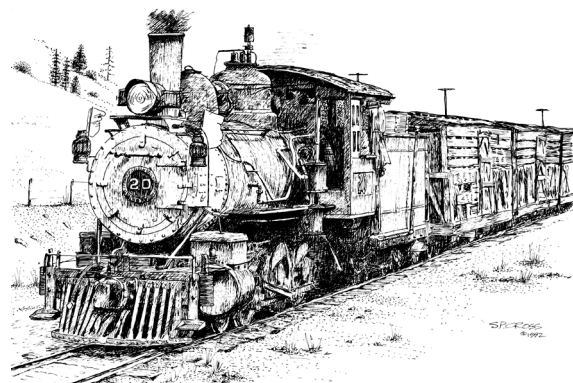


# ROCKY MOUNTAIN RAIL REPORT



APRIL 1999

No. 475

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## ROCKY MOUNTAIN RAILROAD CLUB

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### Burlington Main Line - Denver to Brush, Colorado

Presented by Bob Andrews  
**April 13, 1999 • 7:30 PM**

The April meeting features operations of the CB&Q, BN and BNSF on the Burlington main line between Denver and Brush, Colorado. Join us for steam, Zephyr and Amtrak operations.

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.

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#### RMRRC Summer of Trips

By Hugh Alexander

The Trip Committee has been busy the last few weeks finalizing several trips for this summer's excursions. In this issue of the newsletter, trip flyers for both the Canyon City & Royal Gorge Railroad and the Henderson Mine Tour can be found.

It has been over 32 years since regular passenger train service has been provided through the Royal Gorge. With the opening of the new tourist line this spring a new page of history begins. The Club has chartered a coach car for the June 5th noon train and tickets cost only \$24.00. Come share an afternoon with fellow Club members and ride the rails from Canyon City to Parkdale and return. This will be a popular new excursion.

Last year's trip to the Henderson Mine proved to be so popular that the Club has arranged to return to the mine for a repeat

Continued on Page 3, Column 2

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#### Engine #20 Commemoration

April 17, 1999

In cooperation with the Colorado Railroad Museum, the Rocky Mountain Railroad Club will celebrate the 100th anniversary of engine #20 on April 17, 1999, beginning at 1:00 PM. Please note: The museum advertised the date as April 24th; the correct date is April 17th. The "party" will take place at the display site of #20 at the Colorado Railroad Museum and will include a ceremony and refreshments. There also will be a historic photo display and handouts.

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#### Silverton Northern RR

##### Casey Jones Railbus

By William R. Jones

On February 24th, 1999, a crew from the Durango & Silverton Narrow Gauge Railroad went to Silverton and picked up the "Casey Jones" railbus, transporting it by lowboy truck to the D&S shops in

Continued on Page 3, Column 3

### 1999 Events Schedule

April 17 Event:	Engine #20 Commemoration
April 24 Event:	Union Pacific Cheyenne Shops & Station Tour
May 11 Meeting:	Slide Potpourri
May 14 - 16 Event:	Powder River Basin Tour
June 5 Event:	Canon City & Royal Gorge Excursion
June 8 Meeting:	Mines, Mills & Railroads
June 19 Event:	Henderson Mine Tour
June 26 & 27 Event:	Colorado RR Museum Work Days
July 13 Meeting:	Mason Built Engines
August 10 Meeting:	Denver Tramway
August 21 - 22 Event:	C&TS Excursion
September 14 Meeting:	Recap of 1998 RMRRC Trips
September 18 Event:	LC&S Excursion
October 16 Event:	Annual Banquet
November 9 Meeting:	Video Potpourri

## From the President

By Jimmy A. Blouch

At the March 9, 1999, club meeting Erwin Chaim presented a program pertaining to the Rio Grande Zephyr. Although other scenes were presented, the primary focus pertained to the Rocky Mountain Railroad Club's participation on the last run. It was an excellent program and very well received. Many thanks to Erwin.

