



THE CONDUCTOR OF THE GEORGETOWN LOOP

The Rocky Mountain Heritage Society

SEPTEMBER 2015

Welcome

Welcome to the new Rocky Mountain Heritage Society's newsletter. I hope all are having a wonderful summer. The society has been busy starting off with the annual symposium in May and continued activity all throughout the summer. The symposium was a success. We did not have as many attendee's as we would have liked but the silent auction was profitable for the society. We heard many interesting talks and I hope we all came away from the event with an increased knowledge of railroad history and preservation. Thank you to those who provided the talks and worked the event. The poster for the event created by artist Lindsey Runyan was well received.

This summer we have been all over the great state of Colorado working various train shows, meeting people, and making friends. We worked the Forney Museum of Transportation's 60th Anniversary, as well as the Pueblo Railfare Show in Pueblo, CO, Cheyenne Depot Days in Cheyenne, WY and the True West Railfest in Durango, CO and many others as well. We have learned that there are many people in Colorado who support our mission and we just need to do a better job of getting the word out.

We have manufactured and are selling a Denver and Rio Grande Western Prospector coffee mug as a source of fund raising for the society. This is a completely new and different endeavor for us and has been a learning experience but well worth it when we look at the finished product. We will be putting out a Denver and Rio Grande Curecanti patterned coffee mug sometime before the end of the year.

And finally we closed the summer season with our annual members meeting. This year we held a picnic in Georgetown, Colorado at the beautiful Hamill House as well as took a ride on the Georgetown Loop. We would like to offer our thanks and appreciation to all who attended as well as Richard Woods, Director of the Georgetown Trust for Conservation and Preservation Inc. who allowed us the use of the space at the Hamill House at no charge to the society. As well as our thanks and appreciation to our friend Sue Edge, Group Reservation Manager at the Georgetown Loop who helped us out with tickets for the Georgetown Loop. Your efforts helped make this a wonderful day for our members.



Symposium Poster created by Lindsey Runyan
www.coroflot.com/lindseyrunyan

New Town Railroads

by Doug Cohn

AFTER the establishment of the present Fort Lyon, a town was soon begun on the opposite side of the Arkansas, three fourths of a mile distant. In February, 1869, Capt. William Craig, previously Post Quartermaster at Fort Union, had the site surveyed and platted, and named it Las Animas City. Craig had large possessions of lands under the title derived from Vigil and St. Vrain, and it was under this title that he laid claim to the site of Las Animas City. By the next winter, the place had a store, by Richard Simpson; a livery stable, by J. B. Smith; a hotel, by John Coplin; a restaurant, by H. S. Gilman; and saloons, by Bob Brown, Tim Ballou, O. M. Mason and Charley Lawless.

A toll bridge was built across the Arkansas during the summer, connecting the town with the Fort. K. M. McMurray, from Cheyenne, and A. E. Reynolds & Co., from Fort Lyon, opened stocks of goods in 1870. From this time forward for four years, the town continued to grow and prosper, enjoying a large and valuable trade.

An immense freighting business between the terminus of the railroads and New Mexico was carried on from 1867 forward. Wagons were constantly in sight during the summer. The entire bottom around West Las Animas was at times covered with camping trains. In 1873, a printing press was taken to Las Animas City, by C. W. Bowman, and on May 23 the first number of the Las Animas Leader issued. The paper met with a generous reception, and has since come to be regarded as one of the permanent institutions of the county.

WEST LAS ANIMAS.

In 1873, the Kansas Pacific Company built a branch road from Kit Carson to the south side of the Arkansas, reaching the site of West Las Animas October 18. The town was platted and lots offered for sale by the West Las Animas Company, consisting of Robert E. Carr, of the Kansas Pacific, and D. H. Moffatt, Jr., of Denver. There was at the same time a popular distrust about titles, in as much as the land on which the town was laid out, as well as a large body adjacent had been fraudulently pre-empted, and patents issued therefor in the names of persons entirely unknown in the country, while actual settlers on the same tracts were ignored by the land department. The first actual settler on the town site was George A. Brown, who took it

up as a pre-emption, before it was known that a town would be located there. Among the first builders in the town were Hunt, a saloon keeper; William Connor, who moved the American House over from Carson; Hughes Brothers, lumber dealers; Shoemaker & Earhart, merchants. Commission houses were very shortly established by Kihlberg & Bartels Bros., and Prowers & Hough.

