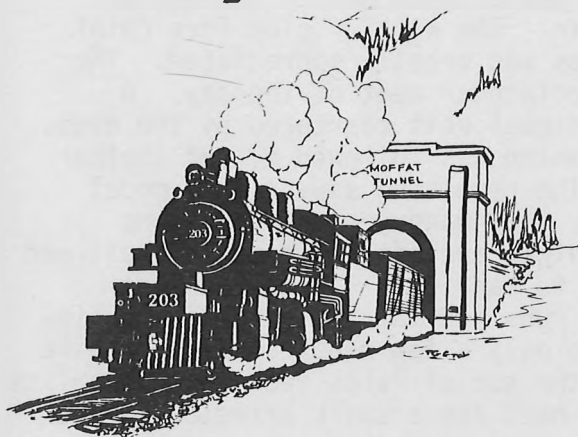


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
November, 1981

Denver, Colorado 80201
No. 266

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor ----- Neal Reich
Contributing Editor ----- Darrell T. Arndt

MEETING NOTICE: Date -- Tuesday, November 10, 1981
Time -- 7:45 P.M.
Place - Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use building's south entrance.

PROGRAM NOTES: AUCTION NIGHT

At the December, 1980 meeting of the Rocky Mountain Railroad Club, a sale was held at which a wide variety of items was sold by auctioneer Erwin Chaim. Railroad books, maps, pictures, time tables, stock certificates and book signatures were among articles that produced spirited bidding. This event proved to be very popular, and the November club meeting will feature another auction. Donations to the club, of items for sale, will be greatly appreciated. and articles to be handled on consignment are also welcome. A small charge will be made for the sale of consigned items, with the proceeds from all sales going to the club's publications fund. So come on out for an entertaining and fun-filled evening with auctioneer Erwin (do I hear \$10?) Chaim, and add to your collection of valuable railroad memorabilia.

Folks from as far away as San Francisco, Leadville, Como and Cheyenne joined Denver area club members for the annual banquet of the Rocky Mountain Railroad Club on Saturday evening, October 10. As has become standard, the nicely appointed meeting room, delicious food and drink and staff of Henrici's Restaurant provided a delightful evening for the capacity gathering. The generous dinner was followed by a short newsreel presentation from Jim Ranniger on the recent club trip on the Manitou & Pikes Peak Railway. Three reels of 16mm moving pictures from the Otto Perry collection drew many responses from the crowd, with scenes of the Union Pacific, Midland Terminal, Rock Island, Rio Grande and Santa Fe railroads in the steam days and an excursion on the C&S from Denver to Cheyenne headlining the action. Last item on the agenda was the awarding of door prizes to lucky ticket holders. Special thanks go to Dinner Chairman, Jim Trowbridge, for a job well done; to Duane Sole who entertained at the piano, and to those folks who so generously donated door prize items.

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A TYPICALLY GORGEOUS COLORADO FALL AFTERNOON was provided for the club's excursion on the Manitou & Pikes Peak Cog Railway on Saturday, September 26. The brilliant, crystal clear day was highlighted by the beautiful fall colors and the performance of M&PP Steam Locomotive No. 4. Train riders on the slopes of the 14,110 foot mountain

thoroughly enjoyed the trip which included meets, photo runs, trains sawing by, and even some brush fires started by the locomotive. The work of club Fire Chief Ed Haley and all those who helped control the fires was greatly appreciated. The first photo run at Minnehaha produced the most spectacular meet of the day. A passenger train headed down the mountain met the diesel unit chartered by the club, which was followed by the railroad's work train, which was followed by yet another of the Swiss-built units headed for the summit. The resulting saw-by left model railroaders riding the excursion determined to try that maneuver on their home layouts. At Windy Point, club President, Jim Ranniger and officials of the railroad agreed to cut the trip short and return back down to Manitou. The many delays caused by the brush fires and the meets and photo runs had put the excursion trains behind schedule, and the trains arrived at Manitou only a few minutes early. While disappointed at not having ridden all the way to the top of Pikes Peak, excursionists talked of the beautiful, eventful day, and of the need for a spark arrestor on the stack of M&PP Engine No. 4.

