



# Newsletter

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Photo by Wayne Kemp



I feel that is time to bring all of you the latest updates on Calhan, Dumont and Craig. We

are really moving ahead on Calhan, as it is the focus now. As 99% of you know we had the Rock Island caboose transported to Calhan. When they moved it we didn't have the funds to place it on the trucks (we were quoted a rate of \$4,000.00). However we were very fortunate to find a company that was willing to do it for \$600.00. It was very important to get it off the ground, as it did pose an extreme safety hazard.

We are very appreciative for the help from Erix Crane and Rigging Service, Wayne Kemp, Lester, Frank and Phillip for all their help. Without these great guys we would not be as far as we are with our "Rice Yard South" railyard.

## A Letter From the President: Jim Jordan

Next we had one of our narrow gauge railcars delivered to us on March 10th by our really great delivery driver Tom Shallnut. Again Lester, Frank, Wayne and our newest member Jay did a yeoman's job of getting the flatcar off the truck and onto the rail which they laid recently. In addition Jay found us a fellow who lives in Calhan that delivered us 15 tons of ballast for the roadbed. We are seeking volunteers to help us spread the ballast (just raking it and helping pack it down, not a real chore). We need to get it down before the spring rains come, otherwise the clay soil will really cause us some problems. Please let Lester or Frank know if you can help. Lester's number is 719-352-814s, Frank's is 719-495-0355. You can really help the society, and you will get a 50% discount on your next membership.

Also we also going to hold the "First Annual Depot Day's" in Calhan on July 13th & 14th which coincides with Calhan Day and the opening day of the El Paso County Fair. We will need some volunteers for both days, it should be fun. More details in the June Newsletter.

Dumont: We have had some people approach us about wanting to use a portion of the depot there as a radio station. There are some problems with that suggestion, but we will be willing to listen to them. A meeting is going to be held on Saturday the 17th of March in Morrison to hear what they want. By the time you receive this newsletter the meeting will have been held and the results of that meeting will be forwarded to the BoD for consideration.

*Continued on page 9*



## History & Facts: The Calhan Depot

By Jim Jordan

The Calhan Depot was originally built and owned by the Chicago, Kansas and Nebraska Railroad, a separate, but associated company of the Chicago, Rock Island and Chicago Railway. It existed from 1888 to 1891 when it was absorbed into the Chicago, Rock Island and Pacific Railroad.

The elevation of the Depot is 6,509 feet above sea level, and is the highest elevation of any depot that had been on the Rock Island. The distance to Chicago from Calhan is 996.0 miles. The distance to Colorado Springs terminus is 37.4 miles.

The original depot was built by the C K & N Railway, as was discussed above. Also a section house, bunk houses, water tower, pump house, and stock pens were built at the same time. There were two tracks in front of the depot and one behind it.

The best that can be determined is that Calhan's original depot was like those at Arriba and Seibert, which were two story buildings made of wood, painted in a dark reddish brown. In 1902 or

1903 it was modified to the single story building that it is today.

Again in 1936 it was modified once more and upgraded with a cinder block foundation and a concrete floor that it has today. It was painted a dark yellowish brown with dark brown trim on the doors, and an art deco porthole front door window.

Sometime in early 1980 it was then painted a white with turquoise trim by the then occupants, the Cadillac and Lake City railroad.



Photos courtesy of City of Calhan, Doug Cohn & Howard Noble

## Calhan Depot Restoration Priorities

By Jim Jordan

The biggest problem we are now facing is the replacement of the roof, as it is in very poor condition; too the gutters should also be rebuilt as we do have the original steel gutters which need to be placed back on the roof line.

In 1980 the Cadillac and Lake City railroad replaced the roof, as can be best determined.

Another problem is that the tile on the side of the building contains asbestos threads, as were popular in the late 30's and 40's. The tile is not dangerous unless it is broken into small pieces. Eventually it will have to be removed and either replaced with non-asbestos tile, or removed and the original lumber will have to be repainted (the original lumber of the siding is still in place and appears in good condition).