(The road cut travel on the Santa Fe Trail to Kansas City from forty days to three. Cattle and goods filled the railway cars every day. For three years the KP was booming, until the Santa Fe reached Las Animas in 1876. It transformed eastern Colorado!)

Inscription on Arkansas Valley Railroad commemorative sign southwest of Kit Carson Colorado. "In December 1869, nine months before the Kansas Pacific Railroad was completed into Denver, Pueblo businessmen mapped a wagon road from Pueblo to Kit Carson. After the Denver Pacific was completed into Denver in 1870, the Pueblo men continued to deal with outfitters at Kit Carson and to freight their supplies from that point. They urged the Kansas Pacific to build a railroad to Pueblo. The construction to Las Animas was financed by a bond issue of more than \$1 million and an issue of capital stock somewhat over that amount. But the stock had only a token value. Under engineer Leonard Eicholtz, the 76-mile line was constructed in 1873, reaching West Las Animas October 18. C. L. Hanna, an old time railroad man formerly in the service of the Arkansas Valley Railway Company, wrote in 1926: "My conductor, the late D. B. Keeler, was also the agent at Las Animas where the train tied up for the night. When Keeler left the terminal as conductor, he figuratively took his agency with him. The ticket case, stamp and agent's cap went into the baggage car and I herded the passengers in to purchase tickets. When Agent Keeler finished selling tickets, he discarded the agent's cap for the one proclaiming him conductor, and then went through the train collecting the tickets he had just sold." Meanwhile, the Atchison, Topeka & Santa Fe Railroad was hoping to serve the same customers first. Bent County voters approved a bond issue of \$150,000 for the Santa Fe and the race was on. The Santa Fe extension from Granada west was called the Pueblo

and Arkansas Valley, or the Pueblo and Salt Lake line. In June, the Kansas Pacific and Pueblo and Salt Lake crews were running a double set of tracks parallel with each other. West Las Animas fared well during this period, with four passenger trains arriving daily on both lines. The town was crowded and visitors stood in line for meals. Ultimately, the Santa Fe made it to Pueblo first and got the business. Arkansas Valley Railway traffic slowed, and finally stopped altogether, with the rails taken up and later used elsewhere." Lelan S.

This story comes from the book *The History of the Arkansas Valley Colorado 1881* published by Baskin. I have only slightly edited the original history for space. The second part is the inscription on the AVRR marker in Kit Carson-transcribed by Lelan S.





Denver and Rio Grande Prospector Coffee Mug

by Jim Jordan

The history of the Prospector train dates back to 1940 when the Denver & Rio Grande Western Railroad decided to enter the new streamliner market. The Budd Company suggested that the railroad use a two-car Zephyr-like unit not too unlike the Pioneer Zephyr of the CB&Q Railroad. It was built in fluted stainless steel. The Rio-Grande was delighted to be finally a part of streamlined passenger business and accepted Budd's suggestion. The new train was named the *Prospector* and the D&RGW put it in service to use it on its Denver-Salt Lake City main line, which was more direct than the Union Pacific's main line serving the two cities, which was the principal challenge to Rio Grande's passenger and freight traffic.

On November 17, 1941 the train began service. The train was powered by two 192 horsepower Hercules diesel engines. The train proved very popular and successful as passengers not only loved the panoramic vista's along the Rio Grande's line but that it was more than an hour faster than UP's Pony Express was an advantage, a train put out of business due to its competition. However, the Prospector was constantly breaking down as it was underpowered on the steep grades of the Rio Grande. The railroad stopped the Prospector service on July 5, 1942.

