbing through Rollinsville, CO, when the 388 failed. On board personnel attempted to restart the unit but were unable to keep it on-line. Passing Tolland the crew informed Judy, UP's dispatcher 82 in Omaha, NE, that the train was only doing 5 mph. It stalled west of Tolland, and dispatcher 82 had to back the Ski Train into Tolland's siding.

During the Tolland stay, a woman suffered a seizure. Fortunately, a group with several doctors and nurses promptly assisted in the medical situation. This added to the Ski Train's urgency, and why it moved ahead of Amtrak to Winter Park.

Dispatcher 82 sent two AC4400CW's; UP 6787 and SP #154 off the coal load at Granby to the Ski Train's rescue. These units had some 28 miles to move east to reach the Ski Train on the east side of the Moffat Tunnel. The units moved to Tolland and continued west with the delayed Ski Train. Power was SP154, UP 67687, Amtrak 298 & 388 as it emerged from Moffat Tunnel at 12:15 PM, three

hours late.

UP called a helper at Denver for 12:30 PM to assist the Ski Train on its return trip. However, it didn't get out of Denver until after 2:30 PM. Power was SP AC4400CW #198.

Up in the Rockies west of Moffat Tunnel dispatcher 82 had at least four west bounds waiting for the Ski Train and Amtrak's California Zephyr train #5 to clear. Amtrak's California Zephyr was also delayed by the Ski Train's delay.

After Amtrak's passage, SP 343 with pushers UP 6787/SP 154 moved east. The Ski Train wye'd itself at Tabernash with just the Amtrak units. It moved to Fraser where it awaited the UP6787/SP 154's return. The pushers were put back on the Ski Train at Fraser, and UP ran UP 8144 east by the Ski Train and into Denver. The Ski Train arrived back at Winter Park about 4:15 PM, loaded its passengers, and departed at 4:40 PM, 25 minutes late.

The train went through Moffat Tunnel, stopping at Tolland for a pusher swap and ambulance to remove the same woman who suffered another seizure. Gilpin County Ambulance responded and removed the woman from the train. The medical personnel aboard the train had coordinated closely with the ambulance for medication to treat the woman.

The UP 6787/SP 154 came off and returned west to their train at Granby. The SP 198 was added to the Amtrak units and proceeded to Denver. The Ski Train crew reached its hours of service time at 7:00 PM and were relieved at Rocky, CO, west of Arvada. The Ski Train arrived back at Denver Union Station at 7:40 PM.

The Ski Train gave all passengers a full refund due to the delays. Skiers only paid for the half day ski passes which started at 12:30 PM. Thus, passengers were compensated by the Ski Train as best as could be expected considering the unforeseen difficulties.

Amtrak #388 was removed from the train the evening of 2/22/98 and sent to UP's

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OS Colorado

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Denver Burnham Shops for evaluation and repair. Because F40 #298 is not able to single-handedly supply the train's electrical power, the Ski Train power car "Joseph G. Harris" (former D&RGW Alco PA B-unit) was temporarily added.

During the weekends of 2/28 & 3/6/98, UP SD40-2 3151 was on the point of the Ski Train (MU'd with Amtrak 298) substituting for ailing Amtrak 388.

The Ski Train leased a third Amtrak F40PH, #327. It was added to the Ski Train on 3/10/98 at Denver Union Station. To prevent a reoccurrence of earlier problems, the Friday, 3/13/98, departure had Amtrak #298, 327 & 388.

