

## The Dispatcher May 2024

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### President's Message

Anne Murray Chilton, Museum Administrator

Eric is on a well deserved vacation so I will be doing this month's column.



First off, I would like to welcome our new Board Trustees, Paul Stephens and Jerry Sargent, they are a great addition to our organization. Charles Price and Bob Cossairt are hard at work on the interior restoration of Leflore depot and our dedicated grounds volunteers have the campus looking great even with all the rain we have had this month.

The Annual Softball Parking Fundraising is next week! We still need more volunteers to help make it successful. This event is the second largest fundraiser behind our Polar Express event. Help is needed May 30th through June 7th. Please reach out to [Amanda](#) if you can help and sign up for a shift.

Contractors have made progress on the replacement of track ties along the mainline. They have made it from 30th street to the middle of the golf course and will continue on to 50th street. The mechanical department have numerous, ongoing projects.

If you have not picked up your order of volunteer shirts please see Amanda in the gift shop. If anyone needs more shirts let [me know](#).as we will be making another order in the future.

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## Upcoming Events

- **Softball Parking:** May 30th-June 7th
- **Regular Train Run:** June 1st, 2024
- **Father's Day Train Run:** June 16th, 2024
- **Independence Day Train Run:** July 6th, 2024
- **Regular Train Run:** July 20th, 2024
- **Book Club Meeting:** July 27th, 2024

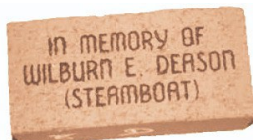
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## **Trustee Meeting: April 30th, 2024**

- Approved Minutes of March 26<sup>th</sup> meeting
- Approved Minutes of Emergency meeting
- Treasurer's Report & Expenditure Review
- Financials Review and Budget
- Status of Grants and Donations Employee and
- Department Reports Acquisitions Report
- Train Show Report
- Polar Express 2024 Wheels to
- Rails
- Next meeting May 28, 2024

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## Donation Box



In anticipation of our new museum expansion project, we are in need of donations more than ever before! Brick purchases and donations will make a real difference in helping us to achieve our goals.

Please visit our if you are able to give! [DONATE](#)

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## **A Trip on The Durango & Silverton Narrow Gauge Railroad By Paul Stephens**

This year, for my 53rd birthday, I wanted to do something special. Taking a cab ride on the Durango & Silverton Narrow Gauge Railroad (D&SNG) was my number one choice. Tim Brown, a friend who volunteers at the Abilene & Smoky Valley Railroad (ASVRR), heard about my previous visit to Durango. He asked to join me and offered to pay half the expenses.

On our way, we stopped at Del's in Tucumcari, where we had a pleasant surprise: a new Tucumcari Railroad Museum was being established. For a small entrance fee of \$3, we met Connie Loveland, who gave us a tour of the museum and showed us several books of mechanical drawings for Baldwin Locomotives dating back 120 years. The books belonged to a Rough Rider with Teddy Roosevelt, and his granddaughter donated them to the museum.

We arrived in Durango the day before our ticketed ride and used the free time to explore the area and the D&SNG RR Museum. I also picked up my "uniform," which is included in the fee for cab riders (and motor car riders). It included a pair of bib overalls, a blue chambray work shirt, a D&SNG hat, gloves, safety glasses, and ear protection.

A few weeks before we left, Tim had worked with several individuals from D&SNG RR in Abilene, who guided them on the steps for the 1472 inspection on their AT&SF 3415. Tim texted Randy, who set us up with Dylan, who gave us a full tour of the shop facilities. We toured the roundhouse, the wood shop, the paint shop, the machine shop, and saw their new construction. It was amazing to see all the capabilities and experience in one location.

After the tour, Dylan suggested we had enough time to make it to Silverton to see the second train arrive. Tim and I jumped back into my car and headed north on US 550. We stopped just outside Silverton to get pictures in front of the snowy mountain peaks, then headed on to

Silverton. Once in town we parked, grabbed our jackets, and within five minutes, we heard 493 arriving at Silverton, her whistle echoing through the mountains.

In Silverton, we met up with Ross Boelling, the President and GM of ASVRR (where Tim volunteers), who rode the first train, 476, that was still in town. He recommended lunch at Handlebars Restaurant & Saloon, and it did not disappoint. We stayed in town long enough to watch 493 depart, then headed back to Durango.

We arrived back in Durango, where we stayed at the General Palmer Hotel, on the second floor, right off the balcony. I had ordered a pizza (which served as my birthday cake) and invited Ross to join us for dinner and fellowship once he arrived back from Silverton on 476. I caught some great pictures of 476 arriving and even got some of Ross waving at us from the First Class Car, Yankee Girl. Coincidentally, it was the same car Tim would be riding round trip in the following day and I would be riding in on the return journey from Silverton. We finished dinner just in time to catch 493 on its return from Silverton. I took some video with the amazing echo of its whistle as it traveled through Durango.

The next morning, I suited up (in an outfit nearly identical to what I wear at ORM) and headed next door to the train station. I was guided up to the front of the train, which was still waiting for the locomotive to join. I eagerly awaited to see which engine it would be, and to my pleasant surprise, it was 493! The previous year, I was a passenger in the Cinco Animas car with 493 as the locomotive, and now I would get to ride in the cab! As 493 switched tracks, I observed the Conductor, Johnny Rooney, use hand signals to guide Engineer Nick Breeden.

I then met the Fireman, Kylah, who is also Nick's wife. By the way, they have been featured in a Wayforgers™ article by Duluth Trading Co.! Nick gave me the standard safety briefing, explaining where to stand, where to sit, and to always assume everything is hot and wear gloves. He then resumed inspecting and oiling 493. It wasn't long before Nick was given the high ball, and we proceeded out of the station.