After World War II the Rio Grande reentered the streamliner business when it introduced the California Zephyr, along with the Burlington and Western Pacific Railroads between San Francisco and Chicago in 1949. In the late 1940's the D&RGW brought most of its passenger trains to streamline status. In 1950 it purchased a large fleet of brand new, lightweight streamlined cars. Built by Pullman-Standard the cars included eight coaches, four sleepers, three baggage-RPO's, three full baggage cars, two baggage-coaches, three buffet-lounges, and two diners. Additionally it purchased three dome cars built by Budd.

All of the new equipment allowed the Rio Grande to fully streamline the Prospector. The new streamlined Prospector entered service in March, 1950 and was very popular. It claimed to be the Prospector that was "Overnight, every night between Denver and Salt Lake City." Its new scheduling found it leaving Denver during the late afternoon and arriving in Salt Lake City the next morning at breakfast. The 1960's it was perhaps inevitable that the train was doomed along with passenger rail transportation in general. The train made its final trip on May 28, 1967.

The Prospector mug is licensed to our organization by the Union Pacific, owners of the Rio Grande name. The mug weighs 1.6 lbs., is produced in the U.S.A., it exactly matches the color which was used on the "Prospector" dining car china. Same with the prospector and his mule. We are producing 244 of these mugs, as of now we have 124 sent out. Member's price is \$15.00 + shipping and handling.

Ferrocarril Interoceánico - The Interoceanic Railroad

Story and photos by Sammy King

The National Railways of Mexico published and distributed English language timetables in the USA, and offered through Pullman connections between major US cities and major Mexican cities. This issue from 1965, and others like it, lured many to Mexico in search of steam locomotives still working.

I had been drawn to railroads almost since birth, but at age 14, in November of 1966, experienced my first really worthwhile railroad adventure. This was a three day trip I made to Mexico City with family friend Joe Thompson, expressly to see the last steam locomotives operating in regular mainline revenue service in North America. At that time the National Railways of Mexico had a fleet of awesome standard gauge 4-8-4s in helper and extra pool service on the lines running north out of the capital, and I was truly fortunate to see them just before their retirement. Just as special, in a totally different way, were the last narrow gauge lines running to the south and east toward Puebla and Cuautla (pronounced like "clout" with a W instead of the L and a LA stuck on the end: KWOWT-la), which had been built and operated before nationalization by an English company, the Interoceanic Railroad, or FCI.

2-8-0 #60 was the first of the outside frame locomotives which ruled the Mexican narrow gauge during it's heyday. Her fireman catches up while one of the field men ties handbrakes on a cut of standard gauge boxcars spotted for loading at the warehouse in the background. One track over, stevedores load another standard gauge car at the public team tracks.



Early on our second day, we caught a cab for San Lázaro terminal, a rundown looking collection of dual gauge tracks and falling down buildings on the east side of town near the Puebla highway. The day before we had gotten permission to enter the complex from a helpful official in the NdeM headquarters located across the street from Buenavista Station. As we got close, the air became smoggy and smoky, and a steam whistle called the *crucero* (crossing guard) out of his shack to flag us to a stop. An ancient narrow gauge 2-8-0, #254, took possession of the crossing, then made a reverse movement before allowing us to pass. She was switching standard gauge cars without any kind of idler car on the three rail track. This was possible because NdeM used the same coupler height and size on both narrow gauge and standard gauge rolling stock, and the narrow gauge power assigned to these jobs had been fitted with coupler pockets having a wide swing.

By November 1966, the ready tracks next to the San Lázaro roundhouse held only this one yard engine, #273. The mud on her footboards and the grease and sand slopped all over everything disguise her fresh paint and shiny brass. It had only been a little while since these tracks were jammed with outbound steam power, and the #273 wore a boiler tube pilot, and there were no diesels on the NdeM narrow gauge.

