

ROCKY MOUNTAIN RAIL REPORT



MARCH 1998

No. 462

ROCKY MOUNTAIN RAILROAD CLUB

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A Railfan Odyssey

Presented by Ed Gerlits

MARCH 10, 1998 • 7:30 PM

In March we will take a journey with Ed Gerlits as he railfans from the Yucatan to Northern California during the 1950's and 1960's. Thanks to Hatch Wroton for the loan of his medium format slide projector.

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.

Make Plans to Attend the Special 60th Anniversary Events

RTD Light Rail Excursion

Order tickets now for a trip over the entire RTD light rail system on April 19th. Photo stops, a car barn tour and an update on the Santa Fe corridor project will also be included. This will be combined with an opportunity to visit the Federal Center to see D&IM #25. The restoration crew hopes to have the car outside for photos and repainted into original colors. Volunteers will be available to answer questions during a cookout at the restoration site.

C&TS Weekend

Plan now to attend the Cumbres and Toltec Scenic Railroad weekend, July 25th and 26th. Spend two days with our chartered train which will consist of freight cars and "box car" coaches. Photograph or watch double headers and

possibly a mid-train helper. One of our engines for part of the time will be K-27 #463. You may wish to schedule your own related activities in the area.

Manitou & Pikes Peak Railway

See the flyer included this month for details of the Manitou & Pikes Peak Railway tour. This outing ties your club's origin with the present. Your club's very first trip in 1939 was over the M&PP. On Saturday, August 22nd, we will charter a train on the Manitou & Pikes Peak Railway and tour the entire line. We will have photo stops, meets, runbys and a shop tour. If you wish, you may want to visit other attractions in the Colorado Springs area such as the Pikes Peak Historical Railway to see our two streetcars which are leased to them for restoration and operation.

1998 Events Schedule

April 14 Meeting:	Taking the Train to the Mayo Clinic
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:	Historic Club Trips
October 10 Trip:	Georgetown Loop Freight
October 17 Event:	Annual Banquet
November 10 Meeting:	Video Potpourri
December 8 Meeting:	Annual Meeting

From the President

By Jimmy Blouch

First I would like to congratulate the membership on the wonderful turnout for the February meeting. Everyone enjoyed seeing friends we have not seen for a while. The program presented by Michael Trent, Jr., featured photography and narration by his late father pertaining to the last days of Colorado and Southern steam operations. Michael Trent, Sr., was a member of the club and his many friends had fond memories revived hearing his voice giving a personal touch to his photographs.

Events planned for the 60th Anniversary are being finalized. Participation by members looks very encouraging. Commemorative merchandise will be offered through the year. The box cars will be available soon along with the caps, polo shirts, jackets by order, and coffee mugs.

In an effort to build awareness of the club, a much improved information pamphlet will be available soon along with a pamphlet advertising the trips planned by the club. The new roster is sure to be pleasing with a color cover and advertising space added this year. Plans are for the roster to be printed soon after the end of the membership renewal period which is April 1, 1998. For those members who have not yet renewed your membership, please do so now.

At a recent Board Meeting it was voted to approve the purchase of a video projector. With the growing popularity of videos, presentations at meetings will be more convenient.

The club recently lost one of its founding members, Walker Edwards. The two remaining founding members are Richard H. Kindig, Card #1, and Jackson C. Thode, Card #2.

IN REMEMBRANCE

Walker S. Edwards

Walker S. Edwards, long time member, passed away January 29, 1998. Mr. Edwards was born January 23, 1910, in Denver, Colorado. He attended East High School and graduated from the University of Denver in 1932. Mr. Edwards was an avid rail fan. He was on the first passenger train through the Moffat Tunnel. He also rode the last narrow gauge passenger train from Leadville to Denver on April 10, 1937, and rode the last streetcar in Denver in June 1951.

Mr. Edwards was one of the founding members of the Rocky Mountain Railroad Club in 1938 and holder of membership card number one. He served as a member of the Board of Directors in 1951 and 1952.