– The Colorado Zephyr & Joe McMillan

Friday the 13th on the Ski Train

By Russ & Sue Stuska

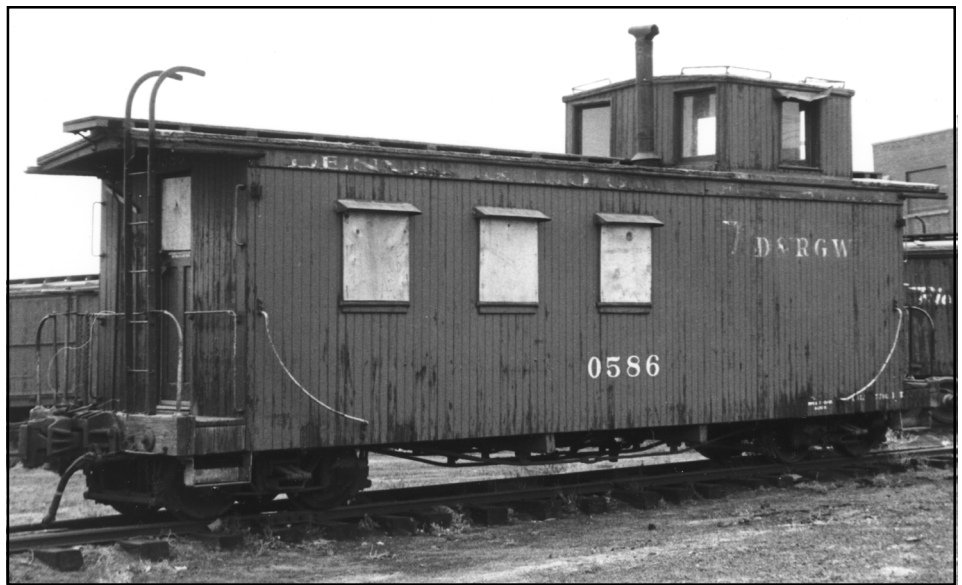
The Ski Train started running on Fridays and February 13th was the first 1998 Friday run. We were in car 13.

Our westbound Ski Train with 15 cars and 2 Amtrak engines came to a complete stop on the main line two or three miles from the east portal of the Moffat Tunnel.

We were informed that one engine was overheating and stalled. The remaining operating engine could not pull the train. Calls for help pulling the train produced two SP helper engines from Tabernash about an hour and forty-five minutes later. The helpers pulled our train to Winter Park and Tabernash.

We stayed on the train after the stop in Winter Park and rode to Tabernash. The Ski Train was pulled on a siding and the helpers went on to push a waiting coal train east on the main line. We waited until the west bound Amtrak train went around us on the other siding and on to the main line. The Ski Train then backed and turned on the wye and returned to Fraser where we got off the train.

During the time the train was waiting at Fraser to return to Winter Park to pick up



Caboose 0586 was photographed in Alamosa, CO, in 1968. At that time, the D&RGW curtailed operations for the winter so the windows were covered by plywood until "Springtime in the Rockies" and the resumption of operation. Except for the plywood, 0586 now looks just as shabby. – Tom Klinger photo

Denver & Rio Grande Western Caboose 0586 Repainting

By Walter Weart

Historic caboose 0586 will be repainted as part of our 60th anniversary celebration.

Your Club has been looking at various outreach proposals which will help celebrate our 60th anniversary in a very meaningful way. While trips, programs and commemorative items are outstanding methods, we also want to do things which will honor our heritage and our many links to Rocky Mountain railroading.

A unique opportunity was presented to your Club while we were arranging the Photo Freight train on the Georgetown Loop Railroad. We want to use Denver & Rio Grande Western caboose 0586 which is stored in Silver Plume and is owned by the Colorado Historical Society to complete the consist of our train.

passengers, the crew was working on the problem engine.

The Ski Train arrived and departed from Winter Park on time. Many passengers wondered if the train would make it back to Denver. The Amtrak engines were able to pull the train back to Denver helped by the downgrades.

This caboose was built by the D&RGW in 1890 and saw use throughout the narrow gauge empire. Caboose 0586 at 30 feet overall is known as a "long" caboose and was one of a fleet that once totaled 28 cars. It was acquired by the Historical Society in 1973 and has been stored in Silver Plume for many years.

Recently, the GLRR staff made some roof repairs to protect this irreplaceable car. The car has been stored outside and the paint and lettering are very weathered. After discussion with the Historical Society and the GLRR staff, your Club agreed to underwrite the cost of repainting and re-lettering 0586.

The car needs to be prepared for painting and volunteer labor will help hold down the cost. You should report to the Silver Plume engine house and check in with GLRR Superintendent Phil Crane the first Saturday of each month if you can help.