Next in line were three workmen rolling some narrow gauge wheelsets toward the shop. We got out of the taxi and followed them past the guard shack, inside the corrugated iron fence, passing along the way some very informal residences, trackside food vendors, and a sort of red light establishment. The tracks, perimeter fence, and a cut of standard gauge boxcars formed a dark canyon shaded by a thick, black cloud coming from an outbound narrow gauge freight. An olive green, wooden, truss rod caboose proudly displayed the name INTEROCEANICO in gold on it's fascia boards. Twenty cars ahead, a standard NdeM Baldwin G-030 class 2-8-0, #262, pumped up the air brakes and smoked like the burning of Rome. I'm guessing she was due a new set of flues or else had a very green fireman, because her stack never cleared, ever. When we reached the head end, we took a few pictures, then moved down to the wye and set up for another shot of the train leaving. At the time I never dreamed that many years later, my going away view of this FCI caboose would be included in Volume II of Francisco Garma Franco's history of Mexican railroads.

The roundhouse was red sandstone brick with graceful arches over most of the ten stalls and a corrugated metal roof adorned with a ventilated clerestory. In typical Mexican fashion, old rails were incorporated into its construction. Two G-030 engines, #270 and #279, occupied stalls inside, and appeared to be in good order. A G-024 class, OM #144, sat in stall #9 with air hoses and trouble lights strung into her open smokebox. There was new wooden lagging on her right hand cylinder, but no jacketing, and the front head and piston had been removed. Her main rods sat on two horses next to #8 stall, and their wrist pin bushings and main bushings had been renewed. Next to the turntable, the carshop had lost much of its walls to earthquake damage over the years. Nobody seemed very concerned by this. In front of it was freshly painted G-030 #273, slightly different from others of her class because she had piston valves and footboards. Her tender was topped off, and she was hot, greased and wiped down, obviously waiting for a call. Most of the action seemed to consist of switching standard gauge box cars to and from the industrial sidings served by the narrow gauge. Many of the tracks in the San Lázaro terminal had been three railed for this reason, with the intention being to someday remove the narrow gauge rail. Fortunately the NdeM didn't yet have quite enough diesels to go around, so FCI #60 was taking care of business in the freight yard. She had been the very first of the new generation of outside frame 2-8-0s that had dominated the FCI and NdeM narrow gauge main lines since the early part of the century. Much modified and modernized over the years, she appeared capable, agile, and clean in her old age. #60 seemed to know her way through the maze of dual gauge puzzle switches without any guidance from her crew, who looked as if they were just along for the ride.



Engine #262's smoke smothers the yards in gloom, while the crew of this departing eastbound freight enjoys a different kind of smoke.



The roundhouse was red sandstone brick with graceful arches over most of the ten stalls and a corrugated metal roof adorned with a ventilated clerestory. Another road engine downgraded to yard service (as evidenced by the footboards), Oriental Mexicano #144, sits in stall



Stall #8 originally was a run through track, but by 1966, I couldn't tell where it had led.



Steam obviously was not quite done when this picture was taken in November of 1966, as ongoing repairs to OM #144 would indicate.

The little bit of narrow gauge switching was being done by one of the 10 brand new EMD GA8 diesels, NdeM #5406. Compared to all those cute little steam engines, the new EMD GA8 diesels just weren't too interesting. As lunch hour arrived, the yards became very quiet and still. We decided to spend that afternoon at Valle de México, but to devote all of our next day to the narrow gauge. Hiking back the way we had come, past the guard shack, and out the gate, took us over a street crossing and up to the gate in the wall surrounding the complex was definitely impressive, but not on quite such a grand scale as the IRCA headquarters in Guatemala City. The next day at San Lázaro was pretty much like my first day, but without the departure of #262 on a freight. I didn't mind seeing everything for a second time around. The last outbound train of the day was the Ozumba local, which went about half way to Cuautla, turned around and came back. We stood in line with the *hecampesinos*, *machateros*, *trabajadores*, and their chickens and dogs, bought our tickets, then took our seats in the nearly empty first class coach. Leaving Mexico City the tracks ran for some distance in the median of the highway to Puebla, reaching the settlement of Los Reyes just outside of the city. The country here was once under the waters of Lake Texcoco, and resembles a dried up lake bed to this day. We made a station stop, and #262 was waiting in the pass for us with a train of mixed freight, and a clean fire. That didn't last long. As soon as we cleared the west switch, she whistled off and entered the main line, rolling her 20 or so cars back to San Lázaro in a chokingly thick cloud of greasy black smoke.



