

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 10, 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.

NEW MEMBERS

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

Richard R. Miller, M.D.	San Leandro, CA
Ross M. Bryan	Gardner, KS
Don R. Mantack	Lorne, Victoria, Australia
Charles W. Herman	Englewood, CO

July, 1984..... No. 298

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.

JULY 10 PROGRAM

A very special treat is in store for those attending the July meeting as Club member, Morris Cafky, is presenting a slide show based on his recent publication, Pike's Peak Trolleys. Morris is well known for his astute research work and will undoubtedly present a well-done history of what can be said to be one of Colorado's finest trolley systems.

Erwin Chaim advises that if you have a copy of Morris' book and would like to have it autographed, feel free to bring it along to the meeting.

JUNE PROGRAM

With everyone normally in charge of directing the meeting on the Chicago Trip, it fell on Ed Gerlits to step in for both Darrell and Erwin at the June meeting. It was with great pleasure that Ed introduced long-standing member, Bill Gordon, as our program conductor.

Bill has been taking 2½x2½ slides for many years and has built up quite a collection of outstanding shots. For the June meeting, Bill selected slides depicting many past Club outings on railroads ranging from the Colorado & Southern to the Rio Grande to the Great Western.

We began with a look at a 1958 excursion to Lyons behind the Burlington's steamer #647. Besides the many great photo runbys, we found the shot of the #647 just ahead of the old Lyons' Depot to be of particular interest. While the building was not in use at this time and was boarded up, it still displayed the charm when it was first built in 1885 by the Denver, Utah & Pacific (see the Club's 1982 reprint Denver, Longmont and Northwestern, page 74). Next came another 1950's excursion on the Great Western with a doubleheader using engines #51 and #75. We compared this with an early 1960's Great Western Trip using just the GW #90 ahead of C&S and D&RGW Ski Train heavyweight cars. From the northern plains, we jumped to a 1958 Steam Trip on the Manitou & Pike's Peak Cog Railway. This excursion was behind the #4 and was the last trip to the top of the peak for this engine before steam came to an end on the COG Route. (Isn't it nice that the #4 was rescued from the Colorado Railroad Museum to once again steam up the COG!!!) We again returned to Lyons via the #647 in 1962 and also found ourselves traveling to Greeley behind the Burlington's #638. Then came a dazzling trip to the Moffat Tunnel on ex-Great Western's #51 as well as a dinner trip to Boulder behind the same engine. The Rio Grande's Ski Train cars were used on both trips and made a handsome consist. After viewing all standard gauge steam, it was a nice change of pace to travel to Cripple Creek to ride the Cripple Creek & Victor Narrow Gauge Train (2-foot). We were treated to a tripleheader and also caught sight of the California PCC car on trackage near the Midland Terminal station. Some promoter had laid track on one leg of of the old MT wye and ran the car for a season and then went out of business. The Club saved the car from the scrapers and now shows the car at the Colorado Railroad Museum. Further narrow gauge trips found us on the famous RMRR Club 3-day trips from Alamosa to Silverton in 1961 and again in 1966 (the last such run over the entire

San Juan Extension by the Club). We finished the evening with a look at one of the Club's excursions on the Union Pacific's 8444 to Cheyenne and Rawlins, Wyoming.

All-in-all, it was a most enjoyable evening and we wish to thank Bill for sharing his program with us. Perhaps Bill can be persuaded to again share some of his fine slides with us.



by Charlie Getz

Club member, Charlie Getz, writes a monthly column for the Narrow Gauge & Shortline Gazette which is eagerly read by rail buffs and modelers interested in the narrow gauge scene.

In the May/June issue of the Gazette, we were extremely pleased to find a three-page article describing the Club's Back-to-Back Excursion over the C&TS and D&SNG Railroads last September.

Charlie was very complimentary of our trip and did a fine job of describing the great time that everyone had that weekend. We're sure that such coverage is of great benefit to the Club and its trip endeavors and we wish to thank Charlie and the Gazette. (Just the other day, I received a letter requesting information on our next narrow gauge excursion by a man who had read the article and became excited about participating)

If fellow members do not read the Gazette, I would suggest you pick up this issue and see what it's all about. It's a really fine magazine with exceptional graphics and well prepared articles to suit every taste.

FIRST K-37 TO SILVERTON

June 4th marked the first time that a K-37 made its way up to Silverton. The honor went to engine No. 497. The 497 is one of four K-37's owned by the Durango & Silverton and is the first to be readied for service on the line. The use on the line to Silverton is possible because of rock cut widening and bridge strengthening done during the summer of 1981.