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MID-WINTER NARROW GAUGE EXCURSION - Enclosed with this newsletter, is a flyer announcing the club's Durango & Silverton Narrow Gauge Railroad Excursion on Sunday, February 14, 1982. It has been many years since any winter operations have taken place on the Silverton line, of course, but the railroad's new owner, Charles Bradshaw has set out to do something about that. Beginning November 30, service will be cut back from Silverton, but continue on to a location near Cascade Canyon, several miles north of Ah Wilderness, where a wye is currently being constructed. Our special train will provide an opportunity to experience the narrow gauge from a different perspective than what we have been used to in recent years, particularly if Mother Nature cooperates with an abundant snowfall, and enjoying it all in the company of fellow members and friends who have similar interests in Colorado railroading. Photo runs will offer an opportunity for photographers to take a few pictures to take a few pictures away from the usual vantage points.

To make this fun weekend possible for those who prefer not to drive Colorado in the winter, or who might be coming in from out of town, we have chartered several buses that will operated from Denver. We will go to Durango via Pueblo, LaVeta Pass, Alamosa and Wolf Creek Pass, and return the day after the excursion via the spectacular Million Dollar Highway to Ouray, Montrose, Gunnison, Monarch Pass and South Park. Our chartered coaches will pass through many scenic areas, of course, that are rich in rail history. Trip leaders will be on board denoting such points of interest, with the buses making several stops along the way. Certainly a trouble-free approach to participating in this unique three-day weekend while leaving the car at home!

For those who are driving to Durango, a list of motels will be sent with your rail ticket orders. It will be up to you to make your own reservations. In this regard, we must stress, make your reservations as soon as possible with the motel. It seems that a "Ski Colorado Weekend" is being promoted for the Durango area, and a number of accommodations in Durango are already sold out for that weekend. (Sure ain't like the "old" days). When we receive your order, tickets will be promptly returned along with the accommodations list. Please remember to send for all ticket orders to the club, care of Jim Trowbridge, 502 South Cody, Lakewood, Colorado 80226. Feel free to direct questions to any of the following: Jack Morison - 333-3830, Ed Haley - 477-5978, Darrell Arndt - 572-7868, or Jim Trowbridge - 988-2267.

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ALOOF ON THE ROOF!!! - Club volunteers put in a fair number of hours recently, scraping, caulking, painting and doing other repairs to the roof on the club's Interurban Car No. 25 at the museum. Many thanks to Bill Dunst, Tom Caldwell, Bob Fagen, Bill Gordon, Bob Luttrell and Chuck Morison! There is always room for help in maintain-



Manitou & Pikes Peak Steam Locomotive No. 4 works up-grade at Minnehaha, during a photo run on the club's Cog Railway excursion on Saturday, September 26. Train riders were treated to a magnificent day, beautiful fall colors and an afternoon of exciting mountain railroading.

(Jim Ehemberger)

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TRAINING PAYS: Statistics show that a passenger train, pulling eighteen cars with 1,400 passengers, equals 32 buses, four 747 airplanes or eleven 727's, or a line of 636 automobiles extending for 20 miles.

(UTU News)

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THE 4-RUNNER, A NEW FUEL-SAVING PIGGYBACK RAIL CAR, was demonstrated recently in Omaha by the Union Pacific Railroad and Trailer Train Company of Chicago. The 191 foot, 4-runner car is capable of handling four 45 foot trailers and can pass through all standard mainline tunnels on the UP system. The railroad has arranged to use 100 of the 4-runner cars for five years, with the first expected to be in service between Los Angeles and Chicago by the end of the year. A test version of the new car has already traveled about 100,000 miles on UP lines and it is expected that the 4-runner will save 9,200 gallons of diesel fuel per train on two round-trips between Chicago and Los Angeles.

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THE BELMONT TUNNEL, the only railroad tunnel in the state of Nebraska, will be taken out of service when the BN's Belmont-Rutland line change project is completed in 1982. The 6.2-mile project on the busy Alliance-Edgemont line will replace single track with double track and reduce curves. Excavation work on the project, which parallels the existing line, began last spring and is scheduled for completion by December 1.

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COLORADO RAILROAD MUSEUM

Located at the foot of North Table Mountain
at 17155 West 44th Ave., one mile east of Golden.

