

# ROCKY MOUNTAIN RAIL REPORT



JUNE 1998

No. 465

ROCKY MOUNTAIN RAILROAD CLUB

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### Denver & Intermountain Car No. 25

Presented by Darrell Arndt

**June 9, 1998 • 7:30 PM**

Denver & Intermountain Railroad Interurban Car No. 25 played a notable part in local transit history and Rocky Mountain Railroad Club history. For the June meeting, Darrell Arndt will present a slide program touching upon the heritage of this one-and-only survivor and the interurban line it traveled between Denver, Lakewood and Golden. He will also review the work that has been accomplished by volunteers since the No. 25 restoration project began in 1988.

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.

### Don't Miss the Photographer's Special on the C&TS Railroad

by Hugh Alexander

Come join fellow RMRRRC members for a wonderful weekend of riding and photographing an authentic recreation of a 1940's D&RGW narrow gauge freight on the Cumbres & Toltec Scenic Railroad. The club's excursion is set for July 25-26 with a double-headed freight train departing Chama on Saturday morning bound for Antonito with the return trip on Sunday. The train will have the correct flying Rio Grande lettering on the engines and tenders. The freight consist will also be correctly lettered. Engines #463 (K-27) and #486 (K-36) will provide the steam power for the excursion and a variety of freight cars will complete the consist.

Continued on page 3, Column 3

### Silverton Mixed Passenger-Freight Excursion

by Hugh Alexander

To complete the Rocky Mountain Railroad Club's 60th Anniversary, the club has chartered a special train of the Durango and Silverton Narrow Gauge Railroad. The train will be an authentic recreation of the historic Silverton Mixed train that rode the rails in the early 1950's. This will be the first authentic Silverton Mixed to operate since the railroad stopped freight operations over 30 years ago.

To order tickets, look for the order form on the flyer included with this issue of the *Rail Report*. Don't miss this opportunity to ride and photograph an historic recreation of a D&RGW narrow gauge passenger-freight train!

### 1998 Events Schedule

June 6 Event:	Family Picnic
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 8 Trip:	Ft. Collins
August 11 Meeting:	Movies & Videos
August 22 Trip:	Manitou & Pikes Peak
September 8 Meeting:	The Future of Denver's Commuter Rail Services
October Event:	Colorado Railroad Museum Night Photo Session
October 10 Trip:	Georgetown Loop Freight
October 17 Event:	Annual Banquet
November 10 Meeting:	Video Potpourri
December 5 Trip:	Silverton Mixed
December 8 Meeting:	Historic Club Trips

## From the President

By Jimmy A. Blouch



During 1958, the Rocky Mountain Railroad Club observed its 20th anniversary. One of the trips that the club sponsored during this year was on the CB&Q line, Denver to Lyons, Colorado, and return. This is the train at Denver Union Station with Colorado & Southern engine #646 on August 24, 1958.

– Jimmy Blouch Photograph.

Our May Potpourri Night was a big success. We had a wide variety of slides submitted by our members. A good attendance was enhanced by the addition of a few members we have not seen for a while, and an impressive guest, Stan Kistler.

The trips we have planned are sure to be successful. We are very close to our minimum for the C&TS trip and at this time there are no plans to cancel the trip. We are very pleased to have reached an agreement with the Durango & Silverton

for the mixed freight. Sales have started at a brisk pace. At this point, and quite a surprise to us, all six seats on the caboose have been sold. We have received several telephone calls requesting information from people who live out of state. We have also received interest from a couple of the railroad magazines.

Remember to mark your calendar for work day at the Colorado Railroad Museum on the 13th and 14th of June. Carolyn and I will again make sure everyone enjoys a nice lunch on Saturday, June 13th.

### Annual Book Drawing Results

By Roger Callender, Book Raffle Chair

The names of three lucky winners from hundreds of entries for the Annual Book Drawing were chosen at the Club's April meeting. The first place winner was D.T. Squires of Camillus, NY, who won the Club publication "Memorial Edition of the Denver South Park & Pacific." The second place winner of the "Colorado Rail Annual No. 21" was a local resident, Herbert Edwards of Littleton, Colorado.

The third place winner of the Club publication "Denver & Salt Lake Railroad, 1913-1926" were Jack and Carolyn Damrath of Nathrop, Colorado. Congratulations to these Club members!