I'm guessing that the engineer cleaned up 262's fire while they waited in the pass for us to arrive on the outbound

Ozumba local at Los Reyes, November 11, 1966. #262 was the first of the G-030 class built by Baldwin for the NdeM to use on the FCI. The smoke became chokingly thick again as soon as the throttle was opened.

Chalco was the next station stop, another Mexican village like none other, yet sharing the same folkloric conventions as all of them. All I can say is that the NdeM narrow gauge was like one of ours, but that they had their own style, and their own versions of almost everything. Their water tanks were usually steel on stone bases, or sometimes supported on a trestle base made of rail. Those built by the FCI were square, made up of ribbed cast iron sections, placed atop a square stone base. Cattle pens, telegraph poles, and sign bases are all made from old rails. The roads are guarded with crossbucks, just as in the states, but Mexican ones are cast in one piece and mounted on an upright made from old rail. At least 99% of them say "CUIDADO CON EL TREN" (careful with the train). Depot buildings were often stone, and could show either Spanish, Native Indian, American, or European influences.

The landscape of this region is dominated by the world famous volcanoes, Popocatepetl and Ixtaccihuatl, visible from many locations along this section of railroad. These are the same two mountains depicted on the fancy old style NdeM herald, shown here hand painted on #279's tender.

By the time we reached the summit at Amecameca, the *Nopales* and *Agaves* (Prickly Pear and Century Plants) had given way to pine forest resembling Colorado. Instead of the Rocky Mountains, the landscape of this region is dominated by the world famous volcanoes, Popocatepetl and Ixtaccihuatl, visible from many locations along this section of railroad. These are the same two mountains depicted on the fancy old style NdeM herald. We stopped again, and then left town running for at least a mile through an alleyway between two rows of adobe block houses.

At Ozumba we got off, rather than return right away to Mexico City. Our plan was to wait there for the train returning from Cuautla, hoping that maybe we would see another freight or two pulled by steam power. After the local turned around on the wye and left town, we had a long, dull wait. No trains came through, so we passed the time by exploring the yard, eating Mexican junk food, and walking along the track for a little ways in both directions from the station. Ozumba had a typical FCI style water tank and a standard order board mounted on a mast set into the cobblestone platform. The depot building is considered a classic, and it was copied for the design of the restaurant building on the grounds of the Museum of Science and Technology in Mexico City. I was told by *Arquitecto* Esteban Walker that it features a style of nearly flat roof from Spain called *Boveda Catalana* which is covered over by a layer of naturally occurring asphalt. The natives call this material *chapapote* because of the bubbling sounds it makes coming out of the ground. I only took a few pictures, but somehow three of them also made it into Sr. Garma's book. No doubt that will forever be the peak of my publishing career. It was almost dark when the Cuautla train arrived, and we saw very little on our return trip other than the fancy old time appointments inside the first class coach. The Conductor and a soldier were the only other occupants of this car. The train had to be wyeed before backing into the stub ended tracks in Estación San Lázaro, and we looked over at the smoke and steam rising from the nearby roundhouse. Taking our lives in our hands, we walked back through the yards so we could spend a last few minutes there watching the fireboxes flash and glow in the night. The glare of the floodlights cast spooky gothic shadows, and the place looked like a graveyard sheltering the simmering ghosts of baby

Mexican steam engines. It came time for us to leave, and I thought that I would never see any of these wonders ever again. I knew I would never forget them.