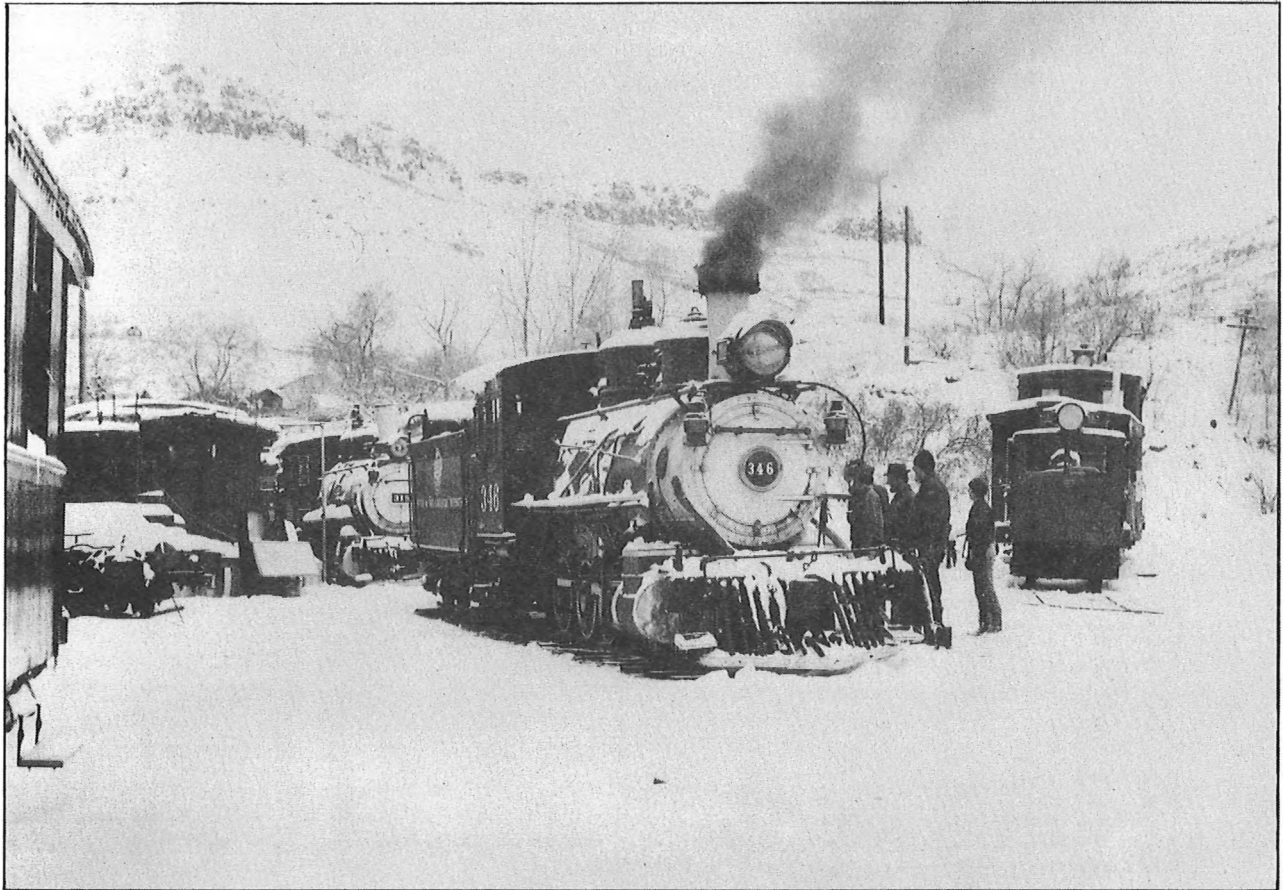


Photo by Santa's Helper

CHRISTMAS SPECIAL! 100 YEAR OLD STEAM ENGINE 346 WILL BE RUN!

SANTA CLAUS IS COMING TO TOWN BY TRAIN. On December 5-6, 1981 the Colorado Railroad Museum will steam up locomotive 346 to bring Santa into Delay Junction. BRING THE KIDS!

Visit our gift shop for some last minute Christmas ideas. Over 600 book titles in stock as well as other gifts.

The museum is open from 9am to 5pm or later depending on weather and other conditions. Plan now to attend.