There has been a change for the April 13, 1999, program. Long time member Bob Andrews will present a program covering the Burlington main line between Denver and Brush, Colorado. He has indicated his views will cover operations by the Chicago, Burlington and Quincy, Burlington Northern, and Burlington Northern-Santa Fe.

At the Rocky Mountain Railroad Club March 22nd board meeting, Don Zielesch was selected to fill the vacant Vice President position. Don has been serving as a Board of Director since 1996. If anyone is interested in filling the vacant board of director position please contact any officer or board of director.

### Trip Cancellations

Two trips previously listed on the 1999 Events Schedule have been canceled: The September European Adventure and the October 9 Georgetown Loop Photo Freight.

Response to our club trips for this year has been excellent. The Union Pacific Cheyenne Shops and Station Tour has sold out. The Powder River Basin Tour promises to be an interesting fun trip so plan now for that event. A new addition to our trip schedule is the Henderson Mine Tour. This trip is scheduled for Saturday, June 19, 1999. Please refer to the flyer included with this newsletter.

### Lifetime Honorary Membership

Rocky Mountain Railroad Club members with membership numbers 1 through 10 are given lifetime honorary membership. Recently the officers and board of directors decided that those members who have 50 years membership with the club should also be honored with a lifetime honorary membership. It is felt that this is but a small token of thanks for their long time support of the Rocky Mountain Railroad Club. The following members have been recognized for 50 years membership:

Robert W. Richardson	Chuck Powell
Carl A. Helfin	G. W. Pool
H. P. Thode	Jack A. Pfeifer
P. R. "Bob" Griswold	Cornelius Hauck
Lillian Stewart	Stanwood Griffith
Donald Duke	Emil Schmutzler
Ralph E. Vance	

### In Remembrance

#### Carl Hewett

Rocky Mountain Railroad Club founder Carl Hewett died March 9, 1999. He was 93 years old. Throughout the years Mr. Hewett worked in a variety of locations. He worked at the Great Lakes Coal Freighters and with wheat threshing crews in Canada. He worked in traffic management of the trucking industry for more than 50 years. Carl was part of the group of individuals known as the charter members of the Rocky Mountain Railroad Club. This group would meet at the Denver Union Station to take railroad pictures and, as Jack Thode says, "swap lies." At one of those sessions Carl Hewett suggested, "Why don't we start a club?" As a result, in April 1938, the Rocky Mountain Railroad Club was created. Although it may not have been foreseen at that time, our club owes its continuing existence and success to that innocent remark made those many years ago. The railfan club community has lost a pioneer and fine rail fan.

### Publishers Statement Rocky Mountain Rail Report

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

#### Club Information

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

Club Phone: 303-979-2806

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

#### 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 above. 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.

#### Club Officers

President	Jim Blouch
Vice President	Don Zielesch
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 May issue is April 19th.

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

## Rocky Mountain Railroad Historical Foundation Fund Raising Update

Financial support continues to flow into the Foundation. We have received more matching gift requests. The companies to be honored this month for their participation are IBM and Public Service. Keep in mind that when you request your employer to match your gift it doubles your donation.

We thank the following people for their recent financial support:

Don Elliot, Mr. Richard Burlingame, William & Ruth Youder, Melvin Ott and Jack MacLennan

The car is continually looking more complete as a result of the long hours put in by the volunteers. It is our hope to have a "rollout" in the summer for all to see the progress.

### Buy A Seat For The #25

Donations are still needed to help the foundation buy the 24 seats for the #25. Cost of each donated seat is \$500.00. A seat back or a bottom can be donated separately for \$250.00.

Congratulations and Thank You to Mr. and Mrs. William Sweet III!!! They are the latest contributors to the seat restoration and will see their names on a plaque in the car along with others who have and wish to contribute to this aspect of the restoration of the #25.

### Durango & Silverton Narrow Gauge Railfest 99

The first annual Narrow Gauge Railfest is scheduled for August 27, 28, 29 & 30, 1999. Galloping Goose and 1875 Eureka excursions and a moonlight train are planned.