Thanks to all entrants for their support of the Club's efforts to preserve and maintain historic railroad equipment.

### Publishers Statement Rocky Mountain Rail Report

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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://www.rockymtnrrclub.org>

### 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](mailto:selectimag@aol.com)

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

## Foundation Fund Raising Update Thank You!

As of May 17, 1998, a total of \$8,899.00 has been received from 156 donors toward the D&IM Car 25 restoration project. The foundation wishes to thank the following contributors:

Robert W. Andrews, Bruce F. Curtis,  
Daryl B. Ryder and Lynn Yehle.

A donation in the memory of  
**Ed Haley**  
has been received from  
Robert W. Andrews  
toward the D&IM car 25 restoration.

## Equipment Committee Report

By Steve Mason

On Saturday, April 25, a number of volunteers met at the Colorado Railroad Museum. Phil Scholl started work on grease cup covers for the crosshead guides. They have been missing and the grease cups need to be covered from the weather. Phil has other work planned for the #20. Stephen Patterson has started work on a history of the caboose, the Rico and the 20. He has uncovered some useful information that helps us with our maintenance efforts. Most valuable is an interior photo of the Rico. Keith Goodrich is directing efforts to uncover the original clerestory so the photo is very useful.

The new caboose windows have been glazed. All the caboose upholstery has been sent out to be recovered. New



Your editor photographed this September 1985 excursion on the Cumbres & Toltec Scenic RR near Los Pinos Bridge. – Photo © 1998 Bruce Nall.

windows and sills will be ready for installation on work day. We will remove the old corner post we patched last year and install a new one. The entire interior of the caboose is scheduled to be painted.

Please remember to come out and help on our annual work day scheduled for June 13 & 14. If you would like to help with maintenance of the equipment at any time please call Keith Goodrich at 303-360-6926. The Equipment Committee is looking for volunteers to man the three pieces of club equipment. Duties would be to give a little history of the equipment and the club. Signing up a new member will earn you a free can of pop. Call Steve Mason at 303-772-6418 if you can help out, it should be fun!

## White Desert Showing

RMRRRC along with the National Railroad Historical Society and the Organ Historical Society are sponsoring a showing of the movie *White Desert* at Denver's Paramount Theater on the afternoon of Sunday, June 21. The doors will open to the general public about 2:45 PM for the movie. The box office will open at Noon for tickets. Tickets for the movie will be \$10.00 at the door.

*White Desert* is a silent movie filmed in 1924 on the Denver & Salt Lake and features many great scenes shot along the now abandoned Rollins Pass line. The movie will be accompanied by music played on the classic Wurlitzer twin console organ.

If you have not seen the movie or heard the magnificent sound of the fully restored organ, a real treat awaits you.

## Photographer's Special on the C&TS Railroad

Continued from page 1, Column 1

Numerous photo runbys are planned for both days and this will allow the photographers to capture many unique and exciting moments. The trip is limited to 100 participants and tickets are only \$175 per person for the two day trip. Lunch and beverages are included. A chartered bus is available for passengers wishing to stay in Chama on Saturday night. The cost of the bus is \$20 per person.

This two-day trip is priced unbelievably low compared to other similar excursions. The deadline for ticket sales is fast approaching so please send your order to the Club's ticket chairman at the address below so this train doesn't steam out of the station without you!

### The Address to Order Tickets for Club Excursions is:

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

Don't forget the family picnic along the  
Union Pacific mainline in  
Julesburg, Colorado, on June 6th.

## 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.

#### New Denver LoDo Siding

BNSF's new Lower Downtown (LoDo) siding located between the 23rd Street Crossing and Walnut Street, Denver, on the east side of the rail corridor was put into service around 4-17-98. The siding provides additional space to handle the increasing business BNSF's Denver terminal has seen in recent months. – Joe

#### American Orient Express

The American Orient Express (AOE) that left Los Angeles, CA, on 4-21-98, headed for the Grand Canyon, Santa Fe, NM, and to the east coast, developed engine trouble somewhere west of Albuquerque, NM. BNSF/ATSF 5403 was added and assisted Amtrak P42's 53 and 4 with its 15 cars into Albuquerque. The Southwest Chief, train number 3 (of 4-21-98) with engines 75/2/31 and 18 cars set out P42 #2 at Albuquerque for the AOE. Train #3's set out delayed them almost an hour (arrived Los Angeles 4-23-98 only 17 minutes late). The AOE left Albuquerque 4-23-98 with units #2/53 and 15 cars some 3 hours and 44 minutes late!

