

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

January 8, 1985 -- 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.

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## 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, Rocky Mountain Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

January, 1985..... No. 304  
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.

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## JANUARY 8 PROGRAM

Our January program will be provided in two parts. The first part will be presented by long-time Club member and past President, Charlie Max. We will see 16mm, Black & White films depicting the Ohio Companies' Ohio Match Company operation including their timber operation and railroad from Ohio Jct., Idaho, the branch off the Spokane International Railway, the lumber mill at Huetter, Idaho (near Spokane, Washington), and, finally, making matches at their Wadsworth, Ohio Plant. The Ohio Match Company was one of four subsidiaries. The others included the Ohio Injector Co., Ohio Salt Co. and Ohio Boxboard Co. They all had their start in Wadsworth, Ohio.

Part Two will feature a short program by Roger Potter, visiting us from California. It will present classic passenger trains, all set to music.

This evening's programs should be a fine start for 1985. Erwin announced several of the up coming programs at the December meeting, wetting everyone's appetites. Be sure to be at the meeting in January and get the new year off to a good start!

## DECEMBER PROGRAM



OUTGOING  
PRESIDENT  
CHALLENGES  
EDITOR  
TO  
DUEL!!!

Much to the chagrin of Darrel Arndt, your editor, after years of careful documentation, presented a program entitled "The Lone Rail Fan," roughly patterned after the old "Lone Ranger" radio and television programs of the 50's.

The theme and dialogue from the Lone Ranger program was played, first, to get everyone into the mood. It was then announced that the Rocky Mountain Railroad Club actually had a "hero" on the par of the Lone Ranger, and, that it was high time that everyone was made aware of this person.

A new recording was created to begin the slide slow on our hero! To give those of you who were unable to attend the meeting an idea of the flavour of the program, the text of the recording follows:

"The Lone Rail Fan!!!" (begin William Tell Overture)

"Hi Yo Silver Wagoneer!" (radio excerpt of Mel Blanc's voice portrayal of Jack Benny's old Maxwell)

"A firey 2.6 liter engine with the speed of a little olde lady, a cloud of smoke, and a harty 'Cough, cough, cough'--The Lone Rail Fan!"

"With his faithful Indian Highway Department companion, Ar-Dee, whose name translates 'He who walks on top of snow on Cumbres,' the daring and resourceful goggled rider of the mountains, led the fight for more photo runbys of steam locomotives in the western United States. No where in the pages of history, can one find a greater champion of fellow Rail Fans. Return with us now to those thrilling days of yesteryear. From out of the past comes the thundering backfires of the great jeep, Silver Wagoneer. The Lone Rail Fan rides again!!!"

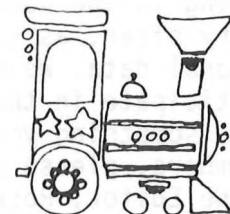
"Come on Silver. Let's go big fella. Hi Yo Silver Wagoneer--Away!!!"

From there, the audience was taken into a slide presentation of Darrell's notorious escapades of the past nine years including many Railroad Club trips as well as various private trips with your editor. Not only were his attributes covered, but a typical rail fan trip was portrayed, with Darrell as trip leader.

The fifteen-minute program was well received by everyone...well, almost everyone! I, of course, have been challenged to a duel with railroad spikes at fifty-yards by the "hero" of the program!