A bathroom is planned for the coal room where they stored heating coal for the potbellied stove which heated the building. A sewer line will have to be laid to the main sewer line down the

hill to the north. Plus a water line will have to be run to the station from the pump hose which lays about 80 feet to the northwest of the station.

We will have to lay underground electric connections and cables to the station from the closest power source, in addition to rewiring the depot. We are fortunate that a new member has the equipment and experience in trenching work and has offered to use his equipment to help the "project".

Finally there are smaller items which will have to be either replaced, or rebuilt. Glass in the windows, electric ceiling lamps, west freight room door repaired, stone, brick, concrete, wood or some other material will be put in place in the front and side of the depot, plus the addition of outdoor lighting.

## CRI&P Caboose

Going hand in hand with the depot is our wooden caboose. Originally built by the Bettendorf Company in Bettendorf, Iowa, in 1902 as a B-2 boxcar, with an outside frame. It served as a boxcar for 30 years. In 1942 the Rock Island needed cabooses for the war effort but the War Production Board would not allocate the steel to manufacture cabooses, so the Rock Island utilized the old B-2 boxcars and turned them into cabooses in 1942. They continued in service until the 1969's when they were withdrawn from train service. For information on our caboose please see our Newsletter, summer of 2017 edition, page 10.

It needs a lot of work, but it is in fairly good condition and a lot better than a number of wooden cabooses in Colorado.

We need help donations of time and money and we can succeed in building a railroad heritage site that has few equals in eastern Colorado. Something we all will be proud of!

Photos courtesy of  
Howard Noble &  
Wayne Kemp



# The Really Amazing Race of 1905

By Bryan Mulrone

Photos courtesy  
of B. Frasher, Wikipedia  
& Chris Guenler



Most fans of the Santa Fe Railroad, and other railroads, are familiar with the famous "Death Valley Scotty" and his race across half of America in 1905. But for all those who aren't familiar with his race and story, we would like to present the amazing story of Walter Scott, also known as "Death Valley Scotty" and his race, from Chicago to Los Angeles.

"Death Valley Scotty", whose real name was Walter Scott was born in Cynthiana, Kentucky on September 20th, 1872. As a very young man (12 years of age) he traveled west to northern Nevada riding the range herding horses and cattle. In 1888 he joined William F. Cody, or better known, as "Buffalo Bill, and his "Wild West Show" and traveling the world with the show until 1900, when he left the show after a dispute with Cody. Both had huge egos and were sure to butt heads eventually. If the truth be known "Scotty" was a hustling, swindling, self-

promoting individual, which the west produced in great numbers (Wyatt Earp, Bat Masterson, Bill Cody and many others come to mind).

However he was a friend of Albert Johnson, a multimillionaire, who was amused by some of Scotty's antics. Johnson grubbed staked "Scotty" on a number of occasions. "Scotty" really never made it with his gold schemes and other pipe dreams he did have a lasting claim to fame that still stands as one of the enduring pieces of history of the early Twentieth Century, his "great race" from Los Angeles to Chicago.

Our story begins in Los Angeles on July 8th, 1905 when a gentleman walked into J.J. Byrne, the General Passenger Agent for the Santa Fe Railroad office. He announced to Mr. Byrne that he was Walter Scott of Death Valley. In a booming voice he asked "can your railroad get me to Chicago in forty six hours"? Byrne



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replied that indeed the Santa Fe could do that, and Walter Scott handed him the sum of \$5,500 dollars to cover the trip. He also said he wanted the special train to be called the "Coyote Special", and when would it be ready to depart? J.J. replied that he would have it ready for a departure at 1:00 p.m., the following Sunday from the Los Angeles La Grande Station, "at that time we will head east".

On Sunday the 16th of July 1905, the "Coyote Special" was waiting track side at the La Grande Station, steaming and ready to start what was to be an epic race. The train consisted of baggage car #210, a diner #1407, and the "Muskegon" a Pullman Heavy weight, bedroom – observation car.

