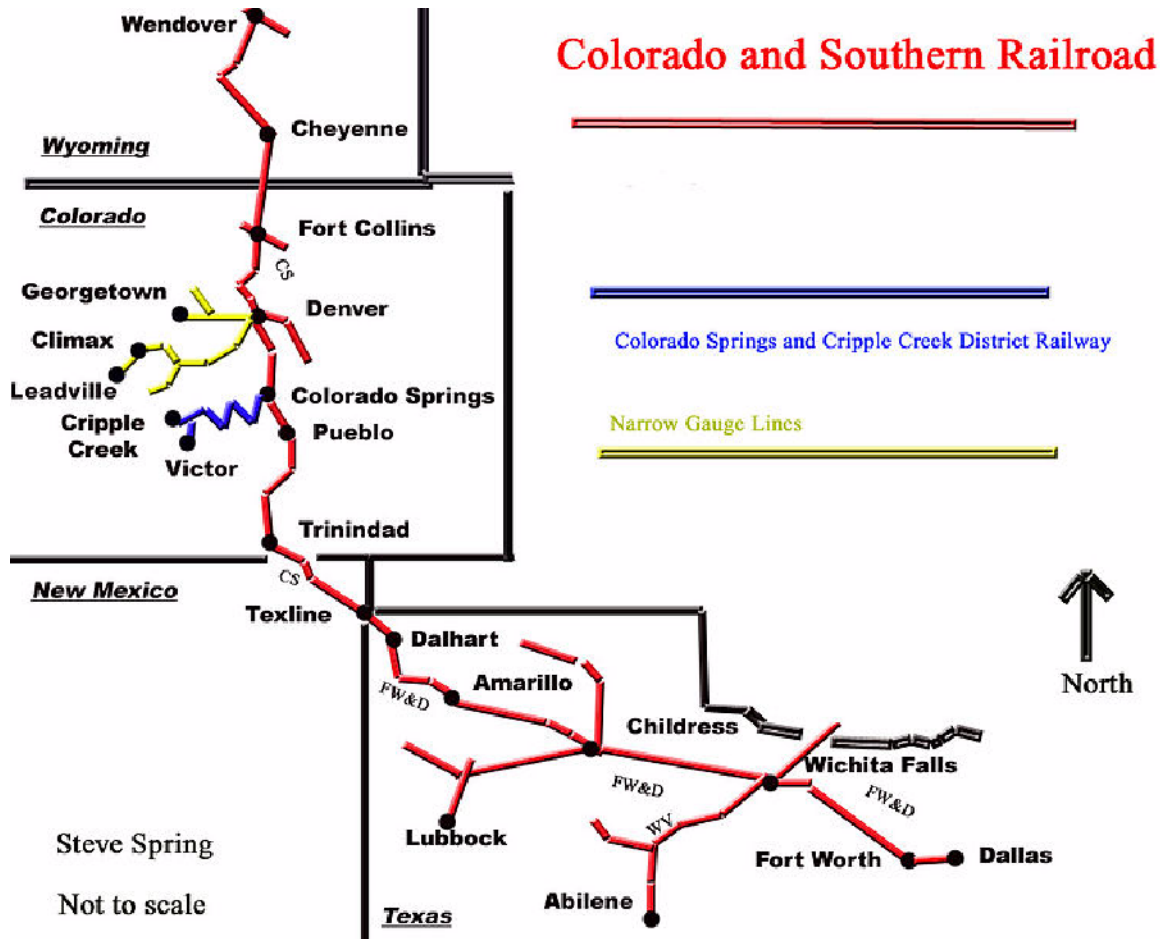




Fort Worth & Dallas



Colorado & Southern Railroad

The Colorado and Southern Railway (reporting marks C&S, CS) was a railroad company in the western United States that operated independently from 1898 to 1908, then as part of the Chicago, Burlington and Quincy Railroad (CB&Q) until it was absorbed into the Burlington Northern Railroad in 1981.