For information, call the Durango and Silverton Narrow Gauge Railroad at 970-247-2733 or visit their website on the Internet at [www.durangotrain.com](http://www.durangotrain.com).

## RMRRRC Summer of Trips

Continued from Page 1, Column 1

tour on June 19th. The fall of 1999 will be the end of train operations at the Henderson Mine and this will be the last chance to view the equipment. People that did not go on last year's trip will be given priority to purchase tickets at \$30.00 each. Please view both the flyers for additional trip details. Tickets will not last long as both these trips should sell out quickly.

Just a couple of seats remain at \$35.00 for the next Club excursion to the Cheyenne Shops on April 24th. If you haven't purchased tickets yet please contact the Trip Committee immediately and check on availability.

Tickets for the two big trips of the summer, the Powder River Coal Basin tour on May 14-16 and the Cumbres & Toltec Scenic Railroad excursion on August 21-22, are available. Flyers for both those trips were in the March

newsletter. Whether you are interested in contemporary diesel powered coal trains or coal fired steam locomotives, both these trips promise great photographic opportunities.

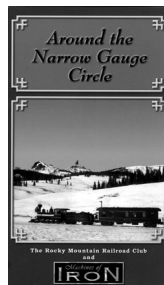
The Powder River trip (\$92.00 plus room costs) includes many unique train viewing possibilities along with private tours of coal mining operations and diesel maintenance facilities. The C&TS RR Photo Freight (\$275.00) is a two day excursion that recreates freight operations of the D&RGW of the 1940's. The trip begins in Antonito and late afternoon photo stops are planned at unique vantage points. Other numerous runbys are planned for both days including a double header for the climb over Cumbres Pass.

Act now and purchase your tickets for several of these Club events so you won't be left at the station this summer.

### Around the Narrow Gauge Circle Video Available

Travel Colorado's Narrow Gauge Circle through the spectacular 16mm films of Otto Perry and Irv August from the archives of the Rocky Mountain Railroad Club. This 60-minute video starts at Salida and takes you over the D&RG original main line via Marshall Pass, then west of Gunnison, through the Black Canyon to Cimarron and over Cerro Summit. From Montrose it takes you south to Ouray, then over the Rio Grande Southern route to Durango. Great views of the famous San Juan passenger train to Chama and over Cumbres Pass to Alamosa are included. Scenes on the Alamosa to Salida "Valley Line" completes the circle.

Special price to members is \$15.00 plus \$2.50 shipping. Send checks to PO Box 2391, Denver, CO 80201-2391 or pick up the tapes at a club meeting and save the shipping cost.



### Casey Jones Railbus

Continued from Page 1, Column 2

Durango. The railbus is owned by the San Juan County Historical Society of Silverton and has been on display at the museum there for some 30 years. The D&SNG RR shops will be making a complete inspection of Casey's engine and mechanicals for evaluation of returning the railbus to operating condition.

Casey is equipped with an early 1930's V-8 flathead engine which can still turn over and was supposedly run in the 1960's. It is the intent of the D&S and the Society to put the Casey into operating condition if possible, and then place it on display at the D&S Silverton Depot. The D&S is planning to build a new railroad museum in the old freight room of the depot, and place several restored pieces of rolling stock on static display in Silverton with the Casey Jones. If Casey can be made operational it is intended to operate it out of Silverton for some special excursion trips this fall as a fund-raiser. The Society also owns the 1911 Silverton Northern two stall engine house, Silverton RR Baggage Car #5, and D&RGW Boxcar 3615.

## 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 Distributed Power

At least one BNSF Houston load (UFIX) per day seem to be using remote controlled pushers, nowadays called distributed power (DP). There was one February 22nd, 23rd and 24th. BNSF SD70MAC's 9827 and Heritage painted 9917 had remote DP unit Heritage 9849.

