

Western Museum of Mining & Industry (WMMI) In Colorado Springs shows some of it's exhibits



This Engine photo is an electric trammer called a loci. It was used to haul ore between the Henderson mine and, (I believe,) Empire, CO. Photo courtesy WMMI, caption Dave Futey, WMMI.



This photo shows the rail line that goes to a dump station behind the museum's (WMMI) stamp mill. We are seeking assistance in getting this rail line repaired so we can run the whole sequence of bringing ore up from a shaft (not shown in the photo), dump the ore into an ore cart, run the ore cart on the rail line, dump the ore to another ore cart, which will then take the ore to the top of the stamp mill operation for processing. Photo courtesy of WMMI, caption courtesy Dave Futey of WMMI.

Trade, Exchange and/or Purchase

Items may be listed here for trade, exchange, and/or purchase by individuals, societies, museums, and other groups or entities officially involved with the material, or document archiving, and/or preservation of any and all items peculiar to railroad history. One inch listings may be obtained for a \$20 donation to RMRHS. Photos in .jpg format will be accepted, but it should be noted that they will be sized down to fit the space purchased. Contact Jim Jordan for more info at grafpee4@yahoo.com

Sammy King Strolling Violinist

Denver, Colorado
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Note: Mr. King is the author and photographer for the story on page 3.

And Now the Electric Locomotive World and...



First new Siemens AC drive locomotive 600 at MP 81 with 600 HP. This AEM-6 is north of Baltimore. It was constructed in California. Photo and information, courtesy of Tom VanWarmer.



2-8-0 Steam locomotive No 97 on the Essex Valley Railroad, Connecticut. The Valley Railroad Company offers trips along the valley of the Connecticut river, many in combination with a boat tour on the river.

Last month's question:

Who knows anything about this rusting hulk?



Answer...



This locomotive was constructed by Deutsche Reichsbahn in the German Democratic Republic between 1958 to 1962 and there were 85 of them. "22 029" now languishes in the Bavarian Railway Museum in Nördlingen Station, Bavaria, Germany. It is not operational. Photo above, courtesy of HeizDampf at the German language Wikipedia

RMRHS CONTEST

Test your knowledge of the local railroad systems. This contest is open to anyone, member or not.

Only one entry per person, per month. If you are a winner you must wait 60 days before entering the next contest.

The person who achieves the most correct answers, will be declared the winner. In the event of a tie, whoever has submitted the correct answers first, will win the first prize. The other contestant will receive a second place prize.

Each winner will be automatically placed in the drawing for the Grand Prize to be given during the General Assembly in April 2014.

Winners are responsible for taxes, if any. The contest is subject to any local, state or federal laws... where applicable.

The judge's decision is final. All entries must be either e-mailed or forwarded via the U.S.P.S.

All postal entries must go to:
Rocky Mountain Railroad Heritage Society
Post Office Box 969
Englewood, Colorado, 80151
Email entries should be sent to:
dcohn1@hotmail.com

Contest Questions

1. How many McKean Motor cars were owned by the GW Ry?
2. What railroad served Walsh, Colorado?
3. Why did the Colorado and Eastern fail?
4. What was a major source of revenue for the town of Palmer Lake in the winter?
5. What happened to the original D&RGW ski train heavy weight cars?

Contest Prizes

First Prize: Santa Fe Railroad pass from 1923 good at Fred Harvey Restaurants reduced rate meals.

Second Prize: Santa Fe Time Table from 1958 Denver.

Third Prize: Rio Grande Western Conductors Ticket unused from the 1950's.

Winners

First: Pam Sheeler who won the great book on short line topo maps.

Second: Dorothy Hargrove who won the 1937 Chicago and Northwestern Railroad pass.

Third: Allan Tabor who won the Griff Teller reproduction print.

Note from the RMRHS President:

We had some great entries and some comments that we change the selection for the prizes. So from now on who ever gets the greatest number of correct answers will get their choice of the prizes offered, the second place winner will get their choice of the remaining two prizes, and the third place winner will get the remaining prize.

Jim Jordan

Rocky Mountain Express

Where preserving railroading in the Rocky Mountain States begins and will never end...

JANUARY 2014

Rocky Mountain Railroad Heritage Society

VOLUME 2014, ISSUE 1

We Are saving Railroading Artifacts

In my message to you on this the sixth month of our operating as a growing entity, I must take to task a couple of naysayers who are not part of our organization, but seem to want to sit outside and carp about our group.

They do not believe that we will save some depots or motive power or anything else.

My response to these two individuals is how do we know that we cannot save the historic structures unless we try? If we take a defeatist attitude from the start we will fail. We will have adopted a negative attitude and we will pass that attitude on to others, who will in turn infect a lot of others in the belief that we cannot succeed, and ultimately the end result will be a complete failure.