Everett Rohrer

Everett Rohrer, passed away January 28, 1998. Mr. Rohrer was a former member of the Rocky Mountain Railroad Club. He served as the club's third president in 1940 and as president in 1953 and 1954. He was a former railroad engineer working for the Union Pacific Railroad. He began firing a steam engine at age 14. Mr. Rohrer owned a fleet of railroad equipment, most notably former Great Western Railway steam locomotive #75. This equipment was used in thirty-one different films. Mr. Rohrer was the only engineer to run #75 since he purchased it in 1963.

Mr. Edwards and Mr. Rohrer were valued members and will be missed by all who knew them.

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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/rmrclub/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 April issue is March 23rd.

Foundation Fund Raising Update Thank You!

As of February 10, 1998, a total of \$7,768.00 has been received for the D&IM Car 25 restoration project. The foundation wishes to thank the following new contributors:

James L. Adams
James H. Marlow
Robert L. Neher
G. W. Pool

Donations in the memory of

WALKER S. EDWARDS

have been received from

Robert C. Clarke
Stuart Haskins
Elizabeth Johnson
Jackson C. Thode

toward the D&IM car 25 restoration.

Donation in the memory of

JOHN W. MAXWELL

has been received from the

Wheat Ridge-Edgewater AARP Chapter,
Lester E. Nelson, Treasurer,
toward the D&IM car 25 restoration.

Caboose Hobbies Offers Special Member's Night

To join in the celebration of the 60th anniversaries of both organizations, Caboose Hobbies is offering Rocky Mountain Railroad Club members a special "Members Only" night. On Thursday, April 30th, between 6:30 and 8:30 PM, current club members (dues paid as of April 15th) will be eligible to shop exclusively in the world's largest model train store. Special discount prices will be offered as follows: 10% off already discounted books and videos; 5-15% off lowest price on locomotives, cars and structures (5% off Manager's Specials and 15% off other merchandise); 20% off detail parts. However, these special prices exclude consigned items, brass models and layaways. Even if you are unable to attend in person, Club members who order merchandise over the Internet or by phone can enjoy these same special prices all day long on the 30th just by providing their membership number. Caboose will have a copy of the current roster to ensure Club members are given the appropriate discounts.

Georgetown and the Loop

The very interesting and informative program that Rosa and Lindsey Ashby presented at our January 13 meeting reminded us that our supply of our 50th anniversary book, *Georgetown and The Loop*, is getting low. This complete history of the railroad is in its third and final printing. Our concern is that several of our members have not taken advantage of our special members only price to obtain this anniversary publication. When the supply of a book gets below thirty copies, the price goes way up. The time to order is now!

To order *Georgetown and The Loop* send your Name, Address, Membership Number and check or money order to the Rocky Mountain Railroad Club, P0 Box 2391, Denver, CO 80201-2391.

Members pay only \$33.95 for each book plus \$3.50 shipping for the first book and \$1.00 shipping for each additional copy. Denver residents please add \$2.48 sales tax for each book, Colorado residents please add \$1.02 sales tax for each book.

Can You Help?

Long time member Daniel Higlin is looking for someone in his area to share a ride to and from the monthly meeting. He also is interested in sharing transportation for the club's 60th Anniversary Cumbres and Toltec trip on July 25 & 26. Daniel's address is 3307 Newton, Denver, CO 80211. Please telephone Daniel at 303-433-0588 if you can help with either of these requests.

A Note From the Editor

You may notice that it appears we skipped issue 461. Dean Tecklenburg, an alert reader, noticed that last year the October and November issues both carried issue number 457. November was actually issue 458, December was 459, January was 460 and February was 461. I am correcting the numbering with this issue, which is number 462.

Swap & Shop – Railroad Items For Sale

This Was Railroading. Hardback book by George B. Abdill. Published 1958. A collection of steam railroad stories profusely illustrated with black and white pictures. Primarily in the Pacific Northwest. \$17.00

Locomotive Stokers. A pocket size hardback detailing the use and repair of coal stokers for steam locomotives. \$25.00

The Traveling Engineers Examination Book. 1937. \$8.00

Rules and Regulations Covering Care and Operation of Locomotive Oil Burning Equipment from the Frisco RR.. 2 copies.