Our family stopped briefly at San Lázaro during a vacation to Mexico City in June, 1970. All was quiet, but we dropped in around lunch time. We also had no permission to be on the premises. Everything was still the same as it had been in 1966, with a couple of hot engines in the roundhouse. Notable among them was FCI #67, now displayed at the Monument to the Revolution in Mexico City. We were able to find somebody who spoke English, but he said he couldn't move a locomotive without an order to do so. Too bad I wasn't smart enough to offer a small consideration in lieu of such an order. If we had stayed around, I'm sure an engine would have moved in due time, anyway. They don't bother firing them up for no reason.

In 1973 the narrow gauge from Mexico City to Cuautla was finally replaced with a standard gauge line, and these last steam engines on the NdeM ended their service lives. The roundhouse at San Lázaro was vacated, and afterwards used for bulk grain storage. Soon, lightning struck, and the building was destroyed by fire. Another fire gutted the old station and office building, which had been set aside for preservation, and its remains were shaken down by an earthquake a little while later. Today, nothing survives but the entranceway, which has been incorporated into the foyer of an apartment house built on the site. After the end of service, the tracks were left in place from Amecameca to Cuautla. This was the oldest section of narrow gauge in Mexico, having been completed from Mexico City in 1881 under the name of Ferrocarril Morelos. Service as a tourist attraction was reinstated in July of 1986 from Cuautla to Yecapixtla using my old friend, NdeM #279, and four little second class coaches. I was able to ride the NdeM narrow gauge again on November 11, 1986, twenty years to the day after I rode the Ozumba local, and still have both tickets.

A taxi brought me from the capital, and I arrived about the same time as the engine crew. My interest in the yards and equipment was obvious to them, and they soon introduced themselves. I had originally intended to have the taxi pace I still have both tickets.



A taxi brought me from the capital, and I arrived about the same time as the engine crew. My interest in the yards and equipment was obvious to them, and they soon introduced themselves. I had originally intended to have the taxi pace the train for pictures, but my plans were changed when fireman Pedro Cárdenas took my camera bag and locked it in the toolbox on #279's tender. Although the railroad was considerably cut back from the way I remembered it, my ride was going to be in the cab of a Mexican steam engine. I didn't get to do that in 1966, so this was fine compensation for San Lázaro being forever gone. The facilities in Cuautla had changed little from steam days, providing the perfect ambience as #279 built up pressure. Riding in the cab was all I could have possibly wanted, and I know our classy little train made a fine sight climbing the skinny rails to Yecapixtla that morning. My Spanish was to improve immensely in the next few years, but was only in the most basic stages on this occasion. All day I struggled through translations with a pocket dictionary, and was rewarded by getting to know the trainmen and hearing them talk about their experiences in the narrow gauge past. The operating employees were all from the NdeM, and several of them had been working at San Lázaro when I was there in 1966. At lunch, the abandoned station platform, sidings, water tank, section workers housing, and FCI order board painted a very vivid picture of the old days. Exploring the yards over and over, I noticed in the track a number of pressed steel sleepers imported from England almost a century before by the Interoceanico. Several grazing pack burros and a beautifully preserved, living, narrow gauge passenger train completed the illusion that the NdeM itself still lived.