The deadhead American Orient Express (AOE) train with Amtrak P42's 7/47 and 14 cars ran from Washington, DC, to Lamy/Santa Fe, NM, between 4-30-98 and 5-3-98. The train ran on the BNSF (ex-ATSF) line via Dodge City, KS, and La Junta, CO, on 5-2-98.

The AOE operated a National Park Tour departing Santa Fe, NM, in mid-May. The train operated on the Union Pacific, ex-Southern Pacific, ex-Denver & Rio Grande Western route into Denver on 5-18-98. Departed 5-21-98, west via Salt Lake City, UT, and other points back to Santa Fe, NM.

– *The Colorado Zephyr, JAA*



BNSF's new LoDo Siding was placed into service in mid-April, 1998. One of its first uses was the BNSF unit steel coil train, symbolled U-JOLPIT1-11. Here C30-7A's with BN 5507 leading pull it off the siding for the move to 31st Street Yard, Denver, CO, on 4-21-98. – Photo by Chip Sherman

#### BNSF GP-9 #1600

The BNSF's only pumpkin painted (orange and green!) low nose GP-9 #1600 was working the “Salt Mine” job at BNSF's 31st Street Yard, Denver, CO, as the south unit on 5-7-98. The Salt Mine job works the west end of the yard by the South Platte River and Denver Diesel Shop. The unit wears the fresh pumpkin scheme applied by VMV, Puducah, KY, between 3-24 and 4-1-98 and shipped back to BNSF service in early April 1998.

#1600 was at the Denver Diesel Shop for oil leak repairs 4-27-98. The unit had been assigned to Fort Collins, CO, starting 4-19-98, but in less than a week needed repairs. A minor traction motor fire might have prompted its move from Ft. Collins.

BN/BNSF Northwest Pacific fans know the unit as BN 1702, ex-Northern Pacific #202 built by EMD in 1954. The unit has been in Washington State in recent years. – *Dave, Lou and Andy*

#### BNSF Matching Power Set

BNSF operated a solid “pumpkin set” through Sterling, CO, north to Alliance, NE, on 5-3-98. The General Electric built

model Dash 9-44CW units; BNSF 4739, 4745 & 4746 are newly delivered units wearing only green and orange. No yellow stripping or BNSF herald were on any of the units. This is the BNSF 4700-4746 series.

The three pumpkins were on a BNSF loaded grain train from Omaha, NE, headed for Tacoma, WA. It's rare to find a matching power set on BNSF trains. – C.W.

#### Royal Gorge Report

UP's Pueblo to Malta, CO, local continued to operate over a portion of the Tennessee Pass/Royal Gorge Route on 4-23-97. The UP has continued to furnish local service to an Asarco load out at Malta (Leadville) where lead and zinc are loaded in covered gons. Initially, local train service was provided out of Glenwood Springs over Tennessee Pass to Malta, but that service was suspended when the UP closed the Pass and removed the western part of the route from service.

In December, 1997, the schedule of the Canon City local (Pueblo to Canon City) was revised to include two round trips weekly between Pueblo and Malta to serve



Union Pacific's steam crew at Cheyenne, WY, now have their SW-10 shop engine repainted and renumbered to #96. Don Zimmerman photographed it on 4-17-98 in its fresh coat of paint. UP #96 was formerly UP 1243.  
 – Photo © 1998 Don J. Zimmerman

the load out. This service continues today and is expected to continue for another month or so. Asarco is looking for another load-out site and when it is found and established, the UP will discontinue the local west of Canon City.

Currently, the local operates during daylight hours west out of Pueblo on Sundays and Wednesdays, and east from Malta on Mondays and Thursdays. Currently, the local is using SSW 7254 (GP40-2) and SP 7124 (GP40M-2). Two units are needed because the wye at Malta is out of service.