Just imagine how the freshly repainted 0586 will look carrying the markers on our October 10 Photo Freight. You will know that your Club, and possibly your labor, made this car look like new.

60 Years Ago

By Dave Goss

We may tend to forget that the Rocky Mountain Railroad Club is not just about steam locomotives and vanished narrow gauge lines. The following is taken from the Rocky Mountain Railroader, Issue No. 3, dated December 1939.

We have delayed publication of this issue in order to include an item of considerable importance. That is an account of our highly successful excursion over three Denver street car lines on December 31, their last day of operation. The abandoned routes are No. 4, No. 72 and No. 66. Through the extreme kindness of the Denver Tramway Co., we were not only provided with a car (No. 74) in charge of Motorman H. F. Simmons and Assistant Supt. B. V. Polkinghorne, but the entire trip was actually FREE. "Gentlemen, the car is yours. Which route do you want to see first?" said the genial Mr. Polkinghorne who entertained us at various points with amusing accounts of predicaments encountered by motormen.

On 48th Ave., Motorman Simmons obligingly stopped and backed up the car so we could have ringside seats to watch two New Year celebrants settle their differences in the street. On our way back from the Stockyards we stopped at the 48th Ave. crossover to see the "City of Denver" flash by, crashing over the narrow gauge street car crossover for perhaps the last time. A few minutes later we stopped again on Josephine St. to see another veteran crossover end its usefulness under the roaring wheels of another fine UP train, the "Pacific Limited."

The Denver Tramway system is quite an interesting organization. We hope to see much more of them in our next issue of the "Railroader," when we'll go into details. In the meantime, fans, don't forget that there are still plenty of other street car lines operating in Denver for your convenience and they deserve all the patronage we can give them.

Two years later, true to his word, the editor of the newly renamed "Rocky Mountain Rail Fan" (in Issue No. 4 dated September 1942) provided a two page history of the Denver Tramway Company. Certainly, one of the motivating factors that brought interest in the street rail lines to a new level was this statement from Issue No. 4, "We've probably all become much better acquainted with the Tramway lately since tires on the family automobile have become such priceless treasures..." But the Club's interest in the Denver Tramway and its affiliated interurban lines remained strong until the last rail was removed. Excursions trips were held on the Denver & Intermountain Railroad Co., as well as many trips on the Denver Tramway. Unfortunately, there was only one other Club newsletter during the period 1942 to 1959 so many memories of these colorful trips are lost.

As a footnote, the following item appeared in the March 1963 (Issue No. 43):

For this occasion, CB&Q steamer #4960 will handle a special train, accommodating Club members and their families, to Colorado Springs on Saturday, May 11, 1963, in celebration of the Rocky Mountain Railroad Club's 25th

Railroad Dining in 1938

By John Dillavou

In 1938, the year the Rocky Mountain Railroad club was founded, a menu on one of the Chicago and North Western 400 series passenger trains featured Vegetable Soup; your choice of four entree's: Fried Fillet of Fresh Fish; Braised Short Rib of Beef with Brown Gravy; Breaded Veal Chop with a Tomato Sauce, sauteed; or Creamed Chicken with Mushrooms on Toast. Creamed Whipped Potatoes, String Beans, and Assorted Breads filled out the meal. Ice Cream and Apple Pie was served for desert. Coffee, Tea and Milk were even included. The cost - 65 cents! Today, you would be lucky to find one of these meals for \$7-8.

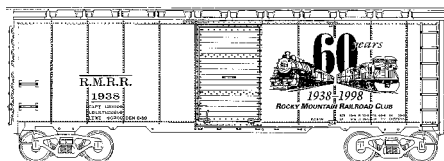
By 1978, the Hiawathas, the 400's, the Cities of..., and the Zephyrs were gone. On the 40th Anniversary of the Club you could ride the Rio Grand Zephyr and have breakfast for \$2-3 and a dinner for \$7-8. Can you remember that delicious French Toast that only the Rio Grande chefs could prepare? How about the fantastic way the fresh Rocky Mountain Trout was served for dinner?