Eventually I became involved with the Mexicano del Pacifico on Mexico's west coast, then with the FEGUA down in Guatemala. It has been 12 years since my last visit to Mexico, and only recently have I been able to communicate more or less closely with some of my old friends through the magic of the internet. I know that the FCI in Cuautla has been closed for the last two years, and that the tracks were taken up from Yecapixtla to the wye just outside of the Cuautla depot. In Ozumba most of the tracks have been removed, and the historic stone depot building has been converted into a suburban bus station. Just minutes before this article went out, I received a call from Capitan Angel Zamarripa, who very kindly contacted me on behalf of the museum in Cuautla to bring me up to date. The official name of the project organization is: PATRONATO DEL FERROCARRIL INTEROCEANICO HISTORICO DE CUAUTLA, and there are still dedicated believers and ex NdeM employees working to keep the narrow gauge alive. Their first goal is to re-lay the 4 kilometers of track from the Cuautla station to the wye at Cuautlixco junction. The second goal is to restore the four wooden passenger coaches, which have run down terribly. The #279 is in fine condition, and has operated within the Cuautla station grounds several times recently, while there are also talks underway to bring another NdeM steam engine or two to Cuautla in the future. There are still around a dozen of them scattered throughout Mexico. There is no definite schedule for public operations at this time, although any future activities will be announced on the internet. The museum needs money and labor and help of all kinds, but there is no mechanism in place to receive these things. Certainly there have been many changes since my last visit, especially the privatization of the National Railways of Mexico and the increasing popularity of the various stripes of train hobby in Mexico. If you really want to know more, the only thing to do is go see for yourself. I've always been treated very well in Mexico --- I bet that's one thing that hasn't changed.

Any number of nice people have helped me in my travels to the Mexican narrow gauge --- Joe Thompson, Héctor Lára, Ruben Carvajal, Ing J.E. Artigas, the late Sergio Coello, Cliff Prather, Rogelio Bautista, as well as all the operating employees in Cuautla including Pedro Cárdenas, Vincente González, and Octavio Vazquez. [Mexlist](#) is pretty much my only present day source of information, and I thank webmaster Lowell McManus as well as recommending it to interested parties. Finally, mention should be made of the "Club Amigos del Ferrocarril", an organization of modelers, historians, retired rail workers, etc. dedicated to Mexico's rail heritage. Not only are they responsible for saving the narrow gauge in Cuautla, but their motto bears repeating: "Amistad Ante Todo". This was taken from the Spanish railroad slogan meaning "Safety First", only their version means "Friendship First".



Mexican narrow gauges were like ours, only different. Just as Mexico has it's own art, music, literature, dance, clothing, cuisine, and folklore, it has it's own distinct flavor of narrow gauge.



There is still on the premises a serviceable GA8 diesel from the FUS in the Yucatan, shown at Cuautlixco, filling in for #279 on the tourist train. I appreciate this locomotive more than I did back in 1966 because my experience has taught me that a reliable diesel is a handy thing to have in a steam locomotive shop. Not only are they good standbys, but they can pull a dead steam engine quickly out of harm's way in the event of fire, spot it for repairs, and make compressed air for firing up from a cold start.



Typical FCI water tank still standing at the old helper station at Cuautlixco Junction. The line in the background once went to Puente de Ixtla, while the track in foreground went to Mexico City. The third rail was added after 1973 so that the sand cleaning facility in the old yard in Cuautla could be used by the standard gauge. Today the goal is to re-lay 4 kilometers of track to reach the wye at this point.

Letter from the President by Jim Jordan

In this president letter I would like to bring everyone up to date on what great things we are doing. My goal is to see that everyone who is a Member, Associate Member, Business Member or any other category of membership feel that they are getting something worthwhile from the society; be it a special rate on our coffee mugs, or posters, or discounts throughout the state.

We are making donations to the different associate member organizations (including Calhan). For example we donated a steam engine coal shovel, Missouri Pacific marked to the Georgetown Loop for their museum. A Santa Fe coal fork to the Bent County Historical Society, an 1860-1870 miner pick to the Mill Creek valley Historical Society. Seventy-five dollars to the Kit Carson Historical Society. A Rock Island Conductors uniform less the hat to Calhan (pins lots of other goodies donated by Dick Spain a Stron member). Limon received some next items, and Hugo is in line to receive a Union Pacific Conductors uniform, and we are looking for items for other museums and towns.