The railway began as the consolidation of bankrupt railroads on 1898. The Colorado Central Railroad and Cheyenne and Northern Railway were brought

together to form the Union Pacific, Denver and Gulf Railway in 1890. When the Union Pacific went bankrupt in 1893, they were separated from the Union Pacific and united with the Denver, Leadville and Gunnison Railway and others, by Frank Trumbull to form the Colorado and Southern Railroad in 1898. In 1908 the Chicago, Burlington and Quincy Railroad bought control of the C&S. It would later merge into the Burlington Northern Railroad in 1981.

For several years after the remainder of the C&S ran only diesels with the arrival of EMD SD9s 831–842 in 1959, the railroad resisted any attempts to run diesels on the isolated Leadville–Climax branch high in the mountains of Colorado. The elevation ranged from 10,000 feet at Leadville to over 11,300 feet at the Climax molybdenum mine/mill 14 miles distant. The conventional wisdom of the steam era veterans said that the diesels would starve for air and operate inefficiently, if at all, in the rarified atmosphere. EMD convinced the C&S in the summer of 1962 to run the still unsold SD24 demonstrator #5579 on a siding at the Leadville engine terminal – not moving nor pulling a load – to prove the diesel engine would run. When it was found that the engine ran in a perfectly normal fashion, even without the turbocharger engaged, the last days of steam power on the C&S had arrived.



C&S Engine 641, the line’s last operating standard-gauge steam locomotive, used on the Climax–Leadville run until 1962. On display in Leadville; photo 2010.



Model of EMD demonstrator 5579

C&S SD9 828 was sent to the FW&D shops where it received new Chinese red paint, a large snow-plow, and flangers on the front truck to scrape ice along the track. It was then sent to Leadville to replace C&S Engine 641. So successful was the SD9 828 in this service, that it operated for 24 years until the mine shut down at Climax.



C&S SD9 828

Editor’s Note: This C&S SD9 828 is the most famous (notorious?) locomotive on the railroad. Maybe there will be an article about it later.

Some notes on diesel nomenclature: The EMD GP7 (General Purpose) was the first non-car body design road diesel/switcher, and became very popular with all railroads in the US. The GP7 and almost identical GP9 were too heavy for the lighter rail on many branch lines. For the SD7s and SD9s (Special Duty) and the later turbocharged SD24s, the frame was lengthened and six-wheel trucks were installed to better distribute the weight on the rails. A number of other modifications were often made to reduce the weight of the SD7 and SD9 locomotives.

The GE U25Bs were upgraded to 3000 hp and six wheel trucks as U30Cs in order for GE to sell these locomotives to customers for use on branch lines. The number refers to the power and the “C” designates six wheel trucks. The “Universal” series of GE locomotives were considerably less expensive than the EMD models, but the GE models seemed to have more maintenance and reliability problems. Later generations of GE locomotives are more highly regarded.

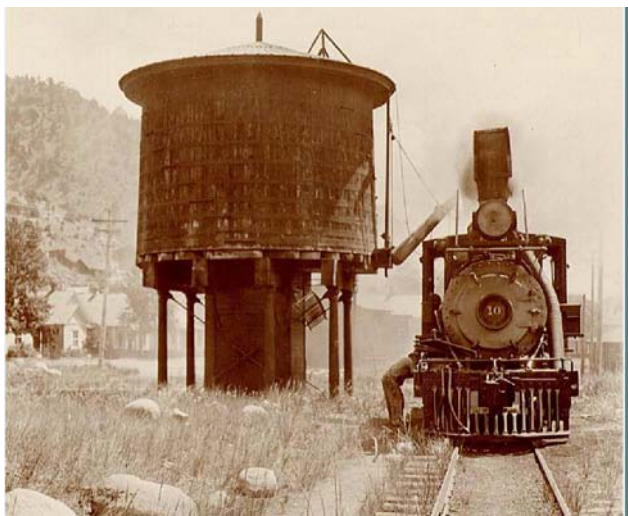


C&S GE U30C Diesel 890. This locomotive was the first of four purchased by the CB&Q for the C&S in 1988.