One copy dated Nov. 1. 1919, \$8.00.

One copy dated Feb. 1, 1923, \$8.00.

Frisco Safety Rules. April 1, 1945. \$8.00.

Operating Instructions for Engine Crews. Feed Water System, Book 206. \$8.00.

Engineman's Time Book. From the Brotherhood of Locomotive Firemen and Enginemen. Last used in 1945. \$15.00

Railroad Time Book. Last used in 1945. \$8.00

Frisco Fuel Ticket Book. \$15.00

Frisco Time Table No. 34 for River Division. Feb. 4, 1945. \$15.00

Frisco Time Table No. 34 for Southern Division. Feb. 4, 1945. \$15.00

Frisco Master Mechanic letter with instructions for use of the "blow off cock" on steam Locomotives. Dated Jan. 15, 1946. \$5.00.

For more information or to purchase these items contact:

Rhonda Loeffler
2191 E. Bridge St.
Brighton, CO 80601
303-659-8437

or
Sherm Connors
298 South 22nd Ave.
Brighton, CO 80601-2589
303-659-5513

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.

Ski Train and Snowstorm

Heavy snow and high winds combined forces to close Interstate 70 and several passes in Colorado starting Jan. 17-18, 1998. Other highways closed were US 40 over Berthoud Pass and Loveland Pass.

The Union Pacific/Anso Ski Train was not troubled by the snowstorm, and safely delivered a full train load of passengers to Winter Park. Folks attempting to drive were unable to get to several ski resorts until midday on Sunday, 1-18-98, due to closed roads and passes. Amtrak F-40PH's #388 & 298 continue to power the Ski Train.

– *The Colorado Zephyr*

EMD SD90MAC's Test in Mountains

A UP/EMD test train composed of four 6,000 horsepower UP/EMD SD90MAC's departed Denver early February en-route west to Plain, CO, on UP's Bond Sub (Moffat Route). Plain is located at the base of the Continental Divide about 25 track miles west of Denver. The consist was: EMD 8504-UP8505-EMD test car ET820-UP8502-UP8503. The test train arrived at Plain and was immediately spotted on the house track where the engines underwent high-altitude testing. Testing continued through mid-February and included road testing at Tabernash.

– *Joe M.*

General Electric Dash 9-44CW's

The newest General Electric model Dash 9-44CW's delivered to BNSF came west on BNSF's Kansas City, KS, to Golden, CO, train on 2-4-98. BNSF Dash-9's are in the BNSF 700-799, 960-1123, and BNSF 4700 series.

The latest Dash 9-44CW's on BNSF came



UP intends to put the new SD90MAC's into long-distance intermodal and manifest train service. UP 8503 and 8502 are seen with EMD's test car ET-820, January 29, 1998, prior to static and road tests in the Colorado Rockies between Denver and Tabernash, CO. – Photo by Chip Sherman

through Denver 2-5-98, and headed south to Texas on 2-6-98. BNSF 4741 & 4738 were the sole power on the Kansas City, KS, to Golden, CO, train. They are painted orange & green with silver underbody. No lettering except for small BNSF letters under the units' number located on the cab. Yellow striping and BNSF nose herald will be added later. Another variation on the BNSF schemes rushed into service.

The units went south on the Denver to Alliance (Ft. Worth), TX, train early 2-6-98. BNSF 4738/4741 was their placement. They were in the Pueblo, CO, area in the morning hours.

– *The Colorado Zephyr*

El Nino Disrupts Central Corridor

BNSF's steel coil train U JOLPIT1 01 was diverted off the UP Central Corridor trackage rights route on 2-4-98 at Denver, CO. The train operated south via the Joint Line to Pueblo, CO, departing Denver around 8:30 PM. The train had BNSF 735, BNSF 714 (9-44CW's) and BN 6361. Normally, this train heads west over the Union Pacific's Moffat Tunnel Line (ex-DRGW) via Salt Lake City, UT, and onto Stockton, CA. The train was detoured via Barstow, CA, due to heavy rain in

California. The detours lasted about ten days.