We traveled to Blanca and discovered the SLV&S D-500 engine. A steam engine tender that was turned into a diesel switch engine. We have written the owner seeing if he would sell or donate this to us as it is rusting away in the middle of a field, and needs to be saved. We traveled to Kit Carson to try and mitigate the damage to the pump house. Doug Cohn and James Craig worked hard putting up fiberglass roofing material to protect the top of the buildings walls. We all built a berm to stop ground water erosion.

Bret Johnson, Dave Sheridan and myself traveled to an important meeting in Craig to see what course we can follow in trying to save the D & SL depot. We have come up with a course of action which may just be the answer. All in all it has been a productive summer.

There are a lot of people who need to be recognized for their great help. Doug Cohn, Bret Johnson, James D. Craig, Doug Hesbol, Chris Fox, Dave Sheridan, Lindsey Runyan, Lorenz Sutherland, Tom Van Wormer, Wayne Kemp, Cady and Lind Daniels, Sue Edge, Linda Cohn, Larrice Sell, John Brick, Dave Weddle, Sue Gallagher, Dave and Donna Christopherson, Cheri Crabtree, Dick Licken, and Penny McPhearson. Without all these wonderful people we wouldn't be the great organization we have become. I apologize if I have left anyone out. So a big thank you! Until the next issue!



D-500

Upcoming Events



TECO Train Expo Colorado

Mortgage Solutions Financial
Expo Center

3880 N. Nevada Ave. Colorado Springs,

Sept. 5-6

Sat. 9am-4pm Sunday 10am-3pm

\$6.00 per person
\$9.00 per family of 3 or more

Seniors and Military \$1.00 discount.
(accompanying children free)

\$8.00 per person for Earlybirds
(Sat. 8:00am)

2015
Future Shows
Dec. 4-6



Mill Creek Valley Historical Society

Melodrama- October 17, 18, 23, 24

7 pm Saturday, 2 pm Sunday

360 Dumont Lane

Dumont, CO

Adults- \$15

Seniors- \$10

Children under 12 -\$8

The title of this year's play is "Goodbody's Gold" and is the heart wrenching story of Sugar Goodbody and her grandmother, Grammie Grumpy, owners of the Goodbody Gold Mine. Of course there is the villain I.B. Fowler who is trying to steal, er I mean buy the mine from the Goodbody family. The sort of hero is the slow witted mine foreman, Bob Faithful. It is full of the usual zingers, and requires the help of a great audience.

The performance is followed by a rowdy auction of bakery items. The ticket prices include refreshments, coffee, tea, hot spiced cider, water, pop, cookies and sometimes samples of the bakery items.

***Tickets are available at the door, but seating is limited and you might wish to reserve seats by phoning 303-567-2677.

Rocky Mountain Railroad Heritage Society Application for Membership 2015

- Individual \$25
- Family \$40
- Associate/Historical Society/Museum \$40
- Government Entity \$50
- Business \$50
- Corporation \$500
- Lifetime/Patron \$1000

Name _____
 Address _____
 City _____ State _____
 Telephone _____ Email _____
 Membership: New _____ Renewal _____ Please check one.

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Rocky Mountain Railroad Heritage Society, Inc. (RMRRHS)
 Membership identification card number _____

Saving yesterday's historic icons for tomorrow's future.

RMRRHS
 P.O. Box 969
 Englewood, CO 80151

Contact Us



The Rocky Mountain Railroad Heritage Society is a non-profit 501 (c) 3 that works towards the goal of preserving the great historic legacy of railroading in the Rocky Mountain Empire. We identify, rescue, restore and preserve railroad depots, outbuildings, motive power, rolling stock and memorabilia for future generations.

The Rocky Mountain Heritage Society

P.O. Box 969

Englewood, CO 80151

rockymountainrailroad@yahoo.com

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For ideas and submissions for the newsletter please contact The Rocky Mountain Rail Road Heritage Society.

For membership information please contact:
Membership Director, Lorenz Sutherland
drsalt@secom.net or 719-384-4641

Check us out on Facebook. We just started a page this summer and already have 351 train and railroad enthusiast friends across the United States.