

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 13, 1984 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Darrell Arndt..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

MEMBERSHIP CARDS INCLUDED WITH NEWSLETTER

PLEASE!!! If you have paid your 1984 dues, your membership card is enclosed with this newsletter. DO NOT throw the envelope away until you have removed your membership card!!!

March, 1984..... No. 294
Club Telephone..... (303) 431-4354
P. O. Box 2391.... Denver, Colorado 80201

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

MARCH 13 PROGRAM

In spite of the effects of electrification and diselization, India, with some 8,000 steam locomotives in service on four different gauges, offers much to the steam enthusiast of the 80's. Streamlined, bullet-nosed WP-Class Pacifics and WG- 2-8-2's dominate on the 18,000 route miles of broad (5'6") gauge that, divided into nine zones, covers all of India. 4-6-2's and 4-8-2's are also popular on the 16,000 miles of meter (3'3") gauge. Far behind these in road mileage but perhaps surpassing them in interest are the 2,500 miles of narrow gauge (2'6" and 2').

The March program will feature 8mm movies taken by Club member, Beyer Patton, and will briefly cover action on the broad and meter gauges, and a look at the Calcutta street cars, before moving on to concentrate on three narrow gauge systems. Dabhoir is a busy junction point where five 2'6" lines intersect and an early morning arrival rewards the photographer with a rush hour where he finds it impossible to move fast enough to photograph all the trains.

Near Bombay, the Matheran Hill Railway climbs 2,500 feet on 2-foot rails to a resort that offers some relief from the heat in Bombay. Another 2-foot gauge line, the Darjeeling Himalayan Railway, utilizes four loops and five switchbacks in its 54 mile climb to Darjeeling, 7,000 feet high at the base of the spectacular Himalayas.

Members who have enjoyed the Club's excursions on the 2-foot gauge, High Country Railroad, at Heritage Square, won't want to miss this look at how such a small railway functions in regular commercial service.

FEBRUARY PROGRAM

Although Program Chairman Erwin Chaim was unable to attend the February meeting due to a bout with the flu, it was decided not to follow a suggestion he had and so Dick Kindig and Ed Haley went ahead and gave the program without him!

When Otto Perry was out filming rail operations, it's difficult to tell if he ever wondered if his efforts would result in hours of enjoyment by folks in later years. If, however, that was in the back of his mind, he would have been quite pleased with the reaction at the last meeting. We were once again dazzled with an incredible variety of trains on many different roads. Included were scenes of the Santa Fe on Raton Pass, the Rock Island Rockets, including the Rocky Mountain Rocket on the Colorado Springs line, D&RGW narrow gauge activity between Gunnison and Montrose, Gunnison to Crested Butte with No. 268, Gunnison to Salida, Poncha Junction into the San Luis Valley, and the Monarch Branch in deep snow. The San Juan was depicted between Alamosa and Antonito with some great pacing shots. Not to be forgotten was a rotary run on the Climax Branch on the C&S and a freight run on the Creede Branch. Other scenes included C&NW and MP trains, the massive articulateds of the DM&IR working on the D&RGW south of Denver and many other scenes too numerous to mention.

As always, Ed Haley and Dick Kindig shouldered the responsibility of selecting, assembling and presenting these Otto Perry films, and, we wish to thank them both, very much!

MAY 8th PROGRAM REQUEST/ POTPOURRI NIGHT

Erwin Chaim, Program Chairman, has made a special request regarding the May 8th program. That meeting will feature the ever-popular potpourri program. Erwin would like to have your slides in his possession ahead of time, by the March 13th meeting, if possible, so that he can arrange the slides into continuous trays, allowing for more people to participate. In addition, Erwin can create a title slide showing your name.

If you find it impossible to get your 20 slides to him ahead of time for the title slide to be made, please bring your selection to the May meeting anyway. The more slides presenting the greatest variety of subject matter makes a better show. And please, for everyone's enjoyment, choose slides correctly focused and exposed. We ALL thank you!

Now...the only question left is...Will the program chairman slyly place an "end of reel" slide just before your newsletter editor's 20 slides this year? Be there for the continuing saga of Chaim vs. Trowbridge, which answers the question, "is slight-of-hand mightier than the pen?"

COLORADO RAILROAD MUSEUM STEAMUPS

The next scheduled steamups at the Railroad Museum, in Golden, are March 31 and April 1, 1984 and June 1 and 2, 1984. Why not enjoy a day at the Museum with your family, friends or grandchildren. Not only will you have a great time, but your support of the Museum insures the preservation and restoration of our State's railroad history for generations to come.