I would like to point out that in our first six months of existence, which we will celebrate come December 19th, we have made impressive progress. We have identified four depots that are extremely close to destruction. These are the Craig, Las Animas, Trinchere and Loveland (Great Western Railway) depots.

We have contacted the railroads and individuals who own these buildings, and have developed positive strategies for working with these entities. We have made positive contacts within the various governments' who are involved in working to save these historic icons. Be they city, county, state or federal governments.

These government entities want us to develop a workable solution to approach the various railroads to try and save their particular depot. This is fitting and proper as we are the ones who have the contacts and the "fire in the belly" to save these structures.

Now in the next six months of our existence what should we anticipate happening?

We will see the Loveland Depot dismantled and moved to a new home. The M-300 should be moved from Oklahoma City and transferred to the siding in Englewood, where the restoration can start. We shall have had our first Symposium which will be held in April, and it should be a great success.

It is hoped that our 501 will have been approved, and we will be receiving grants to help

with these various projects. It appears that our Associate Membership is continuing to grow, with new groups members from Colorado and Oklahoma becoming involved with our Society. Each month that passes points to a future where our organization will not only run from both the Canadian border and the Mexican border but into other regions of the United States.

Our future looks very bright indeed, but it will only be happening because of the great members we now have. So a personal and deep thank you to all of you that have worked so very hard to make it the success we have become. Great times are ahead for our society. Thanks to each of you for your support and a belief that we can succeed. You all have been great and we will accomplish much between now and June.

--President Jim Jordan



The photos above show the UP -M10,000, The Union Pacific Railroad's M-10000, delivered to the railroad on February 12, 1934, at a cost of \$230,997, was the first internal combustion engine, lightweight streamlined express passenger train in the United States. The car bodies and interior fittings were built by Pullman-Standard. The 600 hp (450 kW) V12 distillate engine was from General Motors' Cleveland subsidiary, the Winton Engine Company — not, as is usually reported, the Electro-Motive Corporation, which merely supervised installation of the engine into the Pullman-built body. This engine design was not related to the later 201 or 201A Winton diesels. As for EMC, being primarily a marketing organization at this time, it did not manufacture any component parts of the M-10000. The air brake compressor, main generator, traction motors and control equipment were manufactured by the General Electric Company.



Burlington 9955

A string of Electro-Motive ES passenger Diesel locomotives with an extra freight movement on the Colorado and Southern, at Larkspur, Colorado.

The ES's, in their stainless steel car bodies unique to the Burlington, were built in 1940 and '41 for Zephyr service.

Photo by Ken Crist and submitted courtesy of Jim Jordan.



Rocky Mountain Railroad Heritage Society

P.O. Box 969
Englewood, CO 80151
303-269-9768

Board Membership

Interim President - Jim Jordan
Interim Vice President - Bret Johnson
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Interim Treasurer and Foundation Photographer - Allan Tabor
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Director - Pam Sheeler - (Loveland Historical Society)
Director - Michelle Kempema - (Greeley Freight Station Museum)
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Liaison - Rachel Parris, (Colorado Preservation, Inc.)
Liaison - John Olson - (Historic Denver)

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Denver South Park and Pacific Historical Society
Palmer Lake Historical Society
Greeley Freight Station Museum
Moffat Road, Railroad Interpretive Center

Individual Members (Where's your name?)

Doug Cohn
James D. Craig Jr.
Gary Goodson
Ron Heard
Bret Johnson
Jim Jordan
Michelle Kempema
Patricia & Bernard Minetti
Norm Metcalf
Larry and Sue Rinaldo
Robert Schop
Allan Tabor
Tom VanWormer
James Williams

Some of Those Who Keep the Rocky Mountain Railway Heritage Society on the Tracks and Steamin' Forward...

Surprisingly enough, these are 5 of the members that showed



up for a recent meeting of the Rocky Mountain Railway Heritage Society (RMRHS). Don't be fooled by the apparent lack of attendance. There is an abundance of other activities behind the scenes.

Interim President Jim Jordan, has announced that the next meeting will occur on January 14 at the Englewood library.

Anyone with an interest in the preservation of railroading and the associated artifacts is welcome to attend and participate.

To identify the participants, in the upper left is Interim President Jim Gordon, just below him is Director of Membership, Doug Cohn, and below him is Secretary Tom Van-Wormer. On the upper right is Interim Vice President, Bret Johnson, below him is Dakota LeBarre, and on the bottom right is Director of Special Projects, James Craig. To put the whole thing in perspective, we are

now climbing a steep grade with the M300 (the only rolling stock that we own) pulling the rest of us. Just below is an application for membership. Please consider becoming a part of what we do and how we do it. Your expertise in any subject or just plain presence can help us do what we want to do.