Since there has been at least one Smithers Lake, TX, for the Houston Lighting & Power Plant, load a day with distributed power (rear unit) by Littleton, CO, it would appear that this is becoming the norm for these trains. BNSF coal trains started running with distributed power in January, 1999. – *Herb*

#### BNSF SW-1200 #3515

The latest painted BNSF Heritage I painted switcher, SW-1200 #3515, arrived at Denver's Diesel Shop about 2/7/99. The ex-BN 247 was fresh from the paint shop. It was seen working with the Kountry Job (originated at BNSF's 31st Yard and works industrial tracks around West Alameda Ave. on the west side of the South Platte River). Unit wears the Heritage I orange & green scheme.

– *The Iron Horse of NE*

#### UP SD90MAC's Sent Back to EMD

Union Pacific returned all of the SD90MAC-H (UP #8501-8511) to EMD during 12/98. Units were still out of service at the end of 2/99. UP has requested that EMD supply them with ten protection units much as did GE when the C60AC were having prime mover problems i.e. GECX 4000-4009 now UP 7000-7009. These units should be coming on line about the end of 3/99 as EMDL (EMDL-P) units, number series 7100-7109. – *Don Z*



Union Pacific occasionally still puts together an all Rio Grande lashup. The South Local had Denver & Rio Grande Western GP-40 #3080, GP40-2 #3100 and 3105. The crew had gone dead on the law, and the train was lying over during the day at Littleton, CO, along the Joint Line on 2/17/99. – Photo © Chip Sherman

#### BNSF Executives Ride Business Cars West

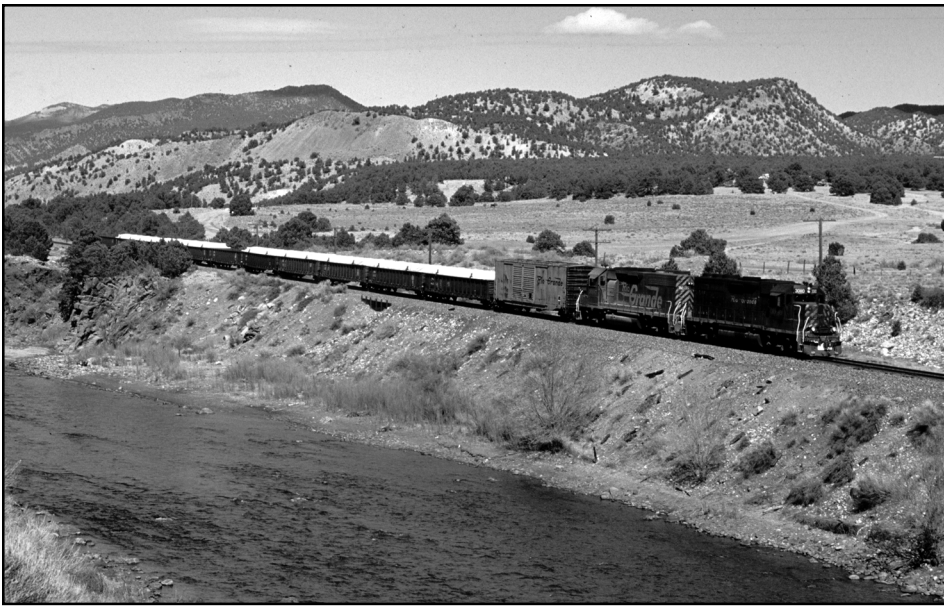
Four BNSF executive cars were added to the rear of the March 2nd Amtrak Train #5 out of Chicago for movement to Emeryville, CA, where they were released to BNSF. What makes this move interesting is No. 5's makeup:

3 P-42's 2/73/47, 1 mail 1537, 1 bag 1720, 1 dorm 39040, 4 coaches 34092/34087/34005/31525, 1 lounge 33039, 1 diner 38048, 4 (yes, 2 extra sleepers) 32016/32068/32071/32105, 1 extra dorm 39028, (1 mail 1212 off at Denver) and the 4 BNSF cars on at Denver; MARIAS PASS, STAMPEDE PASS, FRED HARVEY and GLACIER VIEW.