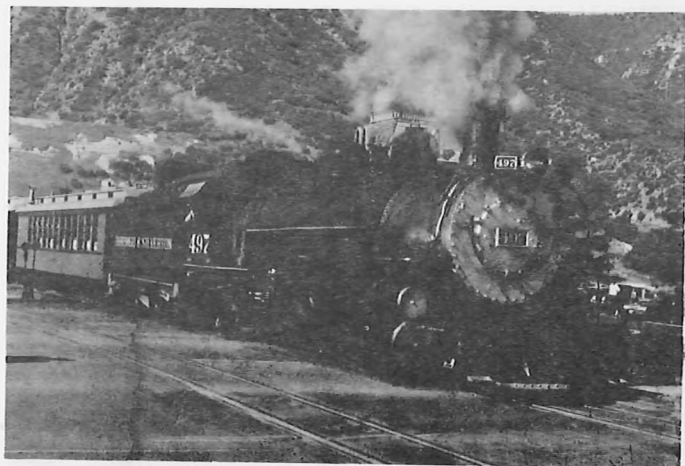
The 497 was originally built as a standard gauge locomotive in 1902 by the Baldwin Locomotive Works. It was a Class C-41, 2-8-0, originally numbered 1103 and re-numbered 1003. In its original state, the locomotive had 55 inch drivers and 40,893 pounds of tractive effort.

The K-37's were created in the late 20's and early 30's with 497 being released by the D&RGW Burham Shops in 1930. As a narrow gauge locomotive, it carries 44 inch drivers and exerts 37,100 pounds of tractive effort. It made its last scheduled run in 1967, from Farmington to Durango and has been stored there since.

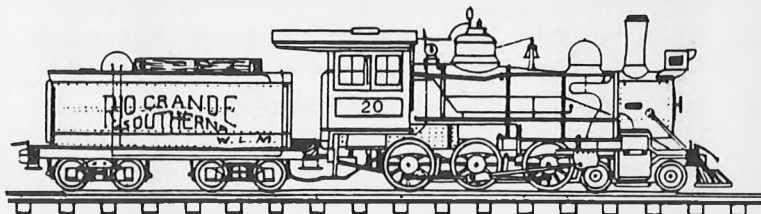
Boiler problems have developed since it began operation and it remains to be seen what will become of the engine during the rest of this season. At this point, it seems unlikely that the D&SNG RR will not continue to spend needed monies to keep the engine in operation. What is uncertain is how long the engine will be out of service.

In other news from the D&SNG RR, it would seem that persistent rumors to the effect that Charles Bradshaw wants to sell the operation have some basis in fact.

Apparently, the asking price is \$10 million and stems from the failure of Bradshaw to give the railroad to the City of Durango as a tax write-off. Details are fuzzy, but many reliable sources seem to confirm the above statements. It will be interesting to follow this story as Mr. Bradshaw was most outspoken about his intentions to see the railroad forever cared for through his personal attention now and a foundation set up to function after his death.



K-27, No. 497 pulls out of the Durango Depot on Sunday, June 17, 1984. The engine looked and sounded great, but has recently developed boiler problems that will keep it out of service for some time unless a satisfactory solution can be found quickly.



It was rumored that someone was moving the equipment (one coach and two freight cars) from Vance Junction this spring. Your editor was down that way and found that this was no rumor. One box car had already been removed and the coach had been raised out of the ground and was found up on risers. Judging from the condition and looks of the car, it seems impractical to move it as it obviously cannot take much strain. The sides are ready to collapse outwards as can be seen in the photo. It also seems a shame to cart away history, especially if it ends up in a pile of firewood!

UNION PACIFIC 3985 EXCURSION A GREAT SUCCESS

Sunday, May 27th, found 500 rail fans enjoying a fantastic day of railroading up to Laramie, Wyoming aboard UP Centennial No. 6922 and Challenger No 3985.

As usual, the Union Pacific people came through with a wonderful time for all aboard. Even with an overflow of trains from the Rio Grande, due to Glenwood Canyon being closed down by high water and rock slides, the UP kept a fine schedule and provided outstanding photo runbys.