– *C.W.*

BNSF Business Cars

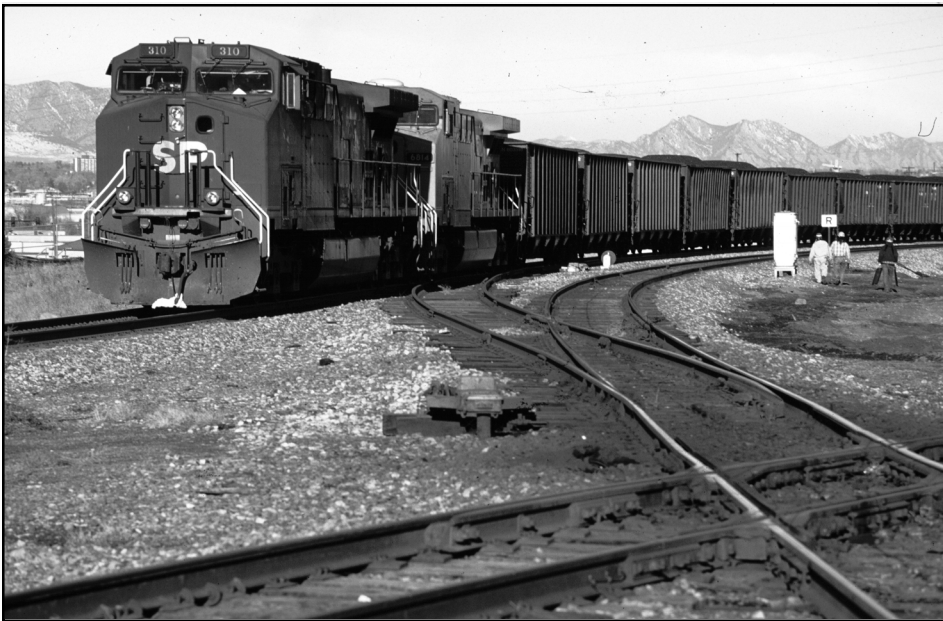
Two BNSF business cars, RED RIVER and COLUMBIA RIVER, arrived at Denver, CO, on 2-5-98 on the BNSF's Chicago to Denver intermodal train. The two open deck business cars were on the rear of the train. United Parcel Service officials were getting a first hand look at BNSF's premier service. The business cars were moved to Denver Union Station later that evening.

Power for the Z-CHIDEN9 04 was EMD 9012, BN 5108, ATSF 666 and ATSF 902. The train was promptly sent to the Rennick Yard Hub Center, Denver, CO, for unloading.

– *David P.*

UP's Kansas Pacific Line Inspected

Union Pacific's Kansas Pacific line was inspected from Denver eastward on 2-9-98 by US Department of Transportation test car DOTX 206, better known as T-6. UP C30-7 #2451 was the power with a hopper car and the T-6 test car. The train departed Roydale (Aurora, CO) around noon.



The 8.7 mile light rail extension will require relocating the Joint Line starting at South Denver. One victim will be the diamond which will be replaced by a switch. A Union Pacific coal load with SP AC4400CW #310 was approaching South Denver on Jan. 20, 1998. – Photo by Chip Sherman

UP's Kansas Pacific line (Denver, CO, to Oakley, KS) siding capacity in Colorado continues to grow. Construction of six sidings in Colorado is still underway. Sidings are or will be built at First View (milepost 473.5), Clifford Siding east of Hugo (MP 526.7), Limon (MP 550), Cedar Point (MP 563.0), New Byers (east of Byers, MP 596.4), Strasburg (west of town, MP 602.5), and Mesa (eastern Aurora where I-70 goes over the KP tracks, MP 625.0). The Limon and New Byers sidings are built and operational as of 1997. Mesa siding is being graded for what appears to be two tracks (main and two siding tracks). The siding grading extends west under I-70 to Tower Road, milepost 627.48.