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Thomas R. Moss	Denver, CO
Marguerite W. Moss	Denver, CO
James F. Stewart	Denver, CO
C. J. Clarke	Denver, CO
N. A. Clarke	Christchurch, New Zealand
Foster C. Parriott	Boulder, CO
Zona H. Stephens	Denver, CO
Lewis B. Palmer	Parker, CO
Pearl P. McDermott	Denver, CO
Howard T. Canfield	Hayward, CA
H. Robert Mathisen	Arvada, CO
Barbara A. Stratman	Gunnison, CO
William Wagenbach	Golden, CO
Margaret-Anne Pullen	Greeley, CO
Michael C. Trent II	Boulder, CO

ALL FIXED AND READY TO GO

During a hydrostatic test of the Union Pacific's No. 8444 recently, a defect was discovered that required the concerted effort of Cheyenne shop personnel to remedy so that the locomotive could keep its appointment at the World's Fair in New Orleans. The solution required a four foot by eight foot section of the boiler to be patched in an area just ahead of the combustion chamber and the installation of 174 staybolts. The work was completed by mid-February, so if all goes well, the famous steamer should depart Cheyenne on March 9th for North Platte, Nebraska. The next day it will continue to Omaha, continuing on to Kansas City the third day via Lincoln, and finally arriving in St. Louis on the fourth day. From there it will continue to New Orleans via Little Rock, Arkansas and Alexandria, Louisiana.

At the Fair, the engine will become part of the Union Pacific Exhibition entitled "Rivers of Steel" and will depict the railroad's development through the years. The 8444 is to be moved to the display

area over temporary track that will be removed immediately, resulting in a "permanent" spot for the engine for the duration of the Fair, which will be from May 12th through November 11th.

Joe Niklas & Neil Reich

WORK PROGRESSES

Work continues on the Georgetown Loop restoration project, weather permitting. Concrete abutments for the low bridge, downgrade from the high bridge, have been installed by Flatiron construction crews and await the installation of a 50-foot through-girder span that was donated by Ties Unlimited and the Burlington Northern Railroad. The span is from a line on the BN near Ashland, Nebraska, about 50 miles west of Omaha. That line is now being abandoned.



SECRET PROJECT

It's coming!!! This reporter, without regard for life or bodily harm, has learned that certain Club members have formed a highly skilled, knowledgeable and clever group who have been meeting in secret to produce something that will stagger the imaginations of all those interested in Club activities.

Having been discovered by the group, this reporter was sworn to silence until next month's newsletter. So, if you like to learn secrets, be sure to read the April issue of the Rocky Mountain Rail Report to find out what's afoot.

"GOING DOWN"—THEY HOPE

The Wall Street Journal of February 7th reported that work has begun on a Utah State project to lower the level of the Great Salt Lake by cutting a 300-foot hole through a Southern Pacific Railroad causeway that spans the lake's northern end.

Southern Pacific tracks will cross a bridge over the cut in the eastern causeway. The causeway has aggravated flooding problems by preventing water from flowing into the northern end of the lake.

The five-month project will be completed by the Southern Pacific with a \$3.7 million state flood control grant. Southern Pacific said it has spent several million dollars in recent months to protect the causeway from erosion by rising waters. In a separate project, Union Pacific Railroad said it would spend an additional \$4 million to raise its tracks threatened by flooding along the southern shore of the lake. Union Pacific said it spent \$6 million last year to raise 11 miles of railroad lines along the southern shore by about two feet.

Two consecutive years of record precipitation have increased the lake level by an average of eight feet, according to the U.S. Geological and Mineral Survey. Geologists say the lake level will be lowered by an average of nine inches when the Southern Pacific project is complete.

Robert J. Fryml.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the Editor as stated on the front of the Rail Report.

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items.

FOR SALE: The following items from the Charles S. Ryland collection: A beautifully framed 17" x 22" W. H. Jackson photo (with frame 32" x 37") hand tinted (Detroit Photographic Co.) Subject is D&RG RR in Glenwood Canyon.

Argentine Central RR photo collection including 13 L.C. McClure original photos plus 9 other photos.

Also have many Sturtevant originals of the Greeley, Salt Lake & Pacific and other photos of the Colorado & Northwestern and the Denver, Boulder & Western (all three railroads in the canyons west of Boulder, Colorado) Elsie Ryland, 1914 Nineteenth Street, Golden, Colorado 80401. Telephone: 303 279-3437.