The engine was a 4-6-0 six year old Baldwin built engine. John Finley, a large Scot was the engineer at the throttle. Along the train on the platform was a large crowd of well-wishers who had assembled. At about a quarter to one a limousine pulled up next to the train, and Mr. and Mrs. Scott stepped out. Mrs. Scott a pretty and attractive woman boarded the Pullman, while Scotty climbed up on the coal tender and made a short speech to the crowd which had gathered. He then climbed down and boarded the Pullman car.

Also on board were Charles Van Loon, a writer who was busy typing a story for the wire services, also present was a representative for the Santa Fe, Mr. Frank Holmes.

At precisely one o'clock the Coyote Special slowly pulled away from the station and began the journey to Chicago and history.

Crowds lined along the railroad right of ways both day and night, waiting for the Coyote Special to flash by. Word of the journey had been leaked to the wire services, which in turn provided the nations newspaper telling of the extraordinary event.

At San Bernardino a helper engine was coupled on to the train consist for the trip over the mountainous E; Cajon Pass. At the top the helper was uncoupled and sped ahead going into a siding, the fireman jumped off the engine and threw the switch as the Special flew by a minute later, without stopping. Never before on any railroad had that feat been tried.

Fast engine changes were made in less than 80 seconds, and even then that was considered too slow. The train hit a speed of 96 miles an hour between mile marker 43 and 44, setting a record. Day and night the Special

roared east, with Mr. Van Loon passing dispatches to waiting station agents for the Associated Press. All across the Continent newspapers ran the news on the front page as this was something way out of the ordinary. This event that captured the nation's imagination.

As the train burned up the mileage "Scotty" climbed over the coal tender coal pile, and handed out twenty-dollar gold pieces to the different engineers and firemen and divisional superintendents on all the different engines which were used.

On the "race track" east of La Junta, the engine was switched out for a 4-4-2, # 536 an Atlantic type, balanced compound. This was changed again at Syracuse, Kansas, and which "Scotty" rode in the cab into Dodge City in.

Train time and speed records were made all along the line; the train ran 2.8 miles at over 100 miles an hour between Cameron and Surrey, Kansas. In Illinois the rate of 106 miles an hour set a new world record. Then from Fort Madison, Iowa to Chillicothe, Illinois it ran a 105 miles in 101 minutes by engine 510.

On July 11th at 11:54 a.m., 1905 the Special pulled into Dearborn Station in downtown Chicago. It had taken the "Coyote Special" forty-five hours and forty minutes to travel the 2,267 miles from Los Angeles to Chicago. The Special had used nineteen engines, eight engine crews, and set a speed record which was to stand record that was to stand for thirty years until the diesel engines came on the scene.

As an aside the engine types were the following for the affection ado two were Rhode Island Ten Wheeler's, one Baldwin Ten Wheeler's, four Baldwin Prairie Types, and nine Baldwin Atlantics. After a few days in Chicago, Walter Scott and his wife boarded the rather sedate Santa Fe, and returned to Los Angeles and into history.



Photo courtesy of Santa Fe Railroad Heritage Society



## The Great Railroad Fire of 1898

By Jim Jordan

During the age of steam powered locomotives there was always the threat of fire, either cinders from the smoke box, many large fires were started by sparks from the engines as they ran across dry prairie lands or mountainous forests. However, fires were caused by other sources such as a hot journal on a train car, or by even other points of ignition (see the newsletter for the Fall Edition of 2107, page 6-7, an "explosive story").