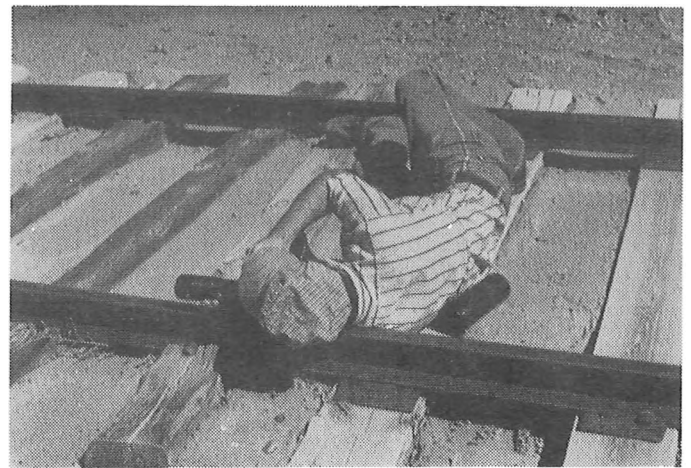
Regardless of the outcome of the forthcoming duel, this program is being donated to the archives for preservation and numerous sources have volunteered to provide enough new material for "The Lone Rail Fan--Volumes II, III, IV, etc."

It must be pointed out that, in spite of his embarrassment at being singled out for this program, Darrell did, somewhat, enjoy the program, and, was certainly a good sport about it--at least until I was challenged to the duel.





Here we see the "Lone Rail Fan" with his faithful steed, "Silver Wagoneer". The "Lone Rail Fan" and the great jeep "Silver Wagoneer" are obviously charging after the great "Iron Horse".



One of the many candid shots of the "Lone Rail Fan" shown at the December meeting. In this instance, he is obtaining one of his famous "from trackside" photographs!!!

## NEW OFFICERS AND BOARD MEMBERS

The annual elections provided some new names to the Club's list of officers and board members. These include: Keith Kirby, President; Erwin Chaim, Vice President; Bill Gordon, Secretary; Ardie Schoeninger, Treasurer; and, board members Rich Dais, Carl Carlson and Jim Ranniger.

Jack Morison, John Dillavou and Tom Caldwell are the hold-over board members and served on the nomination committee.

Ed Gerlits, Bob Griswold and Cyndi Trombly go off the board this year. The Club wishes to thank them for their service. Each of these folks contributed valuable time and talent to the Club, but they are totally out of the picture as Ed is still active in trips, Bob is working on the Club's new book on the Georgetown Loop rebuilding, and Cyndi is helping Ardie with the Club's books.

Darrell Arndt continues to be on the board as past president and, of course, remains very active in many Club actions.



And...how do fellow Rocky Mountain Railroad Club members feel about the "Lone Rail Fan"? You guessed it.....he's their "big banana"! As a token of their esteem, Darrell was presented with an appropriate emblem of his station among his peers.



## GET PREPARED FOR MARCH PROGRAM

The March 12th meeting will include our ever-popular Potpourri Night! Erwin Chaim, program chairman, requests your cooperation in arranging to give him your 15 (note the change from 20 slides!!!) slides prior to the March meeting. If, at all possible, please bring your selection to the January meeting, or at least by the February meeting. By doing this, Erwin can arrange the slides into continuous trays, allowing more people to participate. In addition, Erwin can create a title slide showing your name.

The change to 15 slides has been made to be sure we can accommodate all members who wish to show their slides. We ask for your further cooperation in selecting only those slides that are correctly focused and exposed. In addition, please keep your commentary to a minimum. Too much verbiage keeps others from participating in the program. We ALL thank you!

QUERY??? Will the program chairman, again, find a way to keep your editor from showing his slides? I believe a brief review of the machinations of one Erwin Chaim is in order. It all began in 1982 when that crafty character placed a "changing reels" slide in front of the editor's slides and proceeded to change reels. Then, in 1983, he somehow arranged for the projector to malfunction just prior to your editor's slides. Based on these injustices, your editor should get to show 55 slides-- 20 for 1982, 20 for 1983 and 15 for 1984!!! However, I would consider it a great victory just to show my slides this year! Will good and justice finally succeed? Be at the March meeting, and see!!!

## EVENTS CALENDAR FOR 1985

A pocket calendar is again being prepared for all members, showing the dates for every meeting and trip in 1985. You will find it with your newsletter.