Season's Greetings

Train Only: \$20.00 for Adults / \$12.00 for Children (11 & Under)

Train/Motor Coach/Lunch/Motel Package:

Number
of People

Landmark and Durango Inn Best Westerns:

Single Occupancy/\$153.00 per person

Double Occupancy/\$114.00 per person

Children (in parents' room) \$57.00 per person

Iron Horse Resort:

Single Occupancy/\$177.00 per person

Double Occupancy/\$126.00 per person

Children (in parents' room) \$57.00 per person

A \$50.00 deposit per person is required prior to December 10, 1981. Balance is due by January 10, 1982.

Deposit \$ _____

Arrangements are in the process of being made for a banquet on Sunday night, accompanied by a special program. Please mark if you are interested and how many would attend at approximately \$15.00 per person.

Yes _____ Number _____


Please Print

Name _____

Address _____

Other Names in Party _____

Rocky Mountain Railroad Club
presents a



Sunday,
February 14, 1982

Winter
Excursion aboard the
"Silverton Train"
of the Durango & Silverton Narrow Gauge Railroad

late afternoon arrival back at the Durango Depot.

For those who might not desire to drive in the Colorado Mountains in winter, or who otherwise need transportation from the Denver area, special chartered (*restroom equipped*) motor coaches will be available. We will travel to Durango via Pueblo, Walsenburg, La Veta Pass, Alamosa and Wolf Creek Pass and return, weather permitting, by way of Silverton, the spectacular Million Dollar Highway to Ouray, Montrose, Gunnison, Monarch Pass and South Park. Trip leaders will be on each motor coach to answer questions and denote points of interest as we pass numerous historic railroad sites on this scenic round trip journey. Departure is scheduled at 8:00 a.m., February 13th from Denver's downtown bus station at 1055 19th Street, where ample parking is available on three sides of the terminal building. Box lunches and cold beverages are included in the fare, however breakfast and dinner are not included and those riding the motor coaches should eat breakfast prior to leaving Denver. Arrival times at Durango and back in Denver will be about dinner time. This Denver-Durango trip package includes round trip motor coach fare, box lunches, train fare and two nights accommodation as per the schedule listed elsewhere. Return to Denver will be made on Monday, February 15th.

Train-only passengers must arrange motel accommodations for themselves. A list of motels and hotels will be furnished upon request at the time tickets are mailed. **IMPORTANT NOTE:** Because of a "Ski Colorado Weekend" promotion for the Durango area on this same three-day weekend, many motels are already full.

We strongly encourage you to make all of your reservations as soon as possible!

As always, to avoid annoyance to our passengers, no selling of any sort will be permitted on the train unless advance permission is obtained from the Club's President.

A note of special interest concerns arrangements made by the Club permitting a tour of the Durango yards on Sunday morning at 8:30 a.m. As the yards are now off limits to visitors, you must show your RMRR Club tickets for the special train at the yard gate to gain entry.

Please use the accompanying coupon to order your tickets and arrange for motor coach/motel accommodations. Checks and Money Orders should be made payable to the Rocky Mountain Railroad Club. Orders may be sent to the Club, c/o Jim Trowbridge, 502 South Cody Street, Lakewood, Colorado 80226. Questions can also be directed to the Club's answer-recorder at 303-431-4354.

ROCKY MOUNTAIN



RAILROAD CLUB



The Rocky Mountain Railroad Club extends a warm invitation to you to join us in the heart of Colorado's San Juan Mountains for a "Journey to Yesterday" as we embark on a very special 50-mile round trip, winter excursion over a portion of the Durango & Silverton Narrow Gauge Railroad. We will view the beautiful Hermosa Valley with its brilliant red cliffs, the awesome depths of Animas Canyon, the high steel bridge at Tacoma that spans the rushing waters of the Rio de las Animas Perdidas (*River of Lost Souls*), and breathe the invigorating mountain air scented by the coal smoke of narrow gauge steam power . . . all from the comfort of our heated Victorian coaches! Our train, resplendent in its bright gold livery, will consist of coaches (*seats not reserved*), a snack car with light lunches and snacks, a bar car with alcoholic beverages, soft drinks and coffee, and a roofed, open sided gondola car. Several photo runbys are scheduled for photographers (*who should wear appropriate clothing and footwear*). Departure from Durango will be at 9:55 a.m. on Sunday, February 14, 1982, and is scheduled for a

ing the club's equipment, so if you have only a few hours to spare, or more time than you know what to do with (ha!), give Equipment Chairman, Darrell Arndt, a call at 572-7868, or see him at any meeting. Oh yes, Beyer Patton did other various reapirs too!