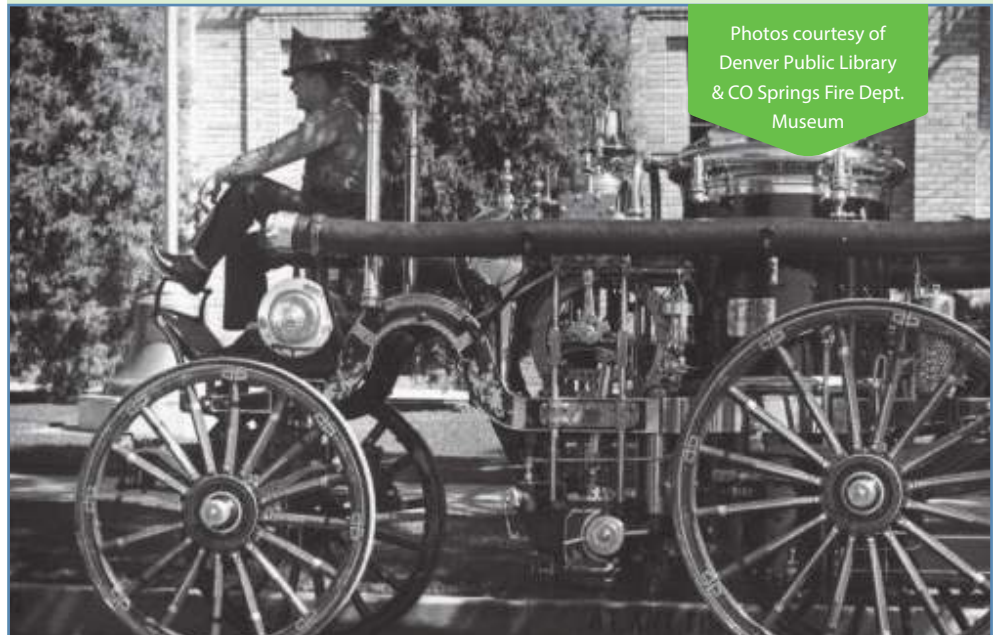
This time it was a fire at a freight station that succeeded in almost burning Colorado Springs business district down. It was eleven years after the explosion which pretty well destroyed Fountain, Colorado and once again took place in El Paso County, Colorado.

On Saturday the 1st of October, 1898, the weather was what you would expect in Colorado in the early fall, crystal clear blue skies and a warm Indian summer day, with little humidity and a gusting wind with periods of 45+ miles per hour frequent, as measured by the Colorado College.

In Station 1 of the Colorado Springs Fire Department, which was located at 18 South Nevada, in the downtown heart of the city, the firemen were attending to chores around the station.

At 2:28 a telephone call came into the station, notifying the men of a small fire located at the Denver and Rio Grande Railroad Freight Station a short distance away. The men hitched up the fire horses to the chemical hose wagon and were on their way in less than 3 minutes. Thundering down the street to the freight house they spied a small plume of smoke beginning to drift over some of the buildings in front of the freight office.

Arriving on the scene they found that a fire had broken out under the south loading dock. The dock's platform which was about four feet above the ground had accumulated a lot of tumble weeds and trash over a long period of time. In addition, it was very broken up with wood being shattered by wagons backing into it over the years



Photos courtesy of Denver Public Library & CO Springs Fire Dept. Museum

which in turn had caused the wood to become splintered and forced under the platform, adding to the fire load.

Normally a small fire of this one would be knocked down fairly easily. However, with the strong winds reaching gusts of over 45 miles per hour the situation was very different and quite dangerous. Adding to the seriousness of the growing fire there were 2 boxcars sitting next to the freight station's dock. One was a car full of dynamite and the other was a car full of blasting powder both cars being destined for Cripple Creek and the mines.

Even as the Hose Wagon pulled up the fire was lapping at the corner of the boxcar containing the blasting powder. The Fire Chief realized that there would be an explosion and ordered his men and the bystanders to seek safety a long distance from the conflagration. As the firemen were packing their equipment up to move to safety, the afternoon train from Manitou Springs, which had arrived a short time previously, moved forward to couple the cars up. Coupling the first car which was the dynamite, and not burning, they moved it safely out of the way. However, when they went to move the second car with the blasting powder the fire had grown in intensity and the heat from the blaze forced them to ride to safety with their engine; without coupling to the car. At 2:58 p.m., just a half hour after the fire call had come in the powder car exploded. The explosion tossed burning debris high into the air, where the strong winds carried the embers and burning debris to the northeast. The explosion blew small wooden kegs, and burning pieces of lumber from the destroyed freight house about a quarter of a mile away to rain down upon a group

of twenty homes in the block which today is Colorado Avenue. In addition, burning pieces of lumber also landed on storage sheds of the Crissy and Fowler Lumber Company, at the southwest corner of Sahwatch and Huerfano Streets.