Now about all we have in the way of railroad dining is what might be found on special or dinner trains. You can still take Amtrak and usually get a pretty good meal on board. Just compare that to the last time you took an airplane and got a meal, that is, if you got a meal at all.

Anniversary... Total cost for the entire afternoon and evening, including a 150-mile steam train excursion, filet mignon dinner and movie, will be about \$6.00 per person."

Model Box Car Notice

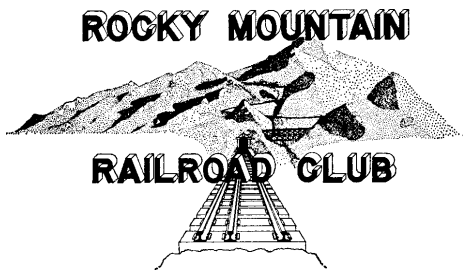
The 60th Anniversary commemorative box car kits will be available at the April meeting. Assembled cars will still require an advance reservation. After all assembled car orders have been received, they will be forwarded to InterMountain, our vendor. The cars are then sent to a subcontractor for careful assembly. The



completed cars will be returned to the Club. When they are received, they will either be available at the monthly meeting or, if you paid for shipping, will be shipped to you. InterMountain indicates

that this process will require 8 to 10 weeks from receipt of all our orders. We regret the delay but are sure that you will be very pleased with the final product.

If you live in the area, why not pick your cars up at the meeting? Not only will you save the shipping charges, you will get to hear an outstanding program while being with your fellow Club members.



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DENVER, COLORADO 80201

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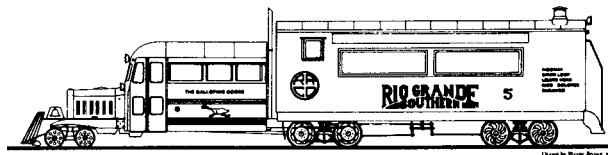


Galloping Goose Historical Society Goose No. 5 Restoration

By Neal Reich

Let's hear it for the Galloping Goose Historical Society of Dolores, Colorado! For that organization has realized a dream come true with the complete restoration of former Rio Grande Southern Railroad Motor Number 5. The project has spanned eleven years, and has become truly a community effort. Society members, volunteers, area residents, and many local businesses have contributed labor, materials, services and funds in keeping alive the history and spirit of the Rio Grande Southern Railroad.

Galloping Goose No. 5, one of those rare birds that traveled the rails of the Rio Grande Southern, was constructed by the railroad in 1933. Its body was a 1928 Pierce Arrow "36" sedan, and it was powered by a six cylinder Pierce Arrow engine. Traveling on three four-wheel trucks, No. 5 had seats for passengers in the forward compartment with baggage



Rio Grande Southern Galloping Goose No. 5

and mail carried in the rear box compartment. In 1946 the Pierce Arrow body was replaced by a Wayne bus body to accommodate more passengers. At the same time a GMC truck engine replaced the Pierce Arrow power plant. After abandonment of the RGS was approved, No. 5 was purchased from the railroad by the Dolores Rotary Club in 1952 and put on display at Flanders Park. There it remained until September 24, 1994, when it was moved alongside the replica of the Dolores depot, which was constructed by the Society.

In 1996, a grant of \$28,212.91 was

provided by the Colorado State Historical Society to complete the restoration project. These funds enabled volunteers to disassemble and completely rebuild No. 5. To everyone's amazement the GMC engine that had been installed in

the Goose in 1946 turned over on its first test. While the engine was being overhauled, the freight box was taken off No. 5 and rebuilt. Final painting and authentic lettering completed the project.

The ultimate goal of the dream is operation of Galloping Goose No. 5 on narrow gauge rails in and around Dolores. In the meantime, mark you calendar for the first week in June, when Motor No. 5 will be operating on the Cumbres & Toltec Scenic Railroad in and around Chama, New Mexico. For more information contact the Galloping Goose Historical Society, Post Office Box 297, Dolores, CO 81323, telephone 970-882-7082.