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THE RIO GRANDE ZEPHYR continues to experience good patronage, especially on the weekends. Weekend space as far as Glenwood Springs, is sold out to the end of the year. Tour groups provide a lot of business for the train. Small cards affixed to the side of each car near the door, denote what group is in what car. The train was observed recently, with one car bearing a car reading "Reserved for Public!"

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AT ONE TIME OR ANOTHER, we've probably all daydreamed of owning a private railroad car and touring the country on the rear end of passenger and freight trains. But, how would you like to have access to your own private TRAIN, and entertain a few select friends on an excursion from Seattle to Mexico City? If your name were J. H. Evans, and you were Chairman of the Board of the Union Pacific Railroad Company, you could do just that. Recently, Mr. and Mrs. Evans did host a few guests aboard their "Union Pacific-Missouri Pacific Inspection Special," including Dr. and Mrs. Henry A. Kissinger, and Mr. and Mrs. Downing B. Jenks (Mr. Jenks is Chairman of the Missouri Pacific Corporation and the Missouri Pacific Railroad).

The 16-car special was powered by 4 of the UP's newest and most powerful diesel locomotives, and included a baggage car, staff car, diner, dome lounge, four sleepers, One Missouri Pacific business car, and seven UP business cars. The Evans' beautifully-restored business car, the SHOSHONE, held the place of honor on the rear of the train. Each couple invited as guests aboard the train enjoyed the luxury of their own business car, which was staffed by a chef and steward. The inspection special left Seattle on September 26, and after stops in Hinkle, Oregon, Salt Lake City, Cheyenne, Denver, and Kansas City, crossed into Mexico at Laredo, Texas on September 30. The train arrived in Mexico City the next day, and after meetings with Mexican President, Lopez-Portillo and other government and civic leaders, sightseeing and shopping, the group returned to New York City on October 3 aboard Union Pacific aircraft.

While in Cheyenne on September 28, the party toured Union Pacific facilities, including the dispatcher's office and shop area. Of sepcial interest to the visitors, were UP Locomotives 8444 and 3985, which were under steam and spotted just east of the roundhouse. Many of the guests visited the spacious cab of the Challenger and were given short rides on the engine. Dr. Kissinger was photographed in the cab of the 3985, and wire service pictures in newspapers around the country the next day inspired a number of inquiries about the event.

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BARRING ANY UNFORESEEN DELAYS, it now appears that the Colorado & Southern Railway Co. will be merged into the Burlington Northern Railway Company on January 1, 1982. The entire physical property of the C&S will be incorporated into the BN, and the entire C&S line, including branches between Denver, Colorado and Wendover, Wyoming will come under the operation and control of the BN. It is intended that the C&S line, including branches between Denver, Colorado and Texline, Texas will be leased by the BN to the Ft. Worth and Denver Railway Company, and will be under the operation and control of the FW&D. Since many C&S employees hold seniority rights, both north and south of Denver, negotiations are currently under way between officials of the railroad and union representatives of the various crafts involved, to determine territorial seniority limits under the proposed alighment.

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THE TIJUANA TROLLEY, SAN DIEGO'S NEW 86 MILLION DOLLAR TRANSIT SYSTEM, has begun operations on its 14-mile line from downtown San Diego to the Mexican border. It is the first street-level, trolley transit line to begin operating in the United States since before World War II. It was built without federal funds and financed through state gasoline and sales tax receipts. Officials of the San Diego Trolley, its official name, say the line was built and should run less expensively since federal regulations and red tape usually attached to such projects do not apply. Cost of the project was less than five million dollars per mile. Fares on the Tijuana Trolley are 25¢ for inter-city trips, and \$1.00 for longer rides. Top speed of the cars is about 35 mph, with power to run the motors delivered via a scissors-like pantograph from overhead wires. In spite of the enthusiasm of city officials over the project, the line has its critics. These detractors point out that the transit authority was able to purchase an abandoned rail line rather inexpensively from the Southern Pacific Railroad. They are also critical of the system's lack of sophistication. But other cities with access to abandoned railroad rights-of-way are taking a look at this approach to public transportation, having decided to forego high-speed systems in favor of modern versions of the street-car.