The on-time performance of this trip was impressive. Between Chicago and Denver, No. 5 departed every station on-time except was 4 minutes late out of Naperville, and arrived major points early, such as Denver (20 minutes early). Once on the UP, it slipped a little, but nothing drastic; 20 minutes down at Grand Junction, 49 minutes at Provo, into Salt Lake City, UT, 18 minutes late and 30 minutes late out (had to change one of the sleepers to direct release). Across Nevada, they were 45 minutes late at Winnemucca, early into Sparks, 7 minutes late out of Reno, lost time on Donner, but only 3

minutes late out of Sacramento (where BNSF's group detrained) and 7 minutes early out of Martinez, 21 minutes early into Emeryville, CA.

The BNSF group had 2 deluxe bedrooms in car 531, 5 deluxe in 532, 533 and 534 plus all the standard rooms booked in the 534 car. The makeup of this train was reversed with the sleepers on the rear to accommodate this group. The four BNSF business cars, MARIAS PASS (ex-ATSF REGAL HUNT), STAMPEDE PASS, diner FRED HARVEY, and GLACIER VIEW, arrived in Emeryville, CA, as promised on the rear of the westbound California Zephyr Train 5 around 5:10 PM on 3/4. As the train arrived, a pair of Heritage I-painted BNSF geeps, GP50 #3188 and GP39-2 #2799, ran light into the RD-2 track and proceeded west into the ex-SP yard. After discharging passengers and baggage, Train 5 departed the station for the coach yard, with orders not to wye or wash the train, but simply to pull in the yard and tie the train down. Sure enough, around 6:20 PM, BNSF 3188 and 2799 reemerged from the yard with the four business cars in tow headed for Richmond. The train left the ex-SP main at Stege and wobbled down the "Siberia Main" to the BNSF Richmond yard. They used the west leg of the Richmond wye and shoved into the yard so that GLACIER VIEW's picture



Union Pacific operated the "last" Malta Turn on 3/9/99. With Asarco's Black Cloud Mine closing 1/28/99, there are no operating mines in the Leadville, CO, area. UP's Rio Grande lettered GP-40 #3080 and GP40-2 #3107 departed with six cars from Malta, CO. The train is north of Salida, CO, along the Arkansas River. – Photo © Steve Rasmussen.

window faced west. – *Evan & John*

### Rio Grande GP-60's

Interesting UP motive power on southbound M-DVPU (Denver to Pueblo, CO.) on 3/6/99. D&RGW GP-60 3154, SP SW1500 2534 (Roseville stenciled under cab number), UP GP-60 5702 (ex D&RGW 3156), D&RGW GP-40 3072, and UP C60AC 7533 (6,000 horse power General Electric!) were seen on the Joint Line at Littleton, CO. – *Herb*

### Solid Rio Grande Power

A solid Rio Grande consist was southbound with 3 tunnel motors and a GP-30! Train was Union Pacific's M-DVPU-15 (Denver to Pueblo, CO). Lead unit was DRGW SD40T-2 #5344, with #5343, #5355 and the 3002 trailing. Tunnel motors were pretty clean too! All units boasted large Rio Grande lettering. – *Dr. Five Chime*

### Milwaukee Road 186 Sky Top Lounge

The Cedar Rapids a "Sky-Top" round-end observation/lounge, long resident in Denver, CO, has been acquired by the Friends of the 261 as of 3/99. It will be moved to Minneapolis soon to be

refurbished for their excursion service. This car ran on the Hiawathas between Minneapolis/St. Paul and Chicago. It was completely rebuilt in 1983-84 by the now defunct Milwaukee Rail Car Corp. This is a wonderful acquisition for the 261 folks. It returns to active service one of America's premier rail cars that is still in its original configuration.