Narrow gauge

The Colorado and Southern narrow gauge lines were formed in 1898 from the Colorado Central and the Denver, South Park and Pacific Railroads. The narrow gauge had four distinct lines. The Platte Canyon Line from Denver, Colorado to Como, Colorado, The Gunnison Line from Como to Gunnison, Colorado via Alpine Tunnel, Highline between Como and Leadville, Colorado, and the Clear Creek line from Denver to Silver Plume, Col-

orado. Major Branch lines ran were the Baldwin branch between Gunnison and Baldwin, Keystone from Dickey, Colorado to Keystone, Colorado, Blackhawk branch between Forks Creek and Central City, Colorado, The Alma Branch from Como to Alma, Colorado, and the Morrison Branch from Denver to Morrison, Colorado. The Colorado and Southern narrow gauge never owned a brand new engine, all motive power was from former roads.



C&S narrow gauge #10 gets water at Idaho Springs. From the Ted Kierscey Collection.



C&S #59 From the Ted Kierscey Collection.



Bobber Cabooses

Downfall of the narrow gauge

The Colorado and Southern narrow gauge was slowly abandoned piece by piece for 33 years between 1910 and 1943. The first line to close was part of the Gunnison Line between Hancock and Quartz. This included Alpine Tunnel, rail was not removed until the 1940s. The isolated track between Quartz and Gunnison and Gunnison to Baldwin was leased and later sold to the Denver and Rio Grande Western Railroad. Quartz to Gunnison survived until 1936 and the Baldwin Branch lasted until 1954.

The next line to be ripped up was between Garos and Buena Vista, Colorado. This left another isolated line between Buena Vista and Hancock which was abandoned four years later. Also in 1926 the Morrison Branch was removed. In 1931 part of the Blackhawk branch between Central City, Colorado and Blackhawk, Colorado was removed. Times were tough during the Great depression and by the end the narrow gauge was worn out. What was left of the former Denver South Park & Pacific between Denver and Leadville including the Alma branch and Keystone branch was removed in the Summer of 1938 excluding a short 14 mile segment between Leadville and Climax, Colorado and Denver and Waterton, Colorado.

The next line to fall was between Silver Plume and Idaho Springs, Colorado in 1939. This included the famous Georgetown Loop. In 1941 the last of the Clear Creek lines began being torn up in May of that year between Golden, Colorado and Idaho Springs. This included the Blackhawk branch. The dual gauge third rail that allowed narrow gauge

trains to run between Denver and Golden was also removed. The segment between Denver and Golden still exists today to serve the Coors Brewery. Most of the track was removed from Waterton to Chatfield, Colorado in 1942 and the rest was converted to standard gauge, ending all narrow gauge service out of Denver. The last narrow gauge operation between Leadville and the Climax mines was converted to standard gauge due to heavy traffic from World War II. The last Colorado and Southern narrow gauge train, pulled by engine 76, ran the 28 mile roundtrip on August 25, 1943. The next day standard gauge trains began hauling the load. The C&S narrow gauge was now part of history.

Narrow gauge today

Not much of the narrow gauge survives today. Today there are five surviving Locomotives, C&S #31 is at the Colorado Railroad Museum painted as Denver Leadville and Gunnison 191, C&S #71 (pictured on previous page) is on display in Central City, Colorado, C&S #9 is soon to be on display in Breckenridge, Colorado, C&S #60 is on display in Idaho Springs, Colorado, and C&S #74 is under restoration and will be on display in Boulder, Colorado in the future. Two roundhouses survive in Como, Colorado and Leadville, Colorado. Rolling stock has been scattered across the US. Some are on display in Colorado, One mail car found its way to Nebraska, and some boxcars are on the White Pass and Yukon Railroad in Alaska. Remaining water towers are the French Gulch tank near Leadville, Bakers tank near Breckenridge, and Halfway tank near Alpine Tunnel.