The weather was perfect and trip details had been worked out to perfection also under the leadership of Pete West. While many folks gave of their time and talent to pull this trip off, it was and has been Pete's oversight that has made this trip so great over the past few years. Our thanks to Pete and to everyone else who worked so hard to make this trip the success it was. The accompanying photos tell the story much better than words. If you missed this year's trip, plan now to make it next year!



Passengers on the Club's UP trips have come to expect information, direction and just plain friendly conversation from Club members acting as Car Hosts. Terry Metcalfe (left) and Les Grenz (right) were just two of approximately twenty-eight car hosts and safety people who make our trips run so much better.



Our consist was headed by the famous UP Centennial Unit No. 6922 from Denver to Speer and back from Speer to Denver. This engine was impressive and certainly handled our train with little effort. We allowed time for a photo runby to catch this beauty on film before she's gone from active service.



Blue skies and good lighting prevailed over most of the trip and a fine time was had by all.



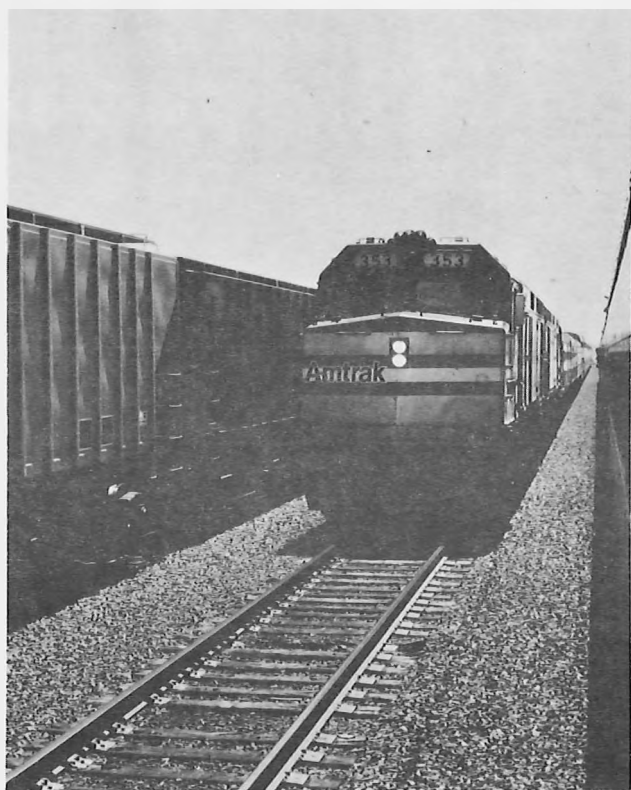
Many fine runbys were arranged and here we see some of the multiple photo lines to get all the angles as the 3985 puts on her show.



Due to flooding and slides in Glenwood Canyon, the D&RGW was forced to ship over the UP's tracks while we were in Wyoming. Many Rio Grande trains sped past us during the day. Here we see a D&RGW train with a UP lead unit, followed by a Rio Grande and Southern Pacific backup.



No matter what the angle, 3985 photographs well.



With trouble on the Grande, even Amtrak had to be rerouted and so we were treated to meets between our passenger train and Amtrak.



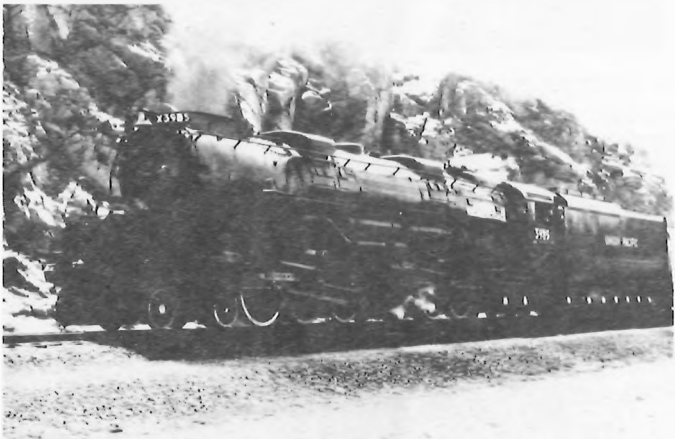
Lee Brown was a car host on the 3985 Trip and sent this photo for our enjoyment.



Another fine shot by Lee Brown. The 3985 ran flawlessly and the crew did their best to give photographers and sound recordists their money's worth.



Since we have not had the pleasure of riding behind UP 8444 for a couple years now, the Club, at no small amount of trouble, arranged for her replacement, the GP-30 No. 844, to act as switch engine in the Laramie yards and wye our train. Here we see the No. 844 about to hook up to pull us into position for 3985 to take us on out of Laramie.