A few notes by the Editor:

Rocky Mountain Railroad Heritage Society

P.O. Box 969
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- | | |
|---|---|
| <input type="checkbox"/> Individual \$25 | <input type="checkbox"/> Business \$100 |
| <input type="checkbox"/> Family \$40 | <input type="checkbox"/> Corporate \$500 |
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Rocky Mountain Railroad Heritage Society (RMRHS)

This information may be written on a plain sheet of paper and mailed with check enclosed.

Sammy King, Violinist and Railroad Buff



Y2K went rather well for me. Among the many good things to happen was an invitation to play violin in the Austrian American Mozart Academy Orchestra for two weeks, in Salzburg, during the month of August.

Never having been to Europe before, I was compelled to see how many steam engines I could find, photograph and ride. Partying also took up a lot of my time, but then, I didn't go to Europe so I could sleep.

August in Germany is normally cloudy and rainy, but I had good luck and good light almost everywhere I went. However, I would have to say that my pictures do not do justice to the Schafbergbahn, or to the crown jewel of Tyrol, the Achenseebahn. I also did not include any photos of the passenger oriented operations of the Österreichischen Bundesbahnen (ÖBB) or Deutsch Bahn (DB).

Suffice it to say, that both the preserved railroads and the real railroads over there are way ahead of ours (although, of course, there is a tendency worldwide for things to go to Hell).

Many of the main train stations in both Germany and Austria have fine restaurants, bars, newsstands and bookstores. These carry a full selection of railroad, and model railroad, magazines and books; and are highly recommended as souvenir shops. Likewise, Oma's und Opa's Spielzeugladen has anything you could want in the way of Märklin, Roco and Austrian prototype model trains. They are located at Auerspergstraße 55 in Salzburg, telephone 0662/876045. Also, well worth a visit is the Salzburg Modelleisenbahner Club (model railroad club) with a huge HO layout, as well as a nice beer hall for socializing.

Dresden has a fine hobby shop next to the Hauptbahnhof (main train station) called the Lok-Pavillion. They specialize in Saxon narrow gauge models of every imaginable scale and gauge combination, and have a full selection of TT scale.

It should also be noted that the success of my trip was due to the hospitality and assistance of railroaders at all the locations I visited—especially Samuel Dechandt of DB, Ing. Bernhard Marchi of Achenseebahn, Kurt Gogg (Taxi Gogg in Salzburg, phone 0663/9766694) and Volker Baake and Dirk-Uwe Günther of the Harzer Schmalspurbahnen.

The first three pictures (photos 1 thru 3) are of the last week of fireless steam operation at the plant railroad of Lenzing, A.G. located in Lenzing, Upper Austria. Although the immaculate, modern locomotives can manage at least 20 loads

(with air under them), and they are cleaner and more fuel efficient than the diesels which have replaced them, labor cost is the issue. The steam engines require a three man crew and the engineer needs to be relatively brainy, whereas the diesels have a radio control box and can be operated by the brakeman alone. The plant was planning to keep some fireless engines on standby, however.



Lenzing, Upper Austria, Lenzing A.G. #1 & #2, August 11, 2000.



Lenzing, Upper Austria, Lenzing A.G. #2 & #1, August 11, 2000.



Lenzing, Austria, A.G. Lenzing A.G. #2, August 11, 2000.

The Schafbergbahn is a wonderful meter gauge rack railroad which runs up to the summit of Mount St. Wolfgang, east of Salzburg, Austria. Mostly steam powered, this operation is managed by the ÖBB. A typical train powered by 0-6-2T #999-203 is shown below on a perfect day at the summit station.



Mt. St. Wolfgang, Austria, Schafbergbahn #999-203, August 12, 2000.

The 13th of August was a lucky day for me because both the German and Austrian railroad systems ran standard class decapods into Salzburg

my enjoyment. The first picture below (photo No. 5) shows Deutsch Bahn #52-8079 zipping through the depot at Freilassing, Germany located on the Austrian border across from Salzburg. ÖBB #50-3519 (photo No. 6) spent most of her life working in East German and was recently brought to Austria to supplement the dwindling fleet of operable excursion engines. Both of these locomotives represent the most common standard classes built in Germany, and used all over Europe.



DB #52-8079, Freilassing, Germany, August 13, 2000.



Itzling, Austria, ÖBB #50-3519, August 13, 2000.



Missouri Pacific Alco PA leads the Colorado Eagle from Kansas City bound for Colorado in April 1957.

Photo and caption submitted by Jim Jordan.



Her majesty is quite awesome and majestic yet. Are there plans to move her or are we safe for awhile? In any case, the thought of moving this station is as huge as the thought of the RMRHS moving any local station that is to be destroyed. We persevere, though, because history requires it.



Photographer Derkshark0159