In a very short period of time, after the explosions, all the structures South of Huerfano Street, between Sierra Madre and Sahwatch were heavily involved in flames. The Colorado and Southern Railroad Depot had burning debris fall on it and soon it was afire also. The fire was now spreading in two directions, eastward burning one structure after another. The other direction of the fire crossed Huerfano and began moving East on the Northside of the street, burning and destroying two more lumber yards, the El Paso Lumber Co. and the Newton Lumber Co.

The Antlers Hotel was the finest hotel between Denver and Albuquerque. It had opened for business on June 1st, 1893, and had cost \$180,000 1893 dollars (or \$4,345,776.00 in 2018 dollars). The hotel was named after the many exceptional deer and elk trophy's that Cholmoady Thornton had sent General Palmer from the Manitou Park area of the mountains, and the General decided that the lobby of the new hotel would be a fine place to put them. In 1895 the Antlers had expanded the hotel by constructing a new wing on the South side of the building.

The fire was advancing up towards downtown Colorado Springs and the Antlers. The incredible radiated heat from the burning lumber yards, which was also being fanned by almost gale force winds, posed an extreme threat to the hotel. It was decided that the hotel must be evacuated and as the fire crept moving closer, the evacuation commenced at 3:30 p.m.

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Guest and as much luggage as could be safely removed as possible were first evacuated, then the furniture was carried out by a large force of volunteers. Finally, the hotels books and records were put in a safe and pushed outside through the West back door into the park behind the hotel, where ash from the fire eventually covered it up.

At 4:07 p.m. the South Side of the building caught fire, which prompted merchants in the downtown who became frightened that their businesses were soon to burn, hired wagons and drivers paying them huge amounts of money to safely remove their goods and merchandise to a safe distance.

All night the firemen fought the fire; special trains brought firemen and engines from Denver and Pueblo to help the firemen on the line. Other surrounding cities sent help including Colorado City, and Manitou Springs. By morning when the sun rose, a good portion of Colorado Springs had burned down, including two railroad stations, the Antlers hotel, lumber yards and over 80 buildings.

The cause of the fire was never really discovered a spark from a train, a carelessly tossed cigarette, the exact cause was lost forever. Within a month Colorado Springs purchased a new American La France steam fire engine to help fight any future fires.