The train typically runs with less than six cars (the 4-23-98 eastbound run had three). The cars, however, are freshly-painted covered gons in the 6000 series. They carry UP emblems, but D&RGW reporting marks! These are very good looking cars and they photograph nicely.

Considering the light, the eastbound run is probably the best to photograph. The local departs Malta between 8:00 and 9:00 AM. The train operating on 4-23-98 left at 8:20 AM and was in Canon City by 1:00 PM.

The canyon areas east of Salida still had decent light during this trip. – *Joe M*

### Tennessee Pass

Word was received 5-15-98 that Union Pacific's Tennessee Pass Line may reopen later in 1998. BNSF has obtained trackage rights via that route and will provide one half of the maintenance expenses. Combining the Gateway Subdivision and coming across Nevada to Salt Lake City, UT, then into Pueblo, CO, will cut off some distance for BNSF Pacific Northwest to Texas traffic! BNSF personnel were seen inspecting the line May 1998. – *Robert R Harmen, Marc Bau*

### Amtrak's Westbound California Zephyr

Amtrak's westbound California Zephyr, train #5, rolled through Colorado on 5-2-98 with Amtrak Dash 8-32BWH #500. Behind the lead two P42 units, Amtrak 72 and 32, was the General Electric model Dash 8-32BWH unit, Amtrak 500! It is in its original "Pepsi Can" red, blue, and silver livery. The unit was destined for service in California on San Joaquin trains.

Sister units, Amtrak 501 & 502, were delivered ahead of Amtrak #500 to the State of California in April, 1998, with their new numbers and paint scheme. The

units are being renumbered as CDTX units. CDTX 2051 was on San Joaquin train 715 and CDTX 2052 was on train 718, 5-3-98. – *Steve*

### Nebkota F's to Canadian Pacific

Thursday, 5-14-98, was the last trip for the Nebkota F-7's in Nebraska. They have been sold to the CP who will use them on their business car trains. The A-B-A set looks sharp in their red and silver scheme.

Canadian Pacific was looking for a set of "executive F's" to be based out of Calgary. They looked at a number of F's (like UP's ex-CNW fleet in Cheyenne). They were also interested in the Algoma Central's F's, but Wisconsin Central reportedly wasn't interested in a sale.

Nebkota will be short of power after the F's depart. They are looking for power and may rent SD's from DM&E short term. – *Colorado Zephyr, Matt Frahm, Jason Korth, Steve Goodman*

### UP 9816

On 5-5-98 at Rescar's, Hudson, CO, operation, UP 9816 was about to be released from the paint shop in full Union Pacific (UP) paint. According to The UP Locomotive Directory this loco was C&NW 8712, a C44-9W.

C&NW 8712 (now UP 9816) is a (DC equipped) C44-9W. The ex-C&NW AC4400CW's are in the (C&NW) 8801-8835 series and are being renumbered into the UP 6703-6737-series as they are repainted. – *Michael G. Koerner & Marc*

### Union Pacific SW-10

Union Pacific's Historical Collection at Cheyenne, WY, has an SW-10 now bearing the UP's Overland Herald Steam program emblem. The former UP 1243 has been renumbered UP 96 and given a fresh coat of paint. It was noted working around the old UP Cheyenne Diesel Shop in mid-April 1998 where the UP's historical locomotive, freight and caboose collection is housed. The SW-10 has been the shop engine for several years, but now has a distinct image relating to its unique job assignment. – *Don Z*



Denver's small switching railroad, the Denver & Rock Island Railway (DRIR), is seldom seen operating. It operates the Denver Stockyard and the old Rock Island industrial tracks around Locust St. and 48th Ave. The DRIR NW-2 #417 came from the Burlington Northern, and is the ex-Frisco #417. The 417 was working a cut of loaded lumber cars on 4-28-98 along National Western Drive.  
 – Photo by Chip Sherman

### OS Colorado, Continued

#### EMD Mexican SD70IAC

BNSF took delivery of the first EMD Mexican (Sahagun, Mexico) built SD70's in mid-May 1998. BNSF SD70IAC 9866 wears the Heritage II orange and green scheme with wide stripes and the BNSF nose cigar band herald. The 9866 led the Smithers Lake, TX, to Caballo Mine, Powder River Basin, WY, bound train, E-SPLCAM-131. BNSF's pumpkin SD70IAC's start at 9838 and upwards.  
 – *The Colorado Zephyr*

#### Auto Rack Cars

Auto rack cars are changing, and the latest cars are arriving at Union Pacific's Rolla, (between Commerce City and Brighton, CO, along I-76) auto unloading facility almost daily. Built by Thrall, the new articulated bi-levels (ABL) are part of a 200 car order. TTX started getting the new ABL's in September 1997. They are yellow with white roof auto rack cars that share a common wheel set (articulated) between two cars. TTX ordered the two-unit cars based on Union Pacific and Conrail requests.