A UP steel gang and tie outfit cars are parked at the Magee Siding (Aurora, CO) industrial track near Wagner Construction Equipment. Mild winter weather has permitted them to work between UP's 36th Street Yard, Denver to Tower Road in Aurora, CO. New ballast, new ties and elevated curves are evidence of their continuing work. Signal crews are said to be burying cable and beginning to dig holes for signal mast.

Traffic on the KP is the busiest its been in years. Work trains (ballast and rail trains),

detoured auto rack trains, loaded coal trains, grain trains and the locals all keep this line humming. The Cheyenne Dispatcher in Omaha controls it with track warrants between Roydale (Aurora, CO, east of the old Denver Stapleton Airport) to Sharon Springs, CO. The segment between 36th Street Yard, Pullman to Roydale is yard limits. Good to see this line growing in usefulness.

– *Robbie, Jim, & The Colorado Zephyr*

Ditch Lights

January 1, 1998, was the effective date of the mandatory ditch light on lead units law. However, due to tight supplies the railroads have asked and been granted temporary waivers. Waivers expire in March 1998 pending review of railroads' progress.

Union Pacific has applied ditch lights to the three ex-Denver & Rio Grande Western RR GP-30's, DRGW 3002, 3003 & 3006, in Jan/Feb 1998. The DRGW 3006 was the first to go to UP's Denver Diesel Shop (ex-DRGW Burnham Shops) on 1-21-98. Its Mars nose light was removed and new ditch lights installed. Minor step work was also performed.

DRGW 3003 did get new ditch lights and

is assigned to local work around Denver. This unit has in recent years been on the West and South Locals operating out of Denver's North Yard. DRGW 3002 wears the large flying Rio Grande scheme. It's getting ditch lights at UP's Denver Diesel Shop. In recent months it has worked UP's 36th Street Yard.

Union Pacific continues to put these old work horses to good use. How long they'll continue in service or in their Rio Grande scheme is unknown.

– C.W.

C&NW Business Car FOX RIVER

The C&NW business theatre car #420 "FOX RIVER" is back and running as UP 420 FOX RIVER, after a complete rebuild at Northern Railcar. It appears all of the mechanical systems have been replaced. Windows were either removed or enlarged, although it appears the four windows on the rear of the car are the same, as well as the recessed chrome grab irons on the theatre end of the car. The interior rooms are now on the opposite side of the car.

On the end of the car the shutter/encloser has been replaced. The illuminated drumhead is gone as well, with a single red light in its place. Both red marker lights are gone as well. The track inspection lights were removed, and six new ones mounted beneath the car body installed, with two additional lights mounted above the theatre window.

The car is now in UP paint with the same name & number.

– *IOWA 402 C&NW Business Car SIG*

Work Consolidation in Denver Shop

A consolidation of both unscheduled and scheduled heavy locomotive repair work into other UP shops will result in the move of 72 locomotive-related jobs in various crafts out of Denver's Burnham Shop.

UP also is moving employees to Denver from Pocatello and North Little Rock as part of the Supply Department's plan to consolidate three facilities involved in the distribution of company materials.



The Colorado Railroad Museum moved its donated Denver & Rio Grande Western RR F-7A #5771 from temporary storage at Coors Brewery to its Golden, CO, museum on January 27, 1998. The unit was used on the D&RGW's Rio Grande Zephyr between Denver & Salt Lake City, UT. The unit will be repaired and painted at the museum during 1998. – Photo by Chip Sherman

NO. 25 UPDATE

By Darrell Arndt

CURRENT ACTIVITY - Work on No. 25 is now focusing in two areas: installation of glass and painting of the carbody with the hope that these items will be completed in time for the open house in April.