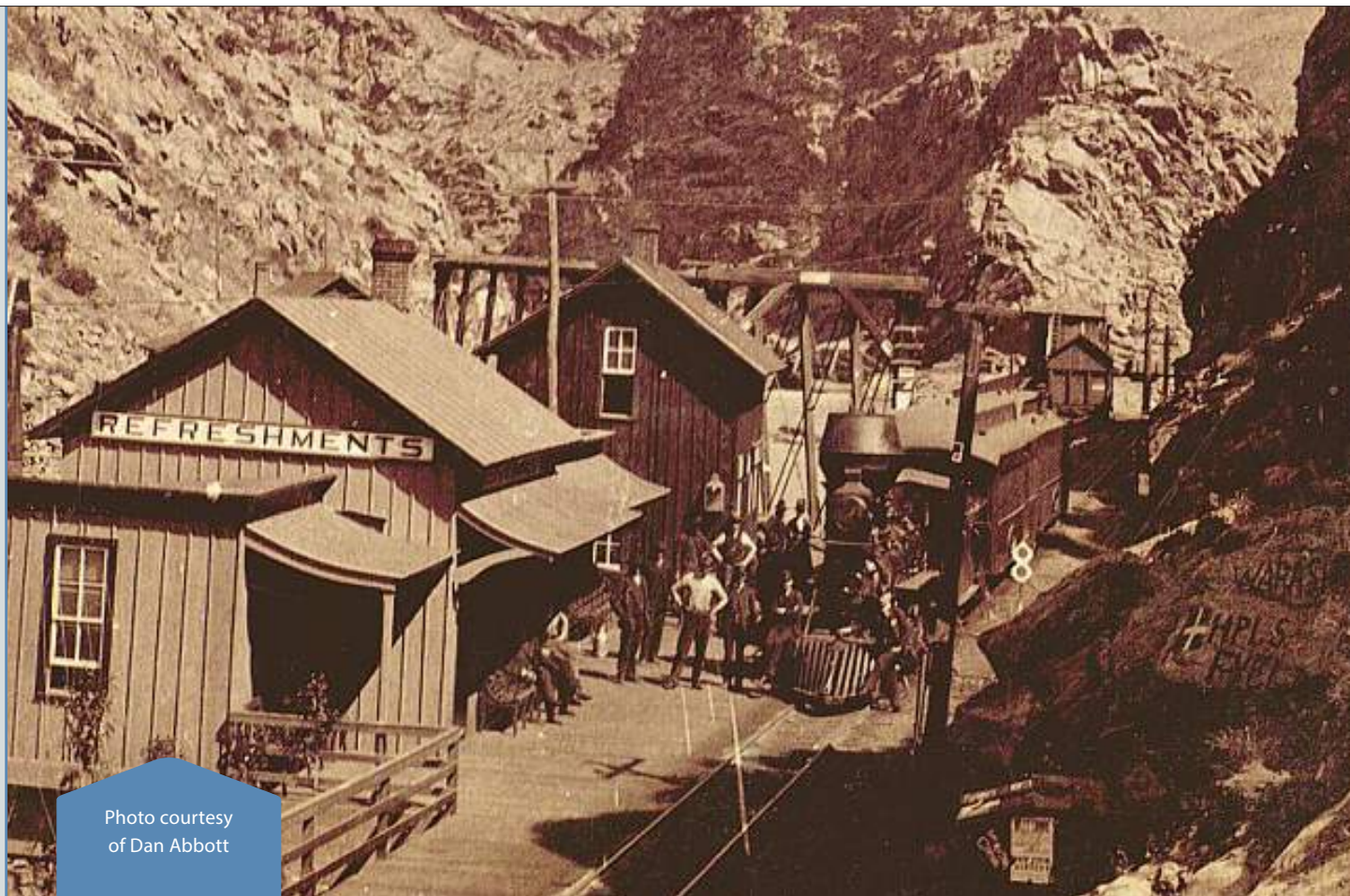


Photo courtesy  
of Dan Abbott

## The Colorado Central Railroad

By Doug Cohn

Colorado Central Railroad by Dan Abbot is the only book you will ever need to get the story of the Colorado Central. It is the most informative book I have ever read about this railroad and all the challenges and is the main source for the information in this article. Everyone needs to buy and have a copy of this book in the collection!

The story starts with the town of Golden and the gold strike by the Russell group in the summer of 1858. The Russell party after finding gold in Englewood, moved into the mountains and began to find lots of gold. They worked the area called Russell Gulch near Central City. George Jackson, another gold seeker set up camp near the site of Golden in the fall of 1858; John Gregory also came

early to the area Gold was found in Clear Creek on both forks – the main one going up to Idaho Springs and the smaller one going toward Black Hawk. Gregory settled in Idaho and worked the creek that first winter. Thomas Golden, a friend of Jackson began to establish the town of Golden. It was founded as a farming and supply center for the gold mining operations in Black Hawk and Central City and the Gregory diggings at Idaho Springs.

Mining expanded rapidly and more supplies were needed and a better transportation system was needed to bring the gold ore out of the mountains. William Loveland was aware of the opportunity and in early 1865 talked with the Union Pacific about routing a main line through Golden to work

with the mines. The original plan was to bypass Denver and run along the base of the foothills. In February The Colorado and Clear Creek Railroad Company was organized. The legislature authorized building a railroad up the canyon and going both directions at the fork. Surveyors went out to map the route and grading crews began by building a road up the canyon. Golden would be the main point on this line with an extension running into Denver. In early 1866 the name was changed to Colorado Central and Pacific Railroad Company and the proposed length extended to Provo Utah. They believed they could build a railway across the mountains at Berthoud Pass. The Golden location was planned as the main UP route from Cheyenne. John