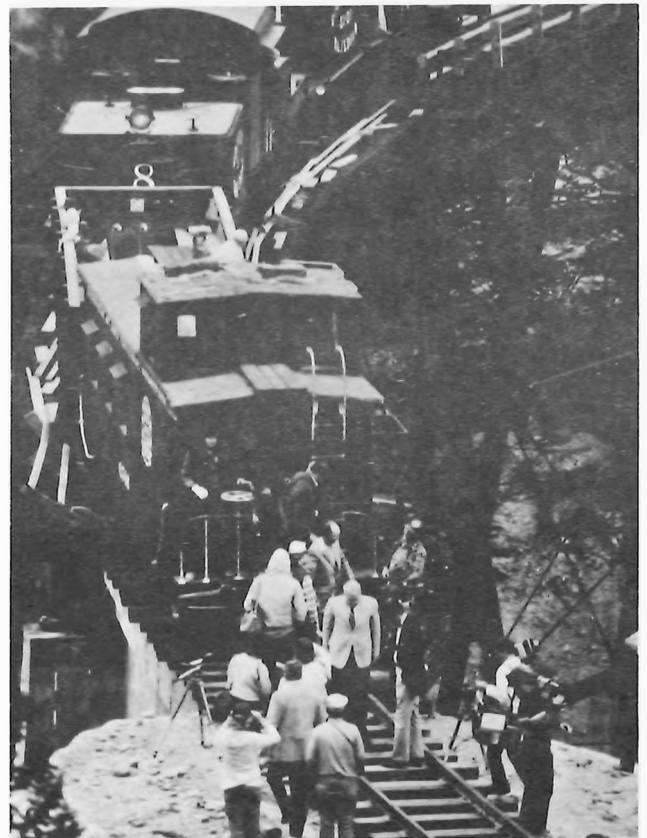
Many fine locations were selected and a good variety developed.

GEORGETOWN LOOP BRIDGE IN OPERATION

Do a little wishful thinking! Try to imagine yourself riding in an ancient narrow gauge gondola car behind an honest-to-goodness operating 1922 Shay through a magnificent Colorado mountain canyon. Then try to think of those cool alpine breezes blowing down the canyon and the fleecy white clouds skimming the mountain peaks. Next, try to think of yourself looking over the side of the old car through the ties to the churning, rushing stream ninety feet below.

Stop fantasizing! Now you can actually ride such an unbelievable train on the Georgetown Loop Railroad and across the famous Devil's Gate Trestle. The Trestle reconstruction is complete, all 300 feet of it. Track construction is continuing to the lower level, and by the time you receive this, it will be almost complete. The eleven-year Georgetown Loop rebuilding project is almost finished. Now is the time to take Interstate 70 to the Silver Plume exit, purchase your ticket in the original wooden Silver Plume Depot for only \$6.50, and enjoy the trip of a lifetime.

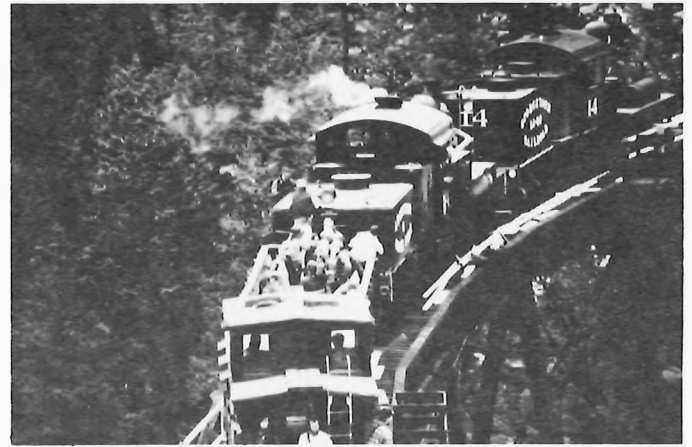
Now think of a five-mile narrow gauge railroad with four operating steam locomotives running over a railbed one hundred years old. It's incredible! (Bob Griswold)