WANTED: Photographs of Rio Grande passenger cars. Particularly interested in side shots of the Pullman Standard cars, RPO-Baggage cars 1200-1202, Baggage cars 1210-1212, Diner-Lounges James Peak 1280, Mt. Timpanogos 1281 and Buffet-Lounges Castle Gate 1290, Royal Gorge 1291 and Eagle Canyon 1292. Have Wayner's Car Plan Book, Vanishing Varnish and Colorado Rail Annual No. 9, but need good side shots with detail for HO modeling project. Will pay for slides or black & white photos. Floyd A. Jarvis III, P. O. Box 9371, Ogden, Utah 84401. Phone: 801-621-5294, 8:00 a.m. to 3:00 p.m.

WANTED: Pocket calendars issued by the Rky. Mtn. R.R. Club. Information related to the Chews Cable RY and derailment of April 13, 1912, Fields Gulch, Snake River of the O.W.RR and N. Also, photos, tt's, passes, lanterns, china, flatware, pamphlets or books on the railroads in the southwest area of the U.S. A. F. Von Blon, 1111 Colcord Ave., Waco, Texas 76707.

NEW TOURIST LINE?

Can the old Rock Island line between Limon and Colorado Springs be saved? The Colorado Midland Rails, official publication of the Colorado Midland Chapter of the NRHS reports the following: "The Rock Island line between Colorado Springs and Limon is scheduled to be torn up unless a plan is presented to save it by the 24th of February. The Limon/Springs Branch Rail Development Group, composed of members from various communities on the eastern plains has been formed to try to save the 69 mile line. Meeting in Simla last January 18th, the group approved a plan to purchase the line from Limon to Falcon, using a federal community development grant of one million dollars. As reported in the Gazette Telegraph on January 19th, the group proposed a plan whereby the Cadillac & Lake City RR and the GW 75 Railway Company of Denver would operate tourist passenger service on the line using steam locomotives, including the Great Western 2-8-0 No. 75, which has been seen in a number of movies since retired by the GW RR. The group proposed up to three daily sight-seeing trips three days a week, plus two evening dining car trips three days a week! It was agreed that present freight business was not adequate to support the line. Another problem was the line from Falcon to Colorado Springs, now operated by the Rio Grande on the west end, and owned by the Colorado & Eastern RR from Academy Boulevard to Falcon. In explanation, the Rio Grande owns the line from downtown Colorado Springs out to the Weiberg's siding on Academy; they took it in payment of a bill for fuel and services owed by the Rock Island. The Colorado & Eastern RR bought the next 3.3 miles outright. These two pieces are separated by a washed out trestle beside Constitution Avenue, two blocks east of Academy. The new operators would have to negotiate with both railroads to gain access to Colorado Springs. Whatever the problems, a spokesman for the group estimated the new tourist line would attract up to 400 passengers a day plus 300 a week on the diner trips. On January 20th, county commissioners of both El Paso and Elbert counties were reported to approve the plan, both noting that no county funds would be

involved. So far, all reports sounded most encouraging for the plan, assuming that funds could be obtained as forecast. However, on February 1st, the GT reported that Everett Rohrer, President of GW 75 RR Company had some reservations about the plan, which depends heavily upon the use of the Great Western steam locomotive #75 to attract tourist business to the line. At last report, the whole project is still moving. The group, now known as the Colorado Central Rail Development Corp., applied January 30th for a \$1 million federal grant. This money would be loaned at low interest to a new railroad formed by the GW 75 Company and the C&LC RR to start operations. When the loan is repaid, it would be put into a revolving fund for economic development along the line between Colorado Springs and Limon.

FOURTH NATIONAL NARROW GAUGE CONVENTION

Club members, Lee Brown, Les Grenz, Jim Schwingle, Don Winter and Jim Trowbridge are again organizing the National Narrow Gauge Convention (4th National) in Denver. The Convention will be held September 19, 20, 21, 22 and 23, 1984 at the Denver Airport Hilton. They expect upwards of 1000 narrow gauge fans to attend and have already received close to 150 preregistrations, including 30 manufacturers and 30 people committed to giving clinics and programs. The Club and many of its members were actively involved in the 1982 convention and we look forward to participating in 1984.