Predecessor railroads

The following lines were consolidated between 1890 and 1900 to form the C&S:

- Canon de Agua Railroad
- Cheyenne and Northern Railway
- Chicosa Canon Railway
- Colorado Central Railroad
- Denver, Cripple Creek and Southwestern Railroad
- Denver, Leadville and Gunnison Railway
- Denver, South Park and Pacific Railroad
- Denver, Marshall and Boulder Railway

Denver and Middle Park Railroad
Denver, Texas and Fort Worth Railroad
Denver, Texas and Gulf Railroad
Georgetown, Breckenridge and Leadville Railway
Greeley, Salt Lake and Pacific Railway
Leadville Mineral Belt Railway
Road Canon Railroad
Union Pacific, Denver and Gulf Railway

The history of the Colorado & Southern is quite interesting but is not as well documented as the CB&Q or the Union Pacific. You may find the article at the following address adds additional information. This article also contains a good locomotive roster of the C&S.
<http://www.american-rails.com/colorado-and-southern-railway.html>

What Is The Georgetown Loop?

The towns of Georgetown and Silver Plume, Colorado are only two miles apart through the steep narrow canyon of Clear Creek in the Rocky Mountains west of Denver. The railroad route is 4.5 miles (7.2 km) long and ascends an elevation of 640 feet. Engineers designed a corkscrew route that traveled nearly twice that distance to connect them, slowly gaining more than 600 feet (183 m) in elevation. The route included horseshoe curves, grades of up to 4%, and four bridges across Clear Creek, including the massive Devil's Gate High Bridge (195.1 m) through mountainous terrain along with trestles, cuts, fills, and a grand loop. The engineering and scenery along the track are spectacular.

The Georgetown Loop was rebuilt as a tourist ride in the 1980s and can be ridden in the summer months (beginning about May 15th). There are many videos of the railroad and scenery which can be seen on Utube as well as other places. Typing "georgetown loop" on Google will give many articles and videos to explore.

Train Storage Furniture 2012

Hi, I am Jan Zweerts, "General Manager" (GM) of the mythical Swiss Flats Railway (a large scale model railroad). This train storage project is a collaboration of craftsmen, me and my wife, Rae, aka

the "Zoning Commissioner" (ZC) over a period of 3 years or more. Ongoing discussions between the GM and ZC about the clutter of railcars and locomotives on top of every horizontal surface lead to the ZC requesting a piece of fine furniture that would fit behind the couch with the top surface completely clear of train stuff. With these constraints in mind I sketched and then modeled in 3-D foam core the basic concept of an old world train station with cobblestone platforms, canopy roof and a double level double track with storage arches below. The look of the interior arches came from a photo of a Swiss tunnel entrance. The center pillared canopy is based on a composite of old drawings and photos from my RR book collection.



Collaborators in this project were Alberto Viramontes of Hood River, Split Jaw Products of Portland, Tom Herrera of Mosier and Cross Cut Hardwoods of Portland was a major supplier.

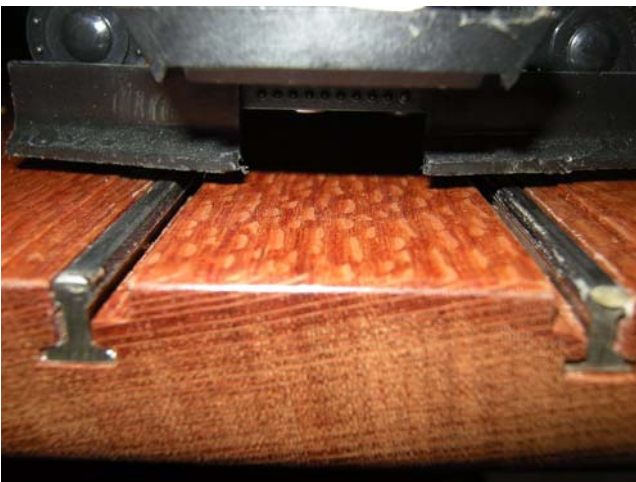


Alberto is long time family friend and has made many frames for my late father's paintings, fine wood shelves for my late mother and a very nice

disc storage cabinet for our home. Our only regret was we had it made in soft pine instead of more traditional hardwood. This time I picked out hardwoods from Cross Cuts such as African leopard wood for its pebbly grain that looked like cobble stones, African kopek for the look of a reddish canopy roof and American red oak for the base arches.