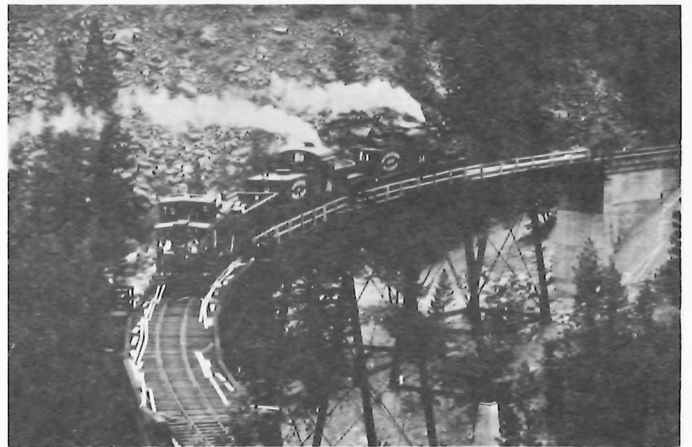
The First train rolled across the reconstructed high bridge on Friday, June 1, 1984 with much fanfare of whistles and the sound of steam. Free rides were given to those who desired to make the first trip across, as well as a number of trips to follow. The media was there in full force and gave good coverage on TV and in the papers.



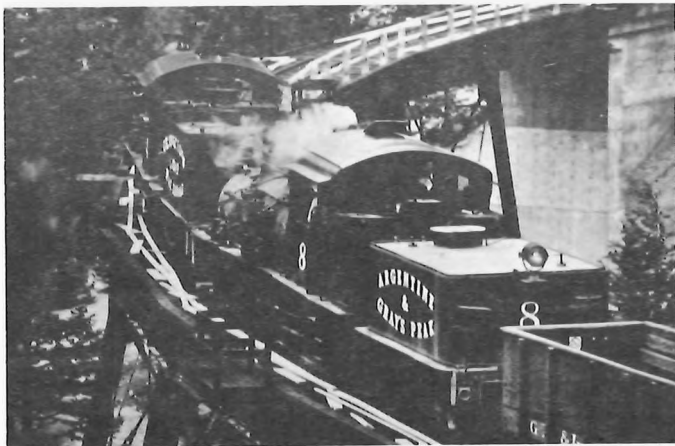
Georgetown Loop Railroad No. 14 blows off some excess steam and away we go!



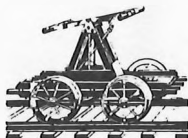
Georgetown Loop Railroad No. 14 was originally Westside Lumber No. 14 and in 1974 became the Colorado Central Narrow Gauge Railroad No. 14. After track was removed from Central City, the engine came to Georgetown as the Georgetown Loop Railroad No. 14 in 1981. It bears Lima construction No. 2835.



The 1st Run from another angle. Excitement ran high this day!!!



The honors were given to the two Shays on the Loop Railroad. Argentine & Gray's Peak No. 8 is the former Westside Lumber No. 8 and was picked up by the railroad in 1978. It bears Lima construction No. 3176.



GEORGETOWN LOOP BOOK

Just a reminder from Bob Griswold: if you have any material you think might be of interest in the Club's book commemorating the rebuilding of the Georgetown Loop, be sure to contact Bob at 2700 S. Kearney, Denver, Colorado 80222 or phone 756-7814.

A specific list of items still needed can be found in the June, 1984 issue of the Rocky Mountain Rail Report.

CRIPPLE CREEK FIELD TRIP

Don't forget to reserve your place on the Cripple Creek Field Trip, August 18 & 19, 1984. Complete details can be found in the June issue of the Rocky Mountain Rail Report.

For your convenience, we are enclosing an order form based on the following details:

- PLAN 1 : \$12.00 (Includes guided tour, handout, train ticket and lunch on 1st day)
PLAN 2 : \$32.00 (Includes the above plus dinner & melodrama--tax and tip included)
PLAN 3 : \$38.00 (Includes the above plus lunch the 2nd day)

ORDER FORM

Cripple Creek Excursion

NAME _____

ADDRESS _____

(Please Print)

PHONE _____

PLAN 1 (\$12.00 ea.) No. _____ \$ _____

PLAN 2 (\$32.00 ea.) No. _____ \$ _____

PLAN 3 (\$38.00 ea.) No. _____ \$ _____

Total enclosed.....\$ _____

Note: Reservations Deadline is July 12th!!!