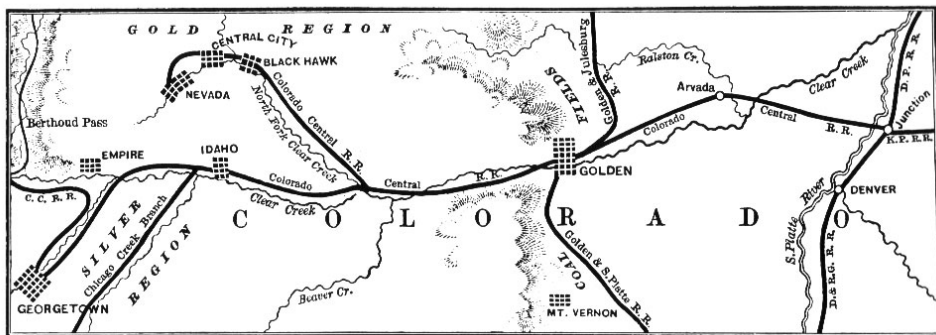
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Evans and David Moffat had a different plan. They wanted the UP in Denver. They began construction of the Denver Pacific Railroad to connect to Cheyenne. Track was laid east from Golden. On September 26, Golden was connected to the states by the Kansas Pacific!! Even with all the planning, it was not until 1870 the first train arrived in Golden. By early 1871 Golden incorporated. The main line went north to Boulder and beyond. By 1877 the main line reached Hazard Wyoming.

The mountain branch struggled. Track was being laid up the canyon and it was hard work with the tunnels and rock faces that needed blasting. It connected with the Guy Gulch wagon road to bring ore down by August of 1872. It reached Black Hawk in December of 1872. By February 1873 the CC had reached Floyd Hill. It took till August of 1877 before they reached Georgetown. The CC struggled with politics and money for several years finally getting to Central City in 1878.

Internal fights between the companies and a lack of money delayed the railroad. Everyone struggled until 1879 when UP took possession of the CC.

*Be sure to pick up Dan Abbot's book to read the whole amazing story.*



## President's Letter

The membership will be \$6,500.00 to move our 1890 wooden chair car to Calhan from Denver. It was built in 1890 by the American Car Foundry. It currently is residing at Forney's. We have had a most generous donation from the Englewood Historic Preservation Society of \$2,500.00. Which leaves a balance of \$4,500.00. If anyone has any idea how we can raise the money, please notify me. One way is for anyone who hasn't paid their dues to pay them. We have over 60 people who have not paid their dues this year. Please we need help on this project.. If you want to pay your dues we can do it by credit card now, or by check. Call me at 303-269-97568.

Finally our very best wishes to Lindsey Runyan for a speedy recovery from her recent automobile accident. Lindsey is one of our most dedicated members.

Sadly one of our members in Cheyenne, Kerry Skidmore passed away recently after a massive heart attack. Kerry was a very good and strong member of our society. He was also the Curator of the Union Pacific Museum in Cheyenne. He will be missed.

Until next time, Jim

## Upcoming Events

**MAY 19TH & 20TH**  
Cheyenne Depot Days, Cheyenne Union Depot. Saturday 9am-5pm & Sunday 10am-4pm.

**APRIL 28TH & 29TH**  
TECO train show at Chapel Hills Mall, Colorado Springs, CO

**JUNE 2ND**  
WMMI show Black Forest Colorado,

**JULY 13TH & 14TH**  
Calhan Depot Days

Photo courtesy of Greg Chapleski





## Any And All BIKES

3444 South Broadway  
Englewood, CO 80113  
303-995-3731  
anyandallbikes.com

### Hours

Monday: Closed  
Tuesday: 10 am - 5 pm  
Wednesday: 10 am - 5 pm  
Thursday: 10 am - 5 pm  
Friday: 10 am - 5 pm  
Saturday: 10 am - 2 pm  
Sunday: Closed

## SPONSOR: Any and All Bikes

One of our sponsors this month is Any and All Bikes in Englewood, Colorado. Any and All Bikes has been one of our sponsors for the last 6 years. They have been incredibly supportive of our attempts to help raise monies for our different projects. They have demonstrated time and time again that they believe in our mission statement by donating to our silent auction.