The CEDAR RAPIDS was built in the Milwaukee Road shops in 1948; 24 parlor seats, 1-drawing room and the famous Sky Top lounge. Back in 1987, Jack had the pleasure of a tour of this car and a chat with the owner (Bill Nicholson) while Amtrak's California Zephyr was serviced at Denver. It appeared on the cover of the July/August 1990 issue of Private Varnish magazine. – *Jack & Clark Johnson*

### BNSF Front Range Subdivision Maintenance

BNSF began maintenance work on its Front Range Subdivision, the Denver to Cheyenne, WY, line, in 3/99. Tie replacement and ballast shoulder cleaning projects were underway for the Denver (north of Utah Junction) to Longmont, CO, portion of the line.

BNSF SD39 #6212 (now wearing

Heritage I paint scheme, ex-ATSF series 1556-1575) was the assigned power on a tie placement work train. It was noted working the line starting in March coming out of Denver. It and ten tie filled gondolas were out on the line dumping ties between mileposts 19 and 20 on 3/16.

Ballast shoulder cleaning started 3/16/99 by Montgomery, AL, based Knox Kreshaw, Inc. The ballast shoulder cleaning unit digs up ballast on both sides of the right-of-way, cleans out small undesirable material, and returns ballast rock to the grade. The unit (four cars) is self propelled. Consist: RKCX 105 shoulder cleaner with rotating wheel on the east side, RKCX 121 support car, RKCX 104 shoulder cleaner with rotating wheel on the west side, and RKCX 101 supply/ballast regulator.

The ballast shoulder cleaner moves at a very slow pace (less than 5 MPH). Thus, daylight hours on the Front Range Subdivision will be seeing plenty of track and time for this project. Eventually, the outfit will move to Cheyenne, WY, but will not work the entire line. – *Bruce*

### New Utah Railway Shop

The Utah Railway constructed a new shop building at the Provo, UT, yard as of early 1999. The new shop provides running maintenance on Utah units assigned to the valley switch jobs and locals, as well as main line coal train power. Utah Railway maintenance of way has also built a small building at the Provo yard.

Utah Railway units working out of Midvale as of 3/19/99: 2007, 2008 & 9012. – *John Black, Midvale, UT*

### UP Business Car SUNSET

Union Pacific's business car SUNSET was added to rear of Amtrak train #5 (3/19 out of Chicago, IL) at Omaha, NE, through to Emeryville, CA. Car was rearmost, behind Denver set-out mail car and one Ambox to Emeryville. SUNSET is an ex-Southern Pacific business car.

UP's SUNSET was returning west from a recent UP business car trip. – *JAA*

## No. 25 Update

By Darrell Arndt

At the February 27th board meeting of the Rocky Mountain Railroad Historical Foundation, President Dave Gross asked Darrell Arndt to extend both his and the board's appreciation to the volunteers for the work they have been accomplishing and for the sacrifice of their personal time for the project. With that in mind, let's review whom these folks are who have had recent contact with the project and where they have been participating.

The car body is now completely painted except for striping on one end and side. The painting of window frames for the front and right side has resumed and Les Nelson will install glass in the large windows soon. John Russell of Colorado Trim & Fixtures has been hired to replace the center portion (ribbed area) of the floor and is doing a fine job on this custom project. Tom Peyton has been doing other floor repairs.

We have solicited bids to letter the car and are in the process of deciding how best it could be done. John Evans, Joe Priselac and Tom Peyton have been involved in that process.

On a very pleasant Sunday in February, Tom Abbott, his son Reef, a relative, Ken Leonardi and Darrell Arndt met at Tom's to prepare the pilots for reassembly. Tom, Dave Waltrip and Bill Youder had done most of the repair work, but a few new steel plates and long bolts will need fabricating. Les Nelson, Mat Anderson and Steve Mason will help with that. During this process we discovered black paint under many layers of maroon and have concluded the original color was black, as were the steps. Always learning something new!