VOLUNTEERS - New volunteers lending a hand include long time club supporter Mat Anderson, Rich Berens from Arvada, Joe Garrett from Aurora, Bill Haefele from Golden, John Hallinan from Mountain View and Mike Schalk from Westminster. Returning to help are Len Kohler and Milt Cowan from Aurora and Mel Ott from Lakewood. Jack MacLennan contributes an evening during the week and Jim Hurt has joined Tom Peyton, Dick Kremers and Darrell Arndt on the Saturday work sessions. Des Sainsbury and Carlos Seegmiller continue to coordinate the rewiring planning.

CONTRIBUTIONS - Tom Peyton purchased and donated two additional face masks deemed necessary for the substantial amount of sanding that will take place during paint applications. Tom also provides the foundation's stationery, membership and business cards. Mat Anderson has loaned us a power sander and Bob Packer has loaned us a large 220V air compressor. Tom Klinger made a wonderful donation of fourteen 8x10 black & white prints of various views of No. 25 thoughtfully taken by Neal Miller during the final years of the car's

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Equipment Committee Report

By Steve Mason

The club work days at the Colorado Railroad Museum are scheduled for June 13 & 14, 1998. You can volunteer to work whenever your schedule permits. The next meeting of the Equipment Committee is scheduled for 9:00 AM on March 14, 1998, at the Colorado Railroad Museum. For more information contact Keith Goodrich, Equipment Committee Chair, at 303-360-6936.

Bids were sought on wood for equipment and reupholstering for the caboose. Work has been done on the windows in the cupola of the caboose and plans are to make new windows of oak to replace the rotted windows. Both end sills on the caboose will be replaced soon. The pilot beam on engine #20 also needs replacing. The list of repairs for the Rico is quite extensive. The upper window sashes need repair. The north side needs resided and the car needs repainted and re-lettered.

Volunteers are always welcome and much needed. If you have any experience with this type of work, please volunteer. Hands-on experience is also a great way to learn more about your hobby.

Surfing the Web

By Chris Wolf, Webmaster

There has been an explosion lately in the number of railroad related websites on the Internet. I hope to highlight a few of these sites monthly to help you surf the web productively. You will be able to connect with all of the sites I highlight from the Club's webpage (<http://members.aol.com/rmrrclub/index.htm>) by going to the Interchange page. Non-Colorado sites can be accessed by going to the bottom of the Interchange page and clicking on the More Great Sites prompt. Two of the sites I have highlighted this month will prepare you for two of the Club's upcoming trips.

Friends of the Cumbres & Toltec Scenic Railroad (<http://ourworld.compuserve.com/hompages/drichter/focts.htm>)

This site is dedicated to the volunteer organization that helps with various projects on the Cumbres & Toltec Scenic Railroad. You might learn some valuable information on this site that will prepare you for the Club's two-day trip, July 25 and 26.

Manitou & Pikes Peak Railway (<http://electricstores.com/cograilway/default.htm>) This site contains a wealth of information that will help you have an enjoyable

experience on the M & PP Railway. Be sure to check out the historic photographs section.

Colorado Operation Lifesaver (COOL) (<http://www.cozx.com/cool/>)

Most railfans are aware of Operation Lifesaver, a program that teaches rail safety to the public. You may not be aware that 49 states also have a state organization. Colorado Operation Lifesaver made over 400 presentations last year to various groups and organizations. Check the COOL website to see what this group is doing.

60 Years Ago

By Dave Goss

The first four issues of the "Rocky Mountain Railroader" were published between June 1939 and September 1942. Editor Carl Hewett spent many hours gathering information about the history of Rocky Mountain railroads and the men who built them. These mini histories were fascinating, not just from their historical perspective but from Editor Hewett's prose. He clearly reflected the love of the founders of this club in the way he wrote fondly and with passion of his subjects. Following is an excerpt from the second issue dated September 1939, that shows Editor Hewett's poetry and skills were at their peak when describing the Baby Railroad that has grown up.....