In addition to the convention, the 4th National will sponsor a special excursion on the Cumbres and Toltec Scenic Railroad, Monday, September 17, 1984. It will include a mixed train and numerous photo runbys. Information on this trip and the convention can be obtained by writing to the REGISTRAR, 4th National Narrow Gauge Convention, 502 South Cody Street, Lakewood, Colorado 80226.

CASTRO POINT RAILROAD

Along with his membership renewal, Michael Bartolic of Oakland, CA sent a letter regarding the operations of the Castro Point RR (operated by the Pacific Locomotive Association). The following is quoted from that letter: "I would like to pass on information that would be of interest to Club members visiting the Bay Area of California.

The club (Castro Point RR) grounds are located next to the San Rafael-Richmond Bridge on tracks lent by the Dept. of Defense (Navy). On operation days there are signs placed to guide first-time visitors to the proper turn-off. Operation days are normally the first Sunday of each month; the Saturday before is used to prepare equipment to be operated, and club members usually allow visitors--however, there is no guarantee as to when and if Saturday work sessions will be happening, so those on tight schedules should plan on going Sundays.

Rides are offered for a donation (most people seem to give a 'buck'); there is no charge for admission to the grounds. Refreshments and film are sold in an old dining car; there are barbecue pits and playground equipment for the kids.

The hours of operation are from approximately 11:00 a.m. through 3:00 to 4:00 p.m. depending on crowds, etc. However, if one comes early (say 9:30 a.m.) they can see the steam-up activity and the spotting of club cars, etc., often in excellent light. An equipment list is available and provides an excellently prepared history of the locomotives and cars in the collection. Some of the notable items included in the collection are a logging mallet (tank), a wood-burning 0-4-0, several Shays, and a Heisler--all operating. Other motive power includes a GE 44-tonner and a railbus from the California Western; these operate also. Non-operational equipment (currently being restored to operational capability) include a Western Pacific F-unit, a 4-4-0 and at least one other Shay.

Many cars are also located at Castro Point. Some are hauled out and used at each operating session--these tend to be the older heavyweight-style passenger cars. However, freight and streamlined cars are also on club grounds and are in various states of preservation/restoration. There is also some MOW equipment.

Steam operation is featured from October through May. Because of fire danger, non-steam operation occurs in the summer, and, if I remember correctly, there is a gap in operations in August to allow club members to take vacations, etc. This gap is balanced by the big display they put on at the Fourth of July.

Naturally, this doesn't take anything away from either the excellent club museums at Rio Vista or the State's museum in Sacramento, but the Castro Point operation seems to get very little press and I felt that Rky. Mtn. Railroad Club members might not have heard about it, and it is certainly the most conveniently located railroad preservation sites for visitors to San Francisco."

BIG COAL CONTRACTS FOR THE BN

According to a story in the Burlington Northern Railroad News, the BN and Detroit Edison Company have signed an 18-year contract for coal transportation.

The agreement covers transportation of low-sulfur coal from Montana to Superior, Wis., where it is shipped by Great Lakes boats to Detroit Edison's generating stations. (BN hauled about 4.8 million tons of coal in 1983 for Detroit Edison.) Burlington Northern has now negotiated contracts with 12 electric utilities pursuant to the 1980 Staggers Rail Act, which encouraged such agreements, according to John Hertog, senior vice president for coal and taconite.

"BN intends to continue making maximum use of long-term contracts, and we hope that our current negotiations with other customers will have similar results," he adds.

CORRECTION, PLEASE

Club member Bud Bulgrin of Brooklyn Park, MN has advised us that the D&RGW does not have the only regularly scheduled ski train. It seems that last year, Amtrak began a ski train operation between Minneapolis-St. Paul and Duluth, MN. 1984 is its second year and it has become very successful. It came about as a result of rescheduling the Friday/Saturday/Sunday run of the "Northstar" to Deluth. Amtrak rescheduled the 8:00 a.m. train on Friday to leave at 6:00 p.m. and called it a "ski train". It returns from Duluth late Friday night, arriving in Minneapolis in time for the regular Saturday and Sunday departures of 8:00 a.m. Apparently, skiers can return on the 6:00 p.m. trains leaving Duluth on Saturday or Sunday. Bud also sent a copy of Amtrak's newspaper ad which also has specials for hotel accommodations for skiers. While wanting to set the record straight, Bud did admit that the D&RGW's heavyweight cars being pulled by F-units does have more class than Amtrak's new Superliner cars. Thanks, Bud!