Any and All Bikes has been in business since 1986, and has gained a well deserved reputation for reliable, friendly service, and one of the largest selections of bicycles in the Denver area.

So if you come visit their store on South Broadway and if you need a kids bike, a Penny Farthing, thin tire, fat tire, tandem, orthopedic special bike, a used bike, a competition racing bike, repair, tune up, or even just looking to kill time and want to "window shop", you will be greeted and treated warmly.

Don, Vi, and their son Demetrius are friendly and knowledgeable, and will treat you with honesty and courtesy. Mention that you saw this in the newsletter and be surprised by their friendly and compassionate understanding. They will do everything humanly possible to see that your visit is a pleasant one.



Photos by Jim Jordan

## Pikes Peak "N"giners MRR Club

*In doing a proper restoration and education presentation, for all our projects, we have the assistance from many other type of organizations. The Pikes Peak "N" gaugers is one of them. Here is their story.*

The club was founded October 13, 1989 for N-scale model railroaders to meet and to foster interest in model railroading. There were 38 charter members, one of which was Ron Theisman, owner of Train Showcase. The club's first location was in the Plaza of the Rockies downtown Colorado Springs.

In December 1992, the club moved to Shops at the Bluffs Shopping Center. While there, the club layout grew to fill about 3000 square feet of space. After three prosperous years there, the club had to leave and go into storage. About a year and a half later, the club found a new location at Jeannine Drive. We had a monthly rental expense, the first in the club's history.

The club has also been located at the Meadowlake Airport out near Falcon, CO. Currently, the club is at 32 S Sierra Madre, in the old Rio Grande Depot, downtown, where we've been since August 2007.

The club attends many shows/swapmeets throughout the year, roughly 8-12 each year. We also have an annual Anniversary Dinner, an annual picnic at Palmer Lake, and two to four club trips each year, including at least one train ride.

In the fall of 2016 the PPNG leadership met Jim Jordan of the RMRHS, and was asked by him to build an "N" scale layout for the Calhan Depot. The club has agreed.

The layout is to be a depiction of the Rock Island Railway in the Calhan area. It is believed that the era should be at the switch over from steam to diesel. The club is glad to help and is ready to get started.

PIKES PEAK "N" GINEERS



## Pikes Peak 'N'Gineers

PO Box 594, Monument, CO  
719-550-1780  
[www.ppngineers.org](http://www.ppngineers.org)

Anyone is welcome to join us at any of the below scheduled meetings.

**RUN/WORK SESSIONS:**  
Friday: 7pm – 9 pm

**MEETINGS:**  
3rd Friday of the month at 7pm, in the old Rio Grande Depot.

*PPNG Clubhouse  
32 S. Sierra Madre St.,  
Colorado Springs, CO*

**BOARD MEETINGS:**  
1st Monday of the month, at Big Train Restaurant, near Fillmore & Nevada Ave. Dinner at 6 pm, meeting at 7 pm.

**BUSINESS MEETINGS:**  
3rd Friday of the month at 7 pm at the clubhouse.



Photo courtesy of [ppngineers.org](http://ppngineers.org)



## MEMBERSHIP APPLICATION

- |                                          |                                                  |
|------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Individual \$25 | <input type="checkbox"/> Business \$100          |
| <input type="checkbox"/> Family \$45     | <input type="checkbox"/> Lifetime \$450          |
| <input type="checkbox"/> Associate \$45  | <input type="checkbox"/> Corporate/Patron \$1000 |

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ Email \_\_\_\_\_

Please enclose a Check or Money Order. For Credit Cards please call 303.269.9768

### Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

2017 Membership expires on January 31, 2018. Those joining after September 2017 will not have their membership expire until January 31st, 2018.

## Rocky Mountain Railroad Heritage Society

PO Box 969 - Englewood, Colorado, 80151-0969

303-269-9768

rockymountainrailroad@yahoo.com

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