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15 YEARS AGO IN THE ROCKY MOUNTAIN RAIL REPORT

After no trains operated over the Alamosa-Durango narrow gauge line for some two months, it was reported that "Trains were rolling once again over the Alamosa-Durango mainline, and would continue on at least a once-a-week-schedule until snow blocks the line. Trains operated every day, August 15 through 20, 25, 26, 27, and September 1, 2 and 3. More recently, to give a few examples of the activity, Engines 498 and 483 made a run from Alamosa to Chama on September 14, while the 484 and 488 worked from Durango to Chama on the same day. On the 15th, 484 and 488 made two Cumbres turns, and 483 and 498 teamed on a westbound drag to Durango. In the meantime, retirement of seven veteran NG steamers has been announced by the D&RGW in Denver. No disposition has been given, but it is assumed they will be cannibalized to keep remaining power in good repair. Engines to go out of service: 464, 482, 486, 489, 490, 494 and 495. This leaves 14 steam locomotives officially "in service:" The 473, 476 and 478 (K-28 class used exclusively in Durango-Silverton service), and the balance of the 480 and 490 series."

.... Some 450 rail enthusiasts representing 30 states, enjoyed a weekend of steam as the club sponsored a back-to-back excursion with GW No. 51, pulling a train to Boulder for the annual dinner at the Harvest House on Saturday and then the 8444 pulled an excursion to Laramie the next day.

.... A group of Loveland Basin Ski Patrol members launched a move to acquire the old Silver Plume railroad depot for use as a club house. It would be moved into town out of the path of I-70, then later acquired by the State for use on the Georgetown Loop restoration project

.... Right in the middle of a four-state, three railroad battle to save the California Zephyr, another famed train passed from the scene as the ICC authorized the discontinuance of the Rocky Mountain Rocky between Omaha and Denver-Colorado Springs.

AND 10 YEARS AGO

.... The club had recently moved into a new meeting place .. the meeting hall of Christ Episcopal Church.

.... The Otto Perry 16mm film collection was just acquired by the club.

.... The club's board voted to proceed with the trolley-polling of the club's trackage

at the Colorado Railroad Museum. Electrification in some future year might ultimately see the Birney car operable for traction fans.

.... The AT&SF has proposed abandoning its mainline thorough Colorado Springs.

.... The club had completed a fine back-to-back trip on the Cumbres & Toltec Scenic Railway and the D&RGW's Silverton Line.

* * * * *

SWAP 'N SHOP - Personal ads are accepted from club members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space available basis only.

FOR SALE: Pre-1900 time tables; 3 Rock Island, 2 ATSF, 4 D&RG Ry. Also, 2 Union Pacific tourist guides and Colorado timetable leaflets. Send SASE for prices and description.
ELSIE RYLAND, 1914-19th St., Golden, CO 80401.

FOR SALE: Railway & Locomotive Historical Society bulletins, Vermont Central; #60 Railroads of Oklahoma; #63 Locos of the Katy; #86 Story of Florida Railroads; #95 History of the Orient Railway.
A. F. VON BLON, Route 6, Box 2085, Waco, Texas 76706

FOR SALE: The following books, all like new: Narrow Gauge in the Rockies - \$85.00. Denver & Rio Grande - \$85.00; Colorado Midland - \$85.00; Denver, South Park & Pacific - \$95.00.
JACK B. WELLES, 14532 Sheffield St., Westminster, Calif. 92683

WANTED: LOCOMOTIVE CYCLOPEDIA - 1947; U.P. LOCOMOTIVES, VOL. 1 - Kratville & Ranks; CONCISE ENCYCLOPEDIA OF WORLD RAILWAY LOCOMOTIVES - Ransome Wallis.
ROBERT A. LE MASSENA, 1795 S. Sheridan Blvd., Denver CO 80226.

JIM RANNIGER, PRESIDENT 674-6180

BILL GORDON, SECRETARY 477-4646

ERWIN CHAIM, VICE PRESIDENT 777-7682

ARDIE SCHOENINGER, TREASURER 238-4485

ROCKY MOUNTAIN



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