Split-Jaw Products is a small locally owned manufacturer that produces and markets world-wide Large Scale Rail products and does custom work using a CNC milling machine. They routed in the stainless steel rail into the leopard wood after testing a small piece beforehand to prevent damage to tools used normally with hard plastic.



Inlaid track in African leopard wood

Tom Herrera, also a family friend, collaborated with my late mother when I commissioned a metal and mosaic coffee table over a decade ago. Tom is an artistic craftsman who enjoys a challenge. He

designed and made the metal framework that ties the whole piece together.

Alberto, Tom and I met several times over the months to figure out the look and feel of the piece and the best way to execute the work. Alberto did a great job of joining all the wood that I brought at Cross Cut. Wood that looked good to my layman's eye but had to be milled extensively and made interior dimensions much tighter than the original plans called for.

Ready, Set, OPERATE!

Yes, it is almost time to start another Operations Season. We recently met at Gary's Clubhouse (AKA Constructavision on a Monday Evening) to discuss the guidelines for the SIG and the schedule for the upcoming year.

The group agreed on some standards for the SIG, which include:

- Car Cards and Waybills as the operating system.
- Track Warrants to control train movement.
- Kadee or Kadee compatible couplers
- Two person crews, Engineer and Conductor
- Dispatcher or Host is responsible for turning Car Cards
- Rule 99, use of Flagman when blocking the mainline.

Trains should be set up and ready to run at the start of a session.

We will continue assuming that all "cabeese" or waycars are wood framed older style and cannot be used to push or pull cars. For example. Using a pusher to get up the grade on the Baker and Grande Ronde would require cutting in the helper in front of the caboos. It adds interest to the session.

Last season saw the introduction of a basic wired telephone dispatch system that can be taken to each

layout and used to transmit Track Warrant information to the Conductors.

It was also agreed that we need to have some Saturday sessions for those who cannot make it on Fridays and we set up a tentative schedule trying for at least one Friday and one Saturday in each month. The exception is May, which has several Saturday events already on the Calendar.

We also want to share the fun we have with the rest of the club, and in August we will have an Operations Session to which the club is invited to come and watch (and participate if you want). This will be similar to an Open House, but no pot luck or club business.

Tentative Schedule:

Subject to change with short notice due to weather and the effects of life on our calendars. Check the Yahoo calendar for the latest info.

April 21 Saturday Noon to 5pm
Worthington and Randolph RR (Nick)

May 4th Friday 4 pm to Dark
Lone Pine and Western RR (Tom)

May 18th Friday 4 pm to Dark
Baker and Grande Ronde RR (Gary)

June 1st, Friday 4 pm to Dark
Worthington and Randolph RR (Nick)

June 23rd Saturday Noon to 5pm
Baker and Grande Ronde RR (Gary)

July 13th Friday 4 pm to Dark
Lone Pine and Western RR (Tom)

July 28th Saturday Noon to 5pm
Burlington & Missouri River RR (Allan)

Aug 10th Friday 4 pm to Dark
TBA

Aug 25th Saturday Noon to 5pm
Operations Open House (Gary)

Looking forward to seeing you at the sessions. Nick Kelsey OPSIG Chair

RCGRS Officers and Staff

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Vice President, Nick Kelsey

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Treasurer, Steve Cogswell

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Yardmaster; Tom Gaps

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Club Store Chair, Margaret Kooken