Rolla is UP's large auto unloading facility northeast of Denver along Interstate 76 served by UP's Denver to Cheyenne line. The new ABL's are becoming common sights there to handle Denver's large appetite for new automobiles. – *David P.*

#### Royal Gorge Route Power

Union Pacific sold ex-C&NW F-7A's #402 and #403 to the new Royal Gorge Route tourist line located near Canon City, CO. The new owners will refurbish the units and put them back into service, probably retaining their present numbers. The C&NW 315, 400, 410 and 411 are still for sale. C&NW #401 will be retained by UP. – *Andy*

#### Cumbres & Toltec Scenic RR

The Cumbres & Toltec Scenic RR (C&TS) snow removal over Cumbres Pass was spectacular! On 5-5-98 the train cleared the line to Los Pinos. Derailed the flanger just beyond tank. 12-foot drifts were at M.P. 261.89! Locomotive #489 looked like an ice-cube. All equipment was labeled D&RGW. – *Steve Rasmussen*



### Incredible Journeys on the Cumbres & Toltec Scenic Railroad, Volume 2

Video review by Jim Trowbridge

There are a number of tapes out on the C&TS and all do a good job of showing various aspects of the railroad. David Bowyer's latest release is an exceptional production of outstanding photography that covers all aspects of the railroad! The tape is divided out into seven distinct parts that include:

- 1) Tripleheader to Cumbres in the Fall
- 2) Freight Train Specials
- 3) History of the C&TS
- 4) The Trains to Osier
- 5) The Friends of the C&TS
- 6) Last Train to Cumbres
- 7) The Rotary Snowplow, and an Epilogue

Besides wonderful photography of the C&TS in action all along the 64-mile right-of-way throughout the seasons, there is some very interesting narration from many employees and other interested parties including Ed Vigil, mayor of Chama, NM, who had much to do with the establishment of the C&TS to preserve its magnificent history through a living museum. As much history and knowledge of the railroad that I have accumulated over the years, I learned still more interesting facts about this fascinating narrow gauge railroad from this tape.

Members should thoroughly enjoy this video, over and over again! And, it is the perfect pre-RMRR Trip excursion on the C&TS tape to learn more about the railroad, its equipment and sites along the right-of-way to enhance the experience of the July 25 & 26, 1998 trip.

The 70-minute tape is available for \$23.95 postpaid from David Bowyer Productions, P.O. Box 426, Cortez, CO 81321, Phone 970-565-3971.



## 60 Years Ago

By Dave Goss

This month, the Club will be cosponsoring (along with the National Railroad Historical Society and Organ Historical Society) the showing of "White Desert" at the Paramount Theater. This silent movie was filmed in 1924 on the Denver & Salt Lake and shows many scenes along the now abandoned Rollins Pass line. To help us enjoy this special showing, the following is taken from Issue No. 3 of the Rocky Mountain Railroader dated December 1939.

Climb aboard fans. This trip our special takes us, in fancy, to the very ridgepole of the continent, over the highest railroad pass ever constructed in North America. Since our special train only exists in imagination, it makes no difference that part of our journey must be made over rails that were torn up over four years ago. We'll stop at Tolland on the way up and couple behind the big rotary and plenty of additional motive power and prepare for a battle royal as our train laboriously fights its way over the frozen wastes of Rollins Pass. Better come along prepared for any eventuality. The trip over the hump takes 2 hours and 52 minutes, under normal, favorable conditions, but don't become excited if we should be delayed a few

hours (or a few weeks). The hump never was the proper place for those who can't take it.