"As for the standard gauge main line, well, perhaps sometime the ghosts of General Palmer and other old timers of the diamond stack days look in on some of the titanic displays of the terrific magnificence of perfectly functioning steam power working at its utmost capacity in such a place as the Eagle River Canyon. You can visualize the scene and time, perhaps; a bitter cold, clear night in the dead of winter. One of those nights when the stars seem so close they appear as if one could hit them with a stick, and the air so still the bark of a dog can be heard five miles down the canyon. Suddenly the stillness is broken by the shriek of a distant locomotive whistle, softened by distance and the twisting curve of intervening canyon walls. The echoes of the whistle die away to be followed by a faint rumble, slowly increasing to a roar telling of the rapid approach of three giant locomotives bringing their long train up the 3% grade. The roar grows louder, occasionally

First Meeting Notice

From Railroad Magazine July 1938

Association of Rocky Mountain Railroad
Fans

President, Carl Hewett, 2521 Front View Crescent, Denver, Colo; Secty., Jack Thode, 2251 Forest St., Denver. This group held its first meeting March 30th, and plans to meet on 2nd and 4th Wednesdays of each month in UP freight depot auction room. Plans to run an excursion on UP to Cheyenne, Wyo., and later in summer one to Silver Plume, Colo. on the C&S narrow-gage (sic).

muffled as the engines successively pass through tunnels; then a louder metallic roar as the train crosses a steel trestle. For a few minutes exhaust blasts come in perfect unison, smiting the canyon walls in thunderous fury until it seems that if any man-made disturbance can shake the granite crags from their foundations, this must be it; then a slip of a set of drivers breaks the rhythm and the blasts merge into a continuous roar growing louder and louder as the headlight sweeping around reverse curves light up one snow covered peak after another. So vivid is the scene that a deaf and blind person could as easily identify the occasion as anyone else, so much do the laboring giants shake the earth as they thunder past the observer. A brilliant flash as a fire door is opened; sparks dropping into ashpits; the rattle and clank of brake gear and rail joints; the squeal of powdered snow crushed by cold steel; two marker lights fading away around a curve of the canyon and it is gone."

In the September 1942 issue, the Editor provides an update on current events, Colorado style:

"As we go to press, we hear the news of a momentous and important step in connection with the national war effort that may have tremendous and far reaching repercussions regarding mountain railroads in Colorado. That is the order suspending gold mining for the duration. Not that we have any intention of questioning any order from headquarters. After all, gold is a rather useless metal right now, although it would be a great pleasure to participate in the ceremony of driving a golden bullet into Hitler. Everyone who is familiar with the history of Colorado mountain railroads can recall how 24 years ago a war started by the German "Master Race" reached out here to the mountains and choked the Colorado Midland out of existence, so the course of an even more vicious and desperate war contains ominous possibilities for the railroads that are dependent on gold mining communities.

Of all these mountain roads, we can't think of any that is more completely dependent on gold mining than the Midland Terminal. This may be a trifle early to start holding the MT's wake, but it's not any too early to start preparing yourself for a shock, just in case -- Incidentally, how is your MT engine shot collection and other MT material coming along now? That's a pretty interesting and historical old pike, and its days may be numbered, and pretty small numbers, too. It looks as if Schicklgruber's war is going to do to the Midland Terminal just what Kaiser Wilhelm's war did to the Colorado Midland."

NO. 25 UPDATE

Continued from Page 6, column 3

operation. Perhaps we will print some in future Rail Reports. Terry Courtright of TDC Glass Designs has given many hours procuring our glass and John Russell of Russell Woodworking is donating his labor in making over 600 feet of window molding. Bill Hoover did a fine job of tabulating volunteer hours contributed to

the project. Documented hours total 10,400 as of December 31, 1997. There were certainly more hours given that were not written down in the "early days" and many additional hours spent "running around" researching parts or "administrative time" spent by some individuals. Our foundation officers and board members are making a substantial contribution to the effort. Jim Ehernberger's fund raising has provided a

"critical assist" to our funding needs. Art Ives and Dave and Jean Gross are working on "outside" funding sources.