Tom Peyton continues to work on the car as he has done since "the early days". Dick Kremers faithfully tends to the car on Saturday like he has since the project started. He's done much of the sanding on the car and should probably be presented with a gold plated piece of sandpaper. Rich Berens has been helpful in a number of areas along with his friend Bill Haffey.

Ken Leonardi is working on sanding and painting. Des Sainsbury has put in a fair amount of time recently as our strategy for the electrical work is developed. Bob Dunmire and his neighbor Bill Penny (Platte Valley Trolley volunteer) have stepped forward to assist with the wiring. Bob is a retired electrician with 40 years experience and was introduced to the project by Bill.

Alan Betts and his friend Walter have spent quite a few hours inventorying our car parts (hardware & brass screws) so we can readily find those items when the interior is assembled. Les Nelson's prime focus is the windows. Bill Hoover maintains our volunteer time count based on monthly time sheets. Erwin Chaim is researching sources for a plaque to be placed on the car acknowledging its historic status.

Fred Swoveland designed new bearings for the door traps. He has also designed a new spring assembly for each door trap that will make them safer and easier to use. Mat Anderson is helping to secure odd materials and parts when needed plus consultation on scheduling. Other volunteers such as Hugh Wilson, Sr., Mel Ott and Jim Hurt have also helped on occasion.

In the "publicity department", we have presented the No. 25 slide show to a number of groups since last fall. Darrell Arndt, Les Nelson, Joe Priselac, Dick Kremers, Joan Gross and Flich Berens have been "hitting the road" on this aspect of the project.

We can give a 50-minute presentation or a 25-minute presentation. They tell about Denver transit history, the history of the line to Golden and the restoration of No. 25. The concept is to encourage donations, secure volunteers and perhaps locate some artifacts or other history about the line. If you know of a group that would be appropriate for us to present it to, please give Darrell Arndt a call at 303-797-8444. A special thanks to Mat Anderson who has loaned his projector to

the effort and to Ardie Schoeninger for providing a backup unit. Dave Phillips of Lakewood has loaned his portable screen when needed. (It works great and would almost put the main screen at the Continental to shame). Tom Peyton manages the "Company Store", schedules the display, coordinates artwork for our store items and prints our business cards and stationary.

In another area of great importance, but seldom acknowledged, is the work of the Officers and Board of Directors who have contributed many hours to responsibilities such as planning and fund raising and attending the monthly board meetings. Their participation has been and will continue to be critical to the completion of the restoration and the ultimate operating success of the car.

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### Swap and Shop

Personal, noncommercial ads of 60 words or less will be included in the Rail Report for members on a space available basis. Submit material for Swap and Shop to the editor.

**Information Wanted** – Information and / or advice on a source of steam or compressed air to blow a 4-tone chime whistle from one of the Grand Trunk Railroad's 6400's. Contact Jim Grisenti at 2744 S. Newton Way in Denver, CO 80236 or phone 303-934-3407

**Books** – Railroad book collection for sale. Many books are Colorado related. For a copy of the list, send a large stamped, self addressed envelope to Albert Knicklebine, 2235 Harvey, Place, Pueblo, CO 81006-1826.

**Prints, Slides** – Trade for or buy prints or slides of Rio Grande wood or steel cabooses in service on RG/SP/UP or other roads, in museums, and/or on display. Contact S. Roger Kirkpatrick at 113 West 17th Street, Leadville, CO 80461, phone 719-486-9819 or e-mail at [caboose@chaffee.net](mailto:caboose@chaffee.net).

## Rededication of F9's 5771 AND 5762 and the 50th Anniversary of the California Zephyr at the Colorado Railroad Museum

By Steve Mason

On Sunday, March 21, 1999, the Colorado Railroad Museum hosted two events. At 1:00 PM Leonard Bernstein, retired D&RGW, Director of Passenger Services, dedicated the restored F9's 5771 and 5762. As the perfectly restored engines sat, picture perfect, gleaming in the sun against a blue sky and white clouds above, Mr. Bernstein threw a special knife switch to seemingly bring life into the Rio Grande Zephyr diesels we all knew so well. The headlight and the MARS gyalight lit up. Unexpectedly, the horns sounded to the delight of all.