We'll rumble over long, high trestles as our train labors up the steep grade; we'll wind around hairpin curves so sharp we can look out the carriage window and see the entire train of coaches and thundering locomotives; we'll climb from one level to another until we lose all count and sense of direction; the exhaust blasts of our laboring engines will roar through snow-sheds till we are almost deafened; we'll battle our precarious way around Yankee Doodle Lake, locked in ice and snow now, but in summer, a rare gem of mountain beauty, almost completely encircled by the railroad; the rotary will bore through gigantic snow drifts like a mole, making cuts so deep no light comes in the coach window; 10,000 feet, 11,000, 11,500 and still we'll keep climbing until we enter an elaborate layout of snow-sheds, enclosing a wye and a beanery and the boxcar station with a name that thrills us, Corona, Elevation 11,660 feet!

At Corona we'll cut off a few helper engines and start down the other side with the vast panorama of Middle Park spread

out before us like a huge map; we'll see grim places where trains have been swept down the mountain side by avalanches and other trains have been marooned for days by raging winds that would blow them off the track if they dared to venture along exposed sections; occasionally we'll stop to cool the tortured brake shoes and we'll make use of the opportunity to get out and use up another roll of film; we'll spiral down a complete corkscrew and twist around till we wonder if even the train crew knows where we are going. In course of time, we'll descend to the world of reality and comparatively level country and our trip over the hump will be done.

The Club's first excursion on the Denver & Salt Lake was April 24, 1948, behind engine #119, a 2-8-0 and of course Rollins Pass and Corona was just a memory. Later day field trips gave members the opportunity to reflect on the "white desert" above Yankee Doodle Lake and the high trestles. The Club's recent publications by Bob Griswold also bring the story of the Denver & Salt Lake to life for casual readers and serious historians. Join us on June 21st for more memories of Corona and Rollins Pass.

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### Swap & Shop

#### Wanted to Buy

Bill Knous, 1903 S. Niagra Street, Denver, CO 80224, is buying lanterns or locks from the following railroads; DSP&PRR, F&CCRR or RGSRR. Name your price for any other Colorado railroad memorabilia. You may also call Bill at 303-759-1290.

#### Railroad Book List

Herbert Curtis has an extensive listing of railroad books for sale. Some books are out of print and rare. For a list of books for sale send a self-addressed, stamped business size envelope to Herbert Curtis, 1328 Greenwood Avenue, Wilmette, IL 60091.

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### Swap & Shop

#### Railroad Book List

Eberhard Hinz has an extensive listing of railroad books for sale. Some books are out of print and rare. For a list of books for sale send a self-addressed, stamped business size envelope to Eberhard Hinz, 514 Main Street, PO Box 499, Ouray, CO 81427. You may also contact him at 970-325-4327.

#### Railfan Guides

Shirt pocket guides for railfanning or riding the Cumbres and Toltec Scenic Railroad, the Durango and Silverton Narrow Gauge Railroad, and following the route of the Rio Grande Southern Railroad are still available.

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### Swap & Shop

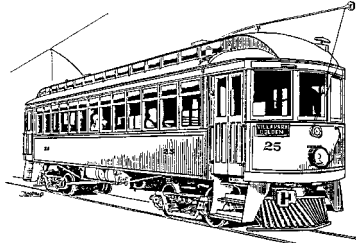
The C&TS and D&SNG guides provide information on trip planning, train chasing, and riding the train, including a "timetable" of which way to look. The RGS booklet includes maps and instructions on how to find the old route and trip planning help.

With 24-pages each, the C&TS guide is \$2.00 and the RGS guide is \$3.00. Both were published in 1989. The 32-page D&SNG guide is \$3.00 and was published in 1991.

You can order the guides from Richard Hunter, 832 Geneva Street, Aurora, CO 80010. Please add 50¢ postage and handling to each order.

## D&IM No. 25 Sees the Light of Day

By Darrell Arndt



As mentioned in the April newsletter, the open house for Denver & Intermountain Interurban No. 25 was a delightful experience for all who participated. We dodged a recent trend of inclement weather which allowed the car to be pulled outside for the first time since 1988. (Somebody thought they saw it blink in the sunshine.) The nice showing of visitors was also an uplifting experience for our Foundation members and project volunteers. Thanks for coming out!