REMINDER

3985 EXCURSION

Response is fast-coming for the Club's UP 3985 Excursion on Sunday, May 27, 1984. REMEMBER, because of the lateness of the UP's price to the trip committee, we were unable to give the usual one-month prior notice to Club members. If you plan to ride behind the Challenger, you will need to get your reservations in early. Last year, the Club had to turn down and return checks to over four hundred dejected rail fans. Don't be left waving at Denver's Union Station as the Club's special pulls out without YOU!

The cost of the trip is \$75.00 per person. Send your check to: The Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.

LAST CHANCE!

RIO GRANDE SKI TRAIN EXCURSION

Sunday, April 1, 1984

Seats are still available on the Club's special car on the April 1st Ski Train. Don't overlook this event as it might be the last chance to ride behind the F-units and aboard the 1915-era heavyweight cars. The roundtrip to Winter Park costs only \$15.00 per person. While the Snow Cat trip up Rollins Pass is sold out at this time, you can still take advantage of the Snow Cat trips around Winter Park for only \$11.00 per person. There are several time slots for these tours and your ticket nos. will determine which you are assigned to; however, if you note that you wish to take these trips with friends, efforts will be made to match you and your friends up.

Should you have any questions about the train or the Snow Cat trips, please call Joe Niklas at 455-9100. Reservations can be sent to: The Rocky Mountain Railroad Club, c/o Warren M. Anderson, 1117 South Clayton Street, Denver, Colorado 80210.

Number	Item	Amount
_____	Ski Train Tickets @ \$15 ea.	_____
_____	Winter Park Snow-Cat Tour @ \$11 ea.	_____
	Total enclosed.....	_____

Name _____

Address _____

City _____ State _____

Phone _____ Zip _____

ILLINOIS TRIP

A flyer on the "Illinois in '84" Excursion is included with this newsletter. Please be sure to read all about the trip and make your reservations as early as possible. It is sure to be an unforgettable event.

As a side line to the Illinois Trip, a special showing by the Society of Steam Artists of America is scheduled from May 17th to September 3rd at the Museum of Science and Industry in Chicago. The exhibit is designed to show the enormous contribution of steam powered equipment in the development of our civilization. This 1984 exhibit will specifically commemorate the Burlington Zephyr's first run. The showing should be quite large as the Museum is allotting 4,000 square feet of show space. Frank Smith, a Club member from San Angelo, Texas will be participating in the exhibition and advised us of the showing.

IT'S A GIRL

Our congratulations to Pete and Bonnie West on the arrival of Railfanette, Stacy Susan, who was born on February 16th. Since Pete is the Chairman for the Club's Union Pacific excursions, and, he and Bonnie have made it a "family" affair to help on those trips, Car Captain Coordinator, Jim Trowbridge and Keith Kirby, who manages the baggage car food service, have had to tactfully suggest to Pete that perhaps it's too soon for Stacy to help out on this year's trip. Such enthusiasm!

PENNSY ENGINE RESTORATION

For those Club members who have an interest in the Pennsylvania Railroad, a group of railfans are attempting to restore engine No. 39, a G-5s 4-6-0, to active service. It appears from their newsletter that work is well on the way. Information can be obtained by writing to: PROJECT 39, 546 Third St., East Northport, N. Y. 11731.

AMTRAK MAY BUY STATION

Amtrak reportedly is negotiating with the Burlington Northern and the Milwaukee Road to acquire full ownership of Chicago's Union Station. Amtrak now owns half and the two railroads the other half.

ON THE ROAD ALREADY

As mentioned in last month's newsletter, a number of Union Pacific "Centennial" engines are being prepared for a return to service and we've already heard reports of their activity over Sherman Hill. They have not been on the point, however, as some equipment remains to be installed in the cabs.

FAREWELL, COLORADO MIDLAND, AGAIN

It appears that the "new" Colorado Midland Railway Corporation has beat the record of the original firm by lasting a mere seven or eight months rather than some thirty-four years. The firm began losing people and backers a few months ago and now their offices and phones have been closed. It is reported that Mr. James J. Jordan, President and Chairman of the Board has left the area to return to North Carolina. As reported previously, it was the intention of the company to resume passenger service in Wyoming with daily trains between Denver and Salt Lake City via the Union Pacific's trackage. Not to belittle the company's plans, this author did find the use of the name Colorado Midland and the logo stressing Pike's Peak Route hard to swallow. At least, one basement "Colorado Midland" will rest easier with the loss of competition.