Mail reservations to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Mat Anderson
1117 S. Clayton Street
Denver, Colorado 80210

CONOCO TANK CARS

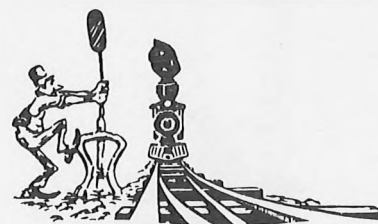
Look at some of your photos of the old narrow gauge freight trains in the Colorado mountains; in almost every one of them you will likely see a Conoco tank car. These old tank cars are all gone as is the Conoco refinery at Florence, Colorado, but Conoco still operates some 2,700 standard gauge tank cars.

To service their cars, Conoco operates a four-acre, \$5-million dollar maintenance facility dating back to the 1920's at Ponca City, Oklahoma. The oil company has their own shop to control the quality of work and to get the jobs done quicker than a contract facility. The 24-member crew maintains about 600 cars a year, and every tank must visit the shop once every five years.

Do you realize that a tank car costs between \$50,000 and \$70,000, and the tab for a leased car is around \$500 a month? One can see some tank cars around the Denver refinery, but most of them are concentrated in the Houston-Gulf Coast refining and petro-chemical area. The Santa Fe usually gets the cars to the Ponca City facility.

A renovation job usually involves repairs, complete cleaning, sandblasting inside and out, and a new paint job. One special project is mounting skid plates under the cars as an additional safety measure; this will be going on for the next six years.

Since Conoco is now owned by DuPont, many of the present company's cars also find their way to the Ponca City shop where perhaps a total of 30 Conoco, DuPont, and leased cars are waiting to be serviced most of the time. (Bob Griswold, with details from the May, 1984, Conoco World)



GREAT WESTERN RAILWAY STEAM EXCURSION

As mentioned in last month's newsletter, the Club has arranged for a steam-powered excursion on the Great Western Railway behind ex-Great Western #51. This event will take place on Sunday, September 9, 1984 and will travel from Loveland to Eaton, Colorado. Enroute, we will have opportunity to photograph five runbys as well as ample opportunity to shoot the engine before departing from Loveland and while in Eaton.

The cost of the trip will be \$19.00 per person for the train only and \$6.00 for a complete dinner to be served at the Eatin' Place in Eaton. Train and dinner is \$25.00 per person. Due to the financial arrangements for the trip, child's fares cannot be offered.

Our train will depart from the Loveland Depot, 950 Monroe (E. 11th & Monroe) at 9:30 a.m. and will return about 4:00 p.m.

Seating is limited, so please obtain your reservations as soon as possible. Checks may be sent to: THE ROCKY MOUNTAIN RAILROAD CLUB, c/o Mat Anderson, 1117 South Clayton Street, Denver, Colorado 80210.

ORDER FORM

Great Western Railway Steam Excursion

NAME _____

ADDRESS _____

(Please Print)

PHONE _____

I wish to have _____ Train Tickets at \$19.00 each..... \$ _____

I wish to have _____ Train & Dinner Tickets at \$25.00 each..... \$ _____

Total payment enclosed..... \$ _____



Mat Anderson supplied this photograph to whet our appetites for the Great Western Railway Excursion. Here we see the No. 51 west of Officer Junction, westbound to Loveland on June 2, 1984.

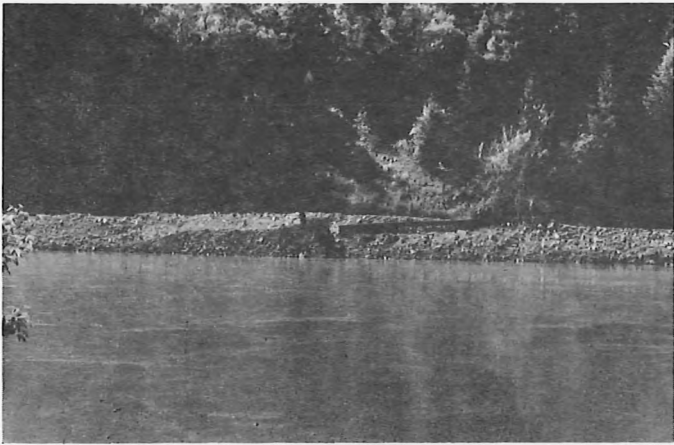


1984 RAILFAIR

Plan to attend what promises to be the largest and best Railfair yet. The dates for this year's edition are July 14 and 15 (Saturday and Sunday). The fair will be held at the Jefferson County Fairgrounds, 15200 W. 6th Avenue, Golden, CO.