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Webmaster, Nick Kelsey

503-266-1110, kelsey.nick@gmail.com

Immediate Past President: Jeff Lange

360-696-0799, jeffdlange@comcast.net

Schedules & Timetables

It is our Society's policy to attempt to have an event or open house on every second Saturday or Sunday of the month. Other and additional dates during a month are also available and encouraged. Anyone interested in having an Open House or sponsoring an event, please contact **Tom Gaps 503-659-8893, tgaps@comcast.net**

April 15, 2012, Sunday, 12:30 - 4:30: First Quarterly meeting at Dave and Margaret Kooken's House. 7542 Carolina Lane, Vancouver, WA 98664
Phone: 360-695-0389

12:30 Open House,

01:30 Lunch

02:30 Business Meeting

03:30 Play Trains - Weather Permitting (see note below)

Host will provide coffee, tea and water. Guests may bring another beverage of their own choice. Paper plates, plastic utensils, coffee cups and napkins provided by hosts. There are about 20 chairs; it is

suggested that some guests will want to bring a chair if possible.

Club Members to bring
A-E Main Dish
F-M Side Dish or Salad
N-Z Desert

Railroad: Outer loop should be operational. Inner loop may NOT be operational. Track power (up to 10 amps) is available on outer loop. Live steam on outer loop only. Battery on outer loop and if available, also on inner loop.

May 5, 2012, Saturday, Noon to 5:00 pm: Open House at Shannon & Millie Pratt's home, 6677 SW Bancroft Way, Portland, OR 97225, 503-292-9464.
Details TBA

OPSIG April 21 Saturday Noon to 5pm
Worthington and Randolph RR (Nick Kelsey)

OPSIG May 4th Friday 4 pm to Dark
Lone Pine and Western RR (Tom Gaps)

May 12, 2012, Saturday: National Train Day. Normally we have a booth at Union Station. Volunteers needed.

OPSIG May 18th Friday 4 pm to Dark
Baker and Grande Ronde RR (Gary Lee)

OPSIG June 1st, Friday 4 pm to Dark
Worthington and Randolph RR (Nick Kelsey)

June 9, 2012, Saturday, Noon - 5:00 p.m.: Open house at Bill & Brenda Derville's Colorado & Southern RR.

930 NW 170th Place, Beaverton, OR 97006
Phone: 503-645-1771
Details TBA

June 16, 2012, Saturday, 10:00 a.m. - 5:00 p.m.:
"Railroads In The Garden Summer Tour," Bill Der-

ville, Chairman. Volunteers are needed to help at the railroads open for the tour.

OPSIG June 23rd Saturday Noon to 5pm
Baker and Grande Ronde RR (Gary Lee)

July 6 - 8, 2012: West Coast Regional Meet in San Diego, CA. San Diego Garden Railway Society.

July 14, 2012, Saturday, Noon - 5:00: Second quarterly business meeting and Open house at Steve Cogswell's. 17520 S Holly Lane, Oregon City, OR 97045. Phone: 503-501-8630
Details TBA

August 11, 2012, Saturday, Noon - 5:00: Open house at Tom and Betty Gap's Lone Pine & Western RR. 5922 SE Skyhigh Ct., Milwaukie, OR 97267, 503-659-8893.
Details TBA

August 15 - 19, 2012: 28th National Garden Railway Convention in Chicago, Illinois.

September 8, 2012, Saturday, Noon to 5:00 p.m.: Open House at Dennis & Carolyn Rose's Blueberry Mountain RR. 18325 SE Jaylee St., Beaverton, OR 97007
Phone: 503-649-4904
Details TBA

September 11-16: Colorado Trip: "6 trains in 6 days" For information, contact Carolyn Rose

October 2012: The October Open House will also be a quarterly business meeting and is generally the Halloween decoration event. To encourage maximum attendance at business meetings we would like to see the business meeting held at a somewhat central location to minimize the average travel distance for attending members.

November 2012: Annual Banquet is not scheduled yet.

December 2012: Not scheduled yet.