Ron Hill, Master of Ceremonies, honored all the volunteers who helped on the restoration project. The restoration was under the supervision of Andy Dahm and the work done by the volunteers is first class. The diesels almost look better than when brand new. Patrick Purcell of the Martin and Mariann O'Fallon Trust was honored for the generous contributions that made this project possible.

As guests there were many former Denver & Rio Grande Western Railroad employees present. Much to their surprise they were treated like celebrities by the approximately 600 people who came out to enjoy the event. Many had relatives who worked on the Zephyr and could be heard sharing many fond memories of riding the Zephyr. A few of those present were Swede Lundquist, last steward on the RGZ and his wife Bernita who was a Zephyrette. There were three other Zephyrettes there also. Additionally Odell Hollman, Steward-Waiter, Hal Packard - Waiter, "Buck" Buchanan - Waiter, Con Griswold - Clerk, Bill Gates, Engineer, Pete Palmer - Engineer, Mr. Synder - Engineer attended. There were also many other former Rio Grande employees present.

At 2:00 PM everyone made their way towards the museum library where Master of Ceremonies, Ron Hill, introduced special guests. Cake, coffee and punch was served. Swede Lundquist had the honor of cutting the first cake, and also



Denver & Rio Grande F-9A #5771 arriving at the Colorado Railroad Museum on 1/27/98. The unit was trucked from storage in the Coors Brewery yards. – Photo © Chip Sherman



Restored Denver & Rio Grande F-9A #5771 on 1/26/99. – Photo © Chip Sherman

had the honor of cutting the cake at the 25th Anniversary celebration of the start of the Zephyr.

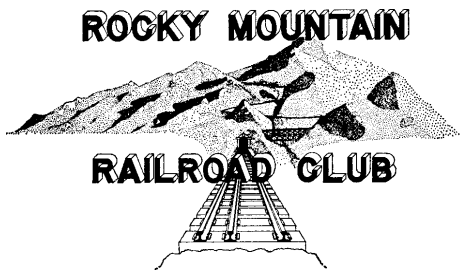
Amtrak heard about the celebration and was also having a low key celebration. Dell Williams, Amtrak Chief of On Board Services, Chicago, graciously sent balloons, hand outs and 50th Zephyr Anniversary buttons for the celebration. Bob Jensen put together a fine collection of photographs by Keith Goodrich and Darrel Arndt which was on display in the museum. Guests also enjoyed Joe Prisela's paintings and Richard Luckin's California Zephyr china, menus and silverware.



Former Denver & Rio Grande Western dining car crew members were guests at the Anniversary celebration. – Photo © Steve Mason

This event was truly a Zephyr fan's delight, with many fond memories recalled.





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### Out At The Museum - Equipment Committee Report

By Steve Mason

Sue and Russ Stuska have been working all winter on the windows of the RICO. They have completed putting in quarter round on all the south side windows. Further, they have painted the windows and the belt rail where most of the weathering has occurred. Currently they are working on the north side windows.

Ralph Vance, Duane Fields and myself have been working on the tender fill hatch deck. Ralph has the fill hatch well prepared by grinding. Duane has done the prep on the tender. He has cut the deck plate and ground that down also. Steve procured new overflow pipes and helped Duane.

Dave Gross has donated parts to repair the engine number wing nut and screw on the fireman's side number boards. These are difficult parts to find. Darrell Arndt has dug up original signs that were in the 0578



Ralph Vance grinding the tender water fill hatch.- Photo © Steve Mason

caboose. We will get Bob Jensen to scan them and make us copies.

We are looking for volunteers to play Otto Mears, an engineer, fireman, trainman and any others to be in period costume for the

100th Anniversary Party of engine # 20 on Saturday, April 17. There will be an award for best costume given by the Equipment Committee. Please contact Steve Mason at 303-772-6418 if interested.