If you cannot participate in the RTD Light Rail excursion, visitors will still be welcome to visit the No. 25 project from 11:00 AM until 4:00 PM on April 19th. More details in next month's Rail Report. Questions about the project may be directed to Darrell Arndt at 303-797-8444.

The Last Train Over Tennessee Pass

By Walter Weart

I went to Leadville on December 23, 1997, and while I did not expect to see any railroad action, I still took my camera. Imagine my surprise to find D&RGW GP-40 3075 at Malta switching out the boxcar which contained track maintenance supplies. After the boxcar was dropped on the House track, I had an opportunity to ask the crew what they were going to do.

I was delighted to hear that 3075 was to run light to Minturn, pick up two empty gondolas and return to Malta, tying up for the day. 3075 departed Malta and, as they say, "the chase was on!" It was really not much of a high speed chase as the engine never went more than about 20 miles per hour. There had not been much if any activity over the Pass since the last snowstorm so I was able to watch 3075's pilot plow push snow out of the way.

I was able to get pictures at all my favorite locations except where the roads leading into Pando, the passing siding near Pando and Tennessee Pass, were snowed in. While I have a high ground clearance 4X4 truck, I felt that if I got stuck, I would miss everything. Even so, there were a few places where the snow was up to bottom of the door panels and 4-wheel low was having problems!

Due to the lack of railroad activity, the Union Pacific assigned a track maintainer to ride the engine along with the three man



3075 and its two empty gondolas leave Minturn heading for Malta. This may be the last time a train passes this famous photo spot. – Walter Weart photo.

crew while two maintainers followed with hi-rail trucks. Since there would be no meets, the fact that the switches were snowed in was not a problem. However, the few grade crossings along the route needed attention as did the switches and weye track in Minturn.

After lunch, 3075 was wyed, backed down on the two empty Oregon Steel Mill gons and departed Minturn. The cars were as bright and shiny as 3075 was dirty. The gons would be loaded with scrap picked along the line south of Malta. The scrap would be shipped to the steel mill in Pueblo owned by OSM.

3075 arrived back in Malta about 3:30 PM and tied onto the boxcar. The boxcar was

to be set out at Salida on the next eastbound trip of the Local. This Local would also set the pattern for the new operation into Malta to deliver empties and pick up loads from the ARASCO loader. From then on, Malta would be served from Canon City and not from Minturn as had occurred in the past. I was told that this was being done to avoid dealing with heavy snowfalls which can occur in the Pass area.

This may have been the last operation over the Pass as it was reported in early January that rails had been removed at MP 273.3 and MP 334.0 between Sage and Malta. This action effectively severed the route and the next time there is any activity over Tennessee Pass may be the scrapper.

Durango Silverton Narrow Gauge Railroad Update

By Neal Reich

One of the best known figures in Colorado railroading has retired after a distinguished career spanning 47 years. Amos Cordova, Vice President of Marketing and Public Relations for the Durango & Silverton Narrow Gauge Railroad, "pulled the pin" at the end of January.

A native of Alamosa, Amos began his railroad work as a student telegrapher on

the Denver & Rio Grande Western Railroad at Monte Vista, Colorado, in 1950. After the potato rush ended that fall, he was sent to Chama, New Mexico, where he established his seniority with the railroad on October 22, 1950. The list of stations at which Amos worked reads like a D&RGW time table. During his career he saw service at such towns as Silverton, Crested Butte, Creede, Dulce, LaJara, Antonito, and was wire chief at Alamosa. He also spent time at North Yard in Denver, at Littleton, Canon City, Walsenburg, LaVeta and Ft. Garland. After jobs at Aztec and Farmington, New

Mexico, and as agent at Chama, Amos arrived in Durango in 1961 and played an important role in the growth of the SILVERTON train into a major tourist attraction. When the branch was sold by the D&RGW to Charles E. Bradshaw, Jr., in March of 1981, Mr. Cordova became Vice President and Treasurer of the new company.

Amos and his wife, Julie, the parents of four children, will continue to make their home in Durango, where he will devote more time to his hobbies of photography and painting.