This year, expect to see 125 exhibitors, railroad movies, models and other attention holding activities. Door prizes will be given out throughout both days. Hours are 10:00 a.m. to 6:00 p.m. on Saturday and 10:00 a.m. to 5:00 p.m. on Sunday. Donations: Adults, \$1.00; Children under 12, 50¢; Senior Citizens, 75¢.

The Rocky Mountain Railroad Club will be displaying and Erwin Chaim, chairman, has requested member's help to man our booth. PLEASE, do not be bashful...come forth and volunteer your services. You can do the Club a great favor and have a fine time talking to the folks who stop at our tables to find out more about us.



High water and rock and mud slides caused a great deal of grief for the Rio Grande recently and when this photo was taken, on Tuesday, June 19th, the Colorado River was still running high and fast, causing the Grande to dike along the entire canyon east of Glenwood. In this picture, the tracks are actually below the water level or just even with it. Note the broken telephone pole! Highway crews were also hard pressed to keep the road from washing away.

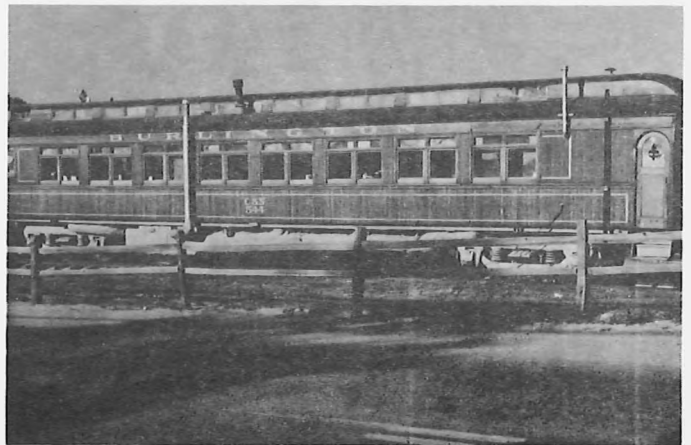
TRAINS ROLLING AGAIN

The Colorado Department of Local Affairs has released a \$1-million grant to help finance purchase of the old Rock Island main line to Limon. Western States Properties, Inc. and Colorado Central Rail Corridor Development Corporation will operate and administer the property beginning June 1st. The Cadillac and Lake City represents 50% of Western States Properties. Steam operations are planned for the future and some freight traffic has already been generated at the Matheson elevators.

ARTWORK/ARTWORK

As mentioned in last month's newsletter, your editor is requesting copies of railroad logos (Rky. Mtn. Region) and generic railroad cuts or artwork to dress up our newsletter and add interest.

A few items have been received, but much more can be used and is desired. Can you help? Original artwork can be returned, if requested.



Your editor found this car in Nederland, Colorado recently. It apparently is a 1906 parlor car built by Pullman if the stained glass window is correct. Whatever, the car is most interesting and well worth stopping to look at if you get that way.



The car is now housing a realty company and was formerly an antique shop. Its use presents an interesting sight.





And we thought that the eastern seaboard "Auto Train" was a first! Well, here we find Colorado's own "San Juan Auto Train" on its way to Silverton in August, 1920. Carl Blaurock took the photograph and Bob Griswold is sharing it with us from his collection.

GEORGETOWN LOOP EXCURSION

Saturday, July 21, 1984, has been selected for the Club's special day on the Georgetown Loop Railroad. NO ONE will want to miss this outing!!!

It all begins at 10:00 a.m. and continues until 3:00 p.m. Included in the day's activities are photo runbys, staged still-photography and LUNCH on the Loop line.

Because of the limited space on our own private consist, we must limit the sale of tickets to 155 people. The cost will be \$20.00 per person (no child's fares). Lunch is included in the \$20.00 fare.

Please note: Parking space is limited at the Silver Plume Depot, so we have agreed to ask Club members and their guests to park on the service road just west of the Depot and below I-70. We ask your cooperation in this matter.

Tickets can be purchased at the July meeting or by mail until July 15th, by sending your request for tickets along with your check to: The Rocky Mountain Railroad Club, c/o Jim Trowbridge, 502 S. Cody St., Lakewood, Colorado 80226. After July 15th,

(if tickets are still available) please call Jim at 988-2267 after 6:00 p.m. and before 10:00 p.m.

REMEMBER: ONLY 155 TICKETS ARE AVAILABLE-- DO NOT DELAY IN SECURING YOUR RESERVATIONS.

ORDER FORM

Georgetown Loop Excursion

NAME _____

ADDRESS _____

(Please Print)

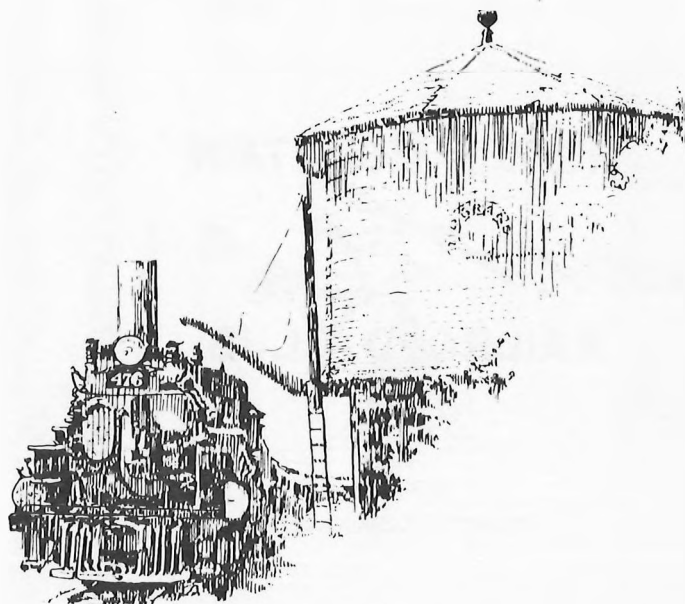
Phone _____

I wish to have _____ tickets at \$20.00 ea.

I enclose \$ _____ in payment of my tickets and also enclose a self-addressed envelope to help get my tickets out faster.

Mail reservations to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Jim Trowbridge
502 S. Cody Street
Lakewood, Colorado 80226



GREAT NORTHERN PARLOR CAR TO TELLURIDE

Club member, Don Stott, sent a letter to your editor in May, but space has not permitted inserting the information until now. Don owned an ex-Great Northern parlor car which he desired to refurbish and use in Silverton. Because of problems with the town of Silverton, Don sold the car to a gentleman in Telluride.

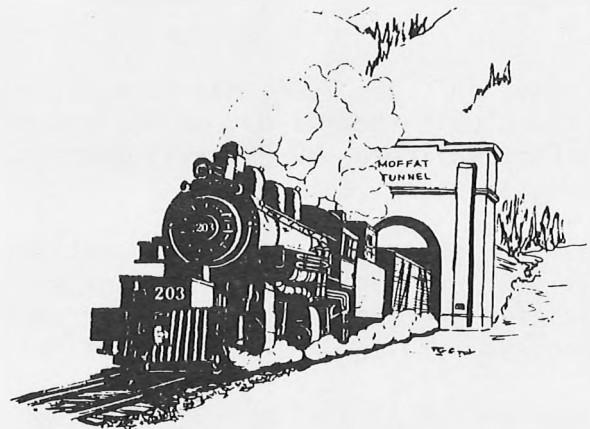
I was in Telluride a couple weeks ago and saw the car, which is now being placed between some buildings on main street. It looks like it will be quite nice when it is refinished. The history behind the car is unique as is the car itself and should Club members get up to Telluride, they may enjoy knowing its history.

The car was built by Barney and Smith and delivered to the Minneapolis, St. Paul and Manitoba on September 23, 1888. It appears to be only one of two remaining Barney and Smith cars; the other being in a city park in Dayton, Ohio, where, at one time, B&S was the largest employer. The car was originally the "Litchfield", No. 503 and was a dining car. Changed to diner-lounge in Oct., 1897; renumbered 727, April 18, 1900. The car was vestibuled in November, 1897. It was changed to No. 783 and made into a parlor car, April 30, 1906. The number was changed to No. 7575, October 4, 1907 and then to buffet-parlor car No. 1054 probably mid-1926. Changed to work equipment, Jan. 6, 1927 and numbered No. 03268.

Don found the car on a scrap track in Scottsbluff, NE in early 1982 and moved it to Silverton, arriving August 4th. From Silverton, it was moved to Telluride early June of this year. Don believes that it may well be the oldest standard gauge car outside a museum. Its air was tested in 1980 and is complete with 6-wheel trucks (wood)!

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 Club members, please send it to the attention of the Editor, Rocky Mountain Rail Report, 502 S. Cody St., Lakewood, Colorado 80226.



ROCKY MOUNTAIN



RAILROAD CLUB

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