I had been directed to stand on the diamond plate between the locomotive and tender, which required some balance and agility as we gained speed! Nick and Kylah offered to answer any questions, and I asked about the controls Kylah was using to manage the oil dispersion and an extra lever that Nick had for the air brakes (which, to be honest, I still don't understand). As the grade increased, I could clearly hear the chuffs grow further apart as 493 contended with gravity. I watched in amazement as Nick and Kylah effortlessly adjusted the controls to keep us moving smoothly along the Animas River.

When you ride in a D&SNG passenger car, you have a car host who mentions different points of interest along the journey. Since I had ridden the train last year, I was aware of what was in store. What I wasn't ready for was just how much more beautiful it was from my position! The

unconstrained view of Shalona Lake, Cascade Canyon, the High Bridge, stopping to fill the tender with water, the blowdowns, and the stunning scenery of the San Juan National Forest.

It was bittersweet when we arrived in Silverton. I wished the cab ride included the return journey, but those are only booked one way from Durango to Silverton.

I looked forward to relaxing with a meal and a drink, so I met back up with Tim, and we ate at the Pickle Barrel. We wandered around town, exploring the various shops until the train was ready to be boarded. We had a table for four to ourselves (the passengers from one side of the table were only going one way), so we each got a window. Tashica Drew was our car host, and she was fantastic! I can't imagine the endurance it takes to be a car host for seven hours with only a small break in the middle, but she performed excellently. We were informed, entertained, served drinks, and treated like old friends. I also did a little foaming and got signatures from the crew on my D&SNG hat and had my picture taken with each of them.

So how much did it cost? Well, I would compare it to a round trip airline ticket to Paris, France. Long flights are miserable, and people can be rude. However, riding through the Colorado Rockies in a steam-powered locomotive and the friends I have made are memories I will cherish always.







**The museum needs the following items:**

Contact Anne Chilton 405-424-8222 [annem@oklahomarailwaymuseum.org](mailto:annem@oklahomarailwaymuseum.org) if you would like to purchase anything on this list. To donate funds click link [DONATE](#) and mention what funds are for in the note section of donation form. You can also mail us a donation if you prefer.

- Plants and bushes for landscaping • 6 & 8 ft plastic tables
- 6 ft. plastic picnic tables

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## Around the Museum



Volunteers Guy Lynn and Eric Dilbeck work on repairing the museums backhoe.





Volunteer Chris Holmes weeds around the platform.



Volunteer Greg Hall paints a fresh coat of paint on the trucks of the 113 passenger coach.





Volunteer Paul Stephens assists Eric Dilbeck with installing power cables under our 115 passenger coach for Head End Power.



Volunteer Dustin Donaldson works on cleaning the side on the backhoe cab so a new window can be installed.







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Hi, just a reminder that you're receiving this email because you have expressed an interest in Oklahoma Railway Museum. Don't forget to add [info@oklahomarailwaymuseum.org](mailto:info@oklahomarailwaymuseum.org) to your address book so we'll be sure to land in your inbox!

**Our mailing address is:** Oklahoma  
Railway Museum 3400 NE Grand Blvd  
Oklahoma City, OK 73111



Oklahoma Railway Museum, Ltd.  
3400 NE Grand Boulevard  
Oklahoma City, OK 73111-4417

Return Service Requested

*The Dispatcher*

## Timetable

**Oklahoma Railway Museum (ORM)** - Open Thursday, Friday, and Saturday from 9:00 AM until 5:00 PM  
Closed on major holidays.

**ORM Train Rides** - First and third Saturdays, April through August at 9:15 AM, 11:15 AM, 1:15 PM and 3:15 PM

**ORM Board Meetings** - Last Tuesday of every month at Oklahoma Railway Museum - 7:00 PM

**Oklahoma "N" Rail** - For information call Rick Inselman (405) 412-1552

**Oklahoma Model Railroad Association** - For information contact Phil Howell via email [omratrains@gmail.com](mailto:omratrains@gmail.com)

**Central Oklahoma Garden Railroad Society** Contact information:

Steve Lemcke (405) 703-0209 e-mail [steve.lemcke@att.net](mailto:steve.lemcke@att.net)

Marshall Douglas (405) 290-8989

Steve Kamm (405) 685-3755 email [skamm@college.occ.edu](mailto:skamm@college.occ.edu)

**Passenger Rail Oklahoma** - Passenger Rail Oklahoma volunteers provide Amtrak depot hosting for the Hartland Flyer in City of Norman, OK most evenings, holidays, Saturdays, and Sundays.  
The depot opens at 7:50 AM. Contact Evan Stair at [sfrr@aol.com](mailto:sfrr@aol.com), [www.passengerrailok.org](http://www.passengerrailok.org), or (405) 366-8957. Depot volunteer opportunities are available.

**Oklahoma S.W. Division NMRA** - 2nd Saturday of each month, 1:00 PM, Goldman Room, Kirkpatrick Center,  
Jim Heidon, President

**Yukon's Best Railroad Museum** - Thursday/Saturday/Sunday and by appointment. Located 1 block north of Main and UP tracks  
in Yukon. Call John Knuppel, (405) 354-5079, for times and information.

**Waynoka Station/Waynoka Historical Society** - 202 South Cleveland, Waynoka, (580) 614-1896. If you can help,  
call Charlene Bixler.

## Corrections

Any changes to the above information or articles in "the Dispatcher" should be directed to the editor, at [info@oklahomarailwaymuseum.org](mailto:info@oklahomarailwaymuseum.org). For information on upcoming programs contact Anne Chilton at [annem@oklahomarailwaymuseum.org](mailto:annem@oklahomarailwaymuseum.org).