Through the years, numerous individuals have helped on the project but mention should be made of those whose recent participation made the presentation of the car a success on April 19th. Certainly Tom Peyton and Dick Kremers should be acknowledged first. Dick has been a consistent Saturday volunteer (except when it snows and the cross country skis call) since before the move to the Federal Center. Tom Peyton has also been "on site" every week since the "early days" and put in extra long hours prior to the open house.

Tom even took windows home to paint. Tom was so enthusiastic about applying the original paint scheme of dark green carbody with maroon windows, tan roof and black hardware he almost painted his house the same colors! A number of folks put in many tedious hours sanding and priming the car in the months before the 19th including Art Ives, Mel Ott, Jim Hurt, Tom Peyton, Dick Kremers, Rich Berens, Bill Haffele, Allen Betts, Walter Lopez, Len Kohler, Milt Cowan, Joe Garrett, John Hallinan and Jack McClennan. Mat Anderson loaned a power sander which was a big help.

Les Nelson, who masterminded our generator carriage and new steps years ago (among other things) stepped forward to take on the responsibility of cutting, staining and varnishing window molding and installing glass in the window frames. Everett Rowe also helped and Mike Schalk sanded and stained numerous frames. Terry Courtright of TDC Designs took time out of her busy schedule to

sandblast the pattern in the standee windows. Assisting her one evening was Ardie Schoeninger, Allen Betts, Walter and Margo Lopez and Roger Callender.

John Russell of Colorado Trim & Fixtures contributed many hours cutting the window molding. Bob Packer of Colorado Air Horn Consultants donated the refinishing of the air horn that mounts on the number one end so it could be put on display.

Jerry and Joanne McIlvain of Allen Paint Company did a fine job of mixing our paints when needed and providing advice and suggestions as did Mike Young of Mike Young Artist. The gold numerals on the end of the car were done by John Evans and replicate the original numbers first put on No. 25 in 1911.

Rich Berens was responsible for coordinating the movement of the car. Mike Kerr from the Coors Railroad made several visits providing welcome advice for the move. Volunteers from the Army National Guard at Camp George West came out with a Himmit vehicle and did a "test pull" of the car earlier in the week. The day of the open house, Denver West Towing Service of Golden winched the car out and back inside at a very reasonable rate. Also helping in this new adventure of moving the car was Mat Anderson, Tom Peyton, Dick Kremers and Steve Rasmussen.

In the publicity department, Tom Peyton coordinated the tee shirt design process with Joe Mellen of Toltec Images who spent much time refining the design of the shirt to our wishes. Bryan Bechtold provided much appreciated advice and the drawing on which the design was based. George Isaacs of St. Paul, Minnesota provided the 1949 photograph of No. 25

that was the inspiration for the drawing and the source of the passengers seen in the windows. Bunny Eisele of B.C. Junction expedited an initial run of new No. 25 caps.

Wally Weart did a super job of getting press releases out to the media and communicating with them. Wally and his wife Susanna worked hard at the souvenir tables as did Jean Gross and Tom Peyton. Heading up the food crew was Mat and Ingrid Anderson. Assisting with the food was Jean Gross, Ruth Koons and Don Zielesch. Mat also put together a display of old photos of No. 25 when it was in service. Dave Gross covered the event with his video camera as well as the test roll-out. Hugh Alexander handled tickets. Tom Klinger printed up black and white Neal Miller photographs for a variety of publicity uses.

We were most gratified with the TV coverage that Channel 2 and Channel 7 provided. Channel 2 even expanded on the story and presented it again one week later. Betsy Foes of the Golden Transcript did an excellent job of telling the story illustrated with photos taken while in service and on roll-out day. John McMillin of the Jefferson Sentinel illustrated his coverage with a photo of No. 25 near the welcome arch in Golden. The Colorado Time-Table, had a nice front page photo by Tom Klinger.

Many thanks are due these folks for making the open house a success. For those members who have contributed money in recent months to the project, your participation was also critical to this milestone in our journey to project completion.

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### Clarification

A story by John McMillin in The Jefferson Sentinel on April 23, 1998, included comments about RTD Director Jon Caldera and opponents of the West Side Line attributed to Darrell. Please be aware that Darrell never made any statements concerning that subject.