Should you lose the card, it can probably be replaced for the next few months, but we will list the events in this issue of the newsletter for reference:

## 1985 CALENDAR OF EVENTS

01/08	Regular Meeting
02/09-	
10	Amtrak/Glenwood Sprgs. Excursion
02/12	Regular Meeting
03/12	Regular Meeting
04/31	D&RGW Ski Train Excursion
04/09	Regular Meeting
05/11	Museum Work Day
05/14	Regular Meeting
05/18	Alternate Museum Work Day
05/26	UP 3985 Laramie Excursion
06/11	Regular Meeting
06/16	Heritage Square Day/High Country RR
06/21-	European Excursion
07/06	
07/09	Regular Meeting
08/13	Regular Meeting
08/17	Field Trip
08/30-	Amtrak/Mount Pleasant Excursion
09/03	
09/10	Regular Meeting
10/5-6	Amtrak/Glenwood Sprgs. Excursion
10/12	Annual Banquet
11/12	Regular Meeting
12/10	Regular Meeting/Elections

The Club will not have any narrow gauge activities outside of the High Country Railroad at Heritage Square on June 16th. For those who might like to ride either the D&SNG RR or the C&TS RR this year, two trips are available:

SATURDAY, SEPTEMBER 28/ "The Animas Cañon Express". Put on by Club member. Ed Gerlits, it is advertised as a Steam & Fall Foliage Extravaganza! Information and reservations can be obtained by writing to Ed at 1540 Routt Street, Lakewood, CO 80215. Telephone: 303-232-9262. [Durango & Silverton NG RR]

SUNDAY, SEPTEMBER 1/ "The San Juan Express". Chartered by Club members Jim Schwingle and Jim Trowbridge. A mixed train from Chama, NM to Big Horn and back with emphasis on many, many photo runbys. Information can be obtained by writing to Jim Trowbridge, 502 South Cody Street, Lakewood, CO 80226. Telephone: 303-988-2267. [Cumbres & Toltec Scenic RR]

Other railroading events will be listed as information is received from the NRHS and the Colorado Railroad Museum, et al.

## A BEAUTIFUL RESTORATION OF D&RG NO. 168

Most of our members are aware of the D&RG's ten-wheeler, No. 168. It was built in 1883, builder's No. 6670 (Baldwin) as class T-12, with 45" drivers, 14x20 cylinders and weighing in at 56,500 pounds.

It had a colorful history including such important events as the first engine to pull a passenger train over the Rio Grande's main line from Denver to Salt Lake City, Utah, and, pulling a special train for President Taft for the opening of the Gunnison Diversion Tunnel. The engine was retired in July of 1938 and donated to the city of Colorado Springs.

The engine has been on display at the city park across from the old D&RGW station (now Giuseppe's Restaurant) near the river. The display fell into disrepair over the years and so the Colorado Midland Chapter of the NRHS, the Colorado Springs Businessmen's Association and the Colorado Springs Parks & Recreation Department began a fundraising drive to restore the engine. A total of \$20,000 was raised and work began in October of 1982 and was completed in July, 1984.

The Engine and tender was restored by John Bush and assisted by Fred Oster. The work on the engine was performed in Colorado Springs, while the tender was hauled to Silver Plume where the tank was removed. A new frame was built, the tank repaired, and the whole affair was reassembled and returned to Colorado Springs.

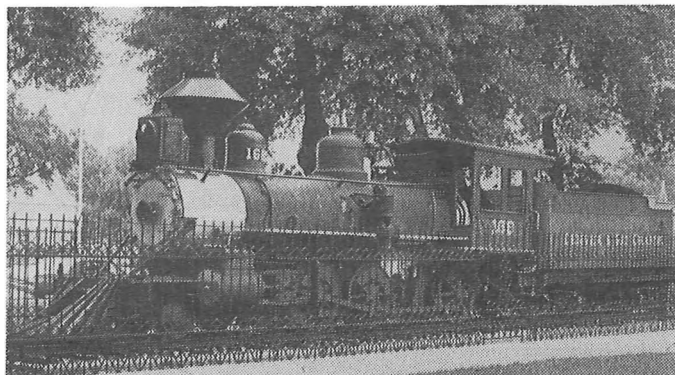
Included in the restoration was the following items:

- new tender frame
- new tender deck
- tender tank patched
- roof built over coal space
- new cab sides
- new cab floor interior/and structural
- new boiler jacket
- new pilot beam
- rebuilt headlight
- repaired pilot
- new replica class lamps built
- replica builder's plates built

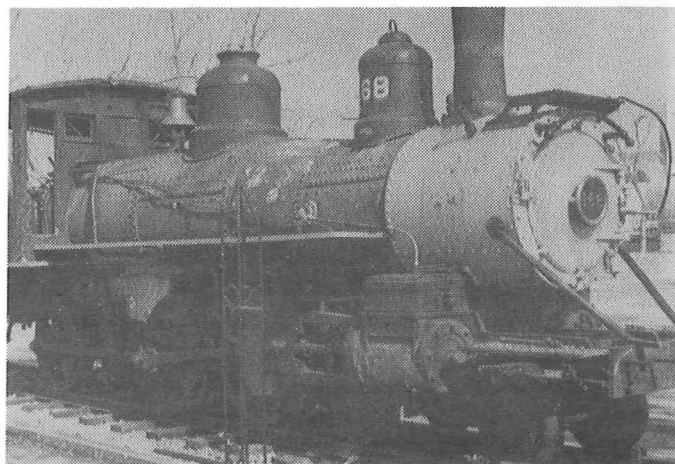
locomotive relocated on new raised fill  
display lights installed  
new painting and lettering (including  
gold leaf)

Unfortunately, the black & white photos do not do the display justice. Be sure to stop and see the engine as soon as possible. (Editor's note)

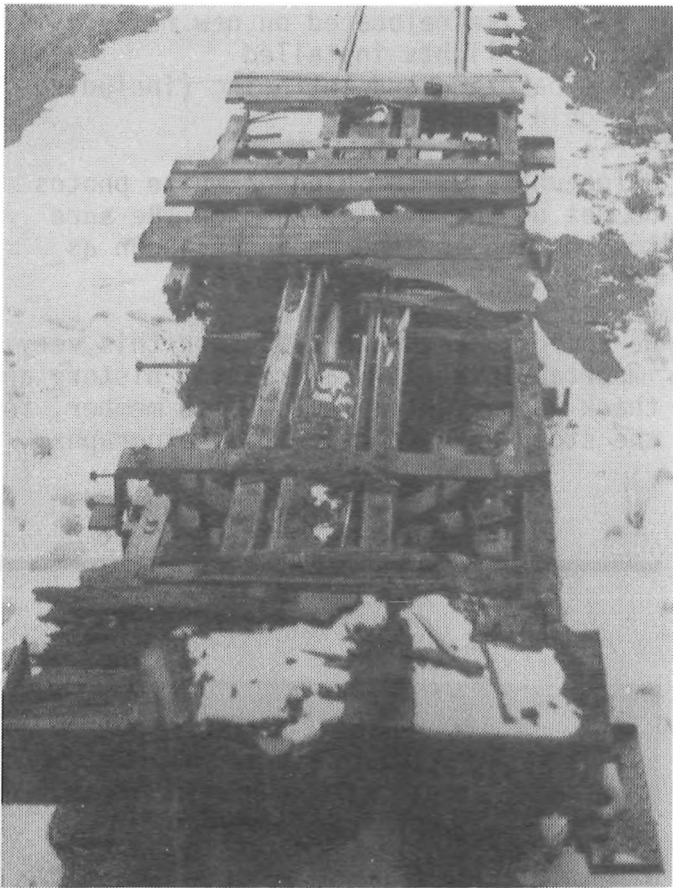
We appreciate the work done on this very important piece of railroading history and thank John Bush, a fellow Club member, for the story and accompanying photographs.



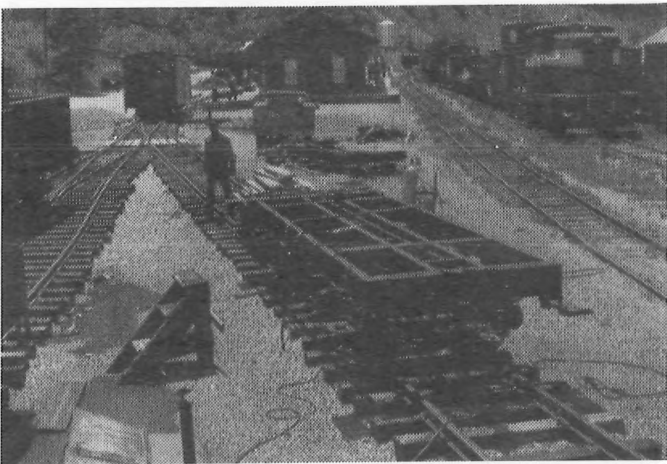
*An overall view of the No. 168 on display, prior to restoration.*



*A closer look at the engine just after work began. A study of this photograph gives ample idea of the chore ahead.*

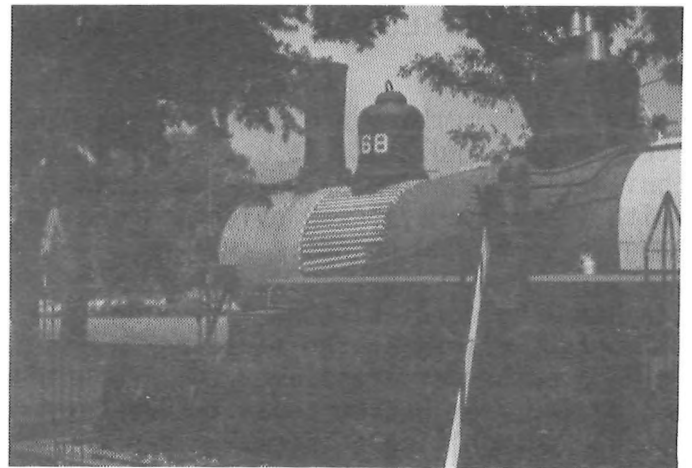


*The tender frame of No. 168 prior to re-building. Note the extensive rotting.*

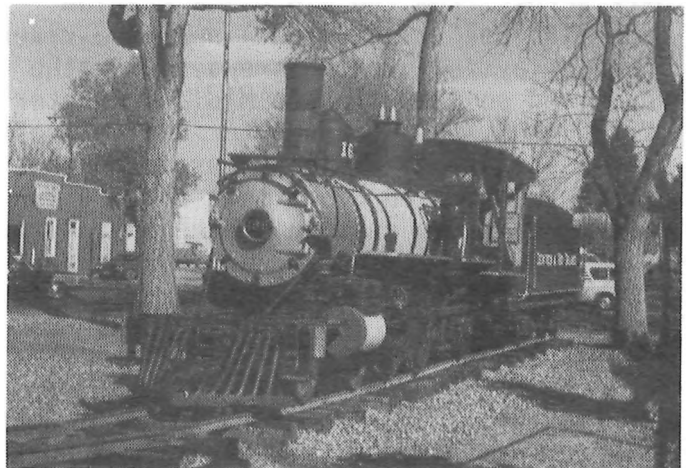


*The rebuilt tender frame at Georgetown. It is ready to be returned to Colorado Springs.*

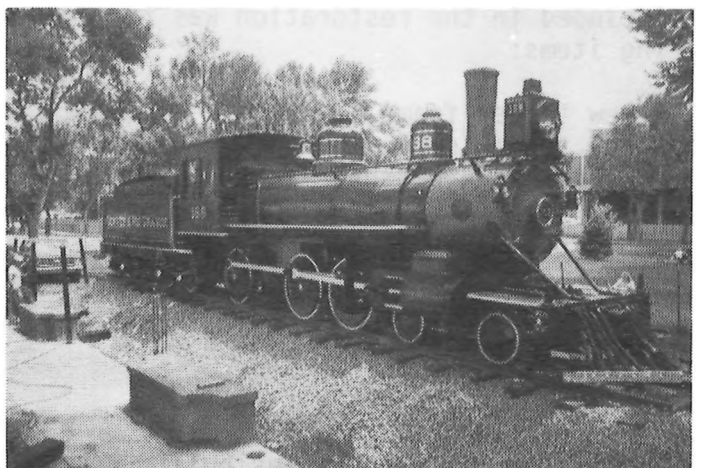
*The finished product!!! Engine and tender are now completely refurbished and even spotted on the new track which has also been raised up for better viewing.*

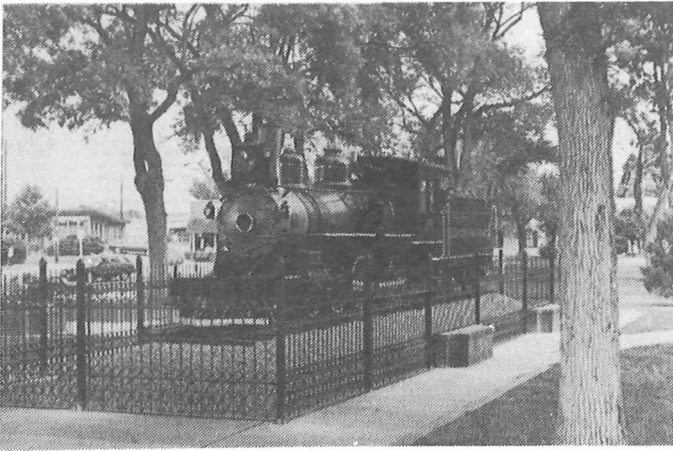


*A view of the smokebox and front end of the boiler showing reconstruction.*

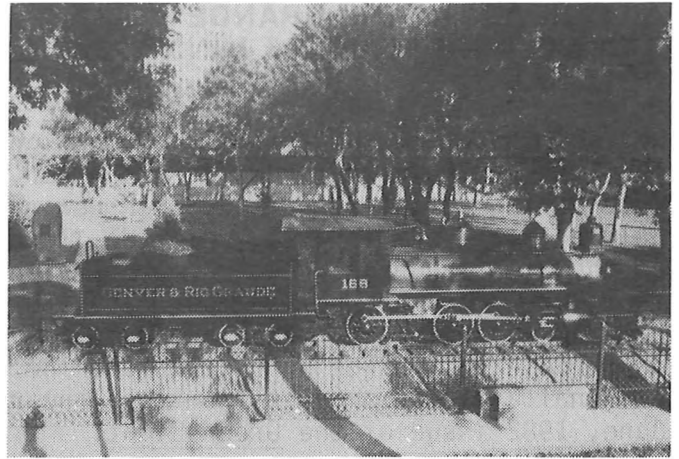


*Getting closer to completion. The boiler work has been completed and new cylinders are evident. Work is still progressing on the cab, headlight, etc.*





*This and the following photos will give a fine idea of the restoration work and the neatly reworked display area with the rails now raised above the ground level, making the engine much more readily seen and photographed, yet reasonably protected.*



### **BN'S CLIMAX BRANCH FEATURED**

The October, 1984 issue of the Burlington Northern's employee magazine, BN News features the old Colorado & Southern, 14-mile Climax Branch. This is the remains of the Colorado & Southern line that crossed Kenosha and Boreas Passes, by way of Como. The article is in error in that it implies the Golden to Silver Plume line over the Georgetown Loop was used to reach Leadville (the original builders had such intentions, but that line never did). The article thus incorporates a discussion of the Georgetown Loop.

Some interesting items about the Climax Branch from the article are:

The last passenger train service from Leadville to Denver was in April, 1937.

The last steam locomotive on the Leadville line (Climax Branch) was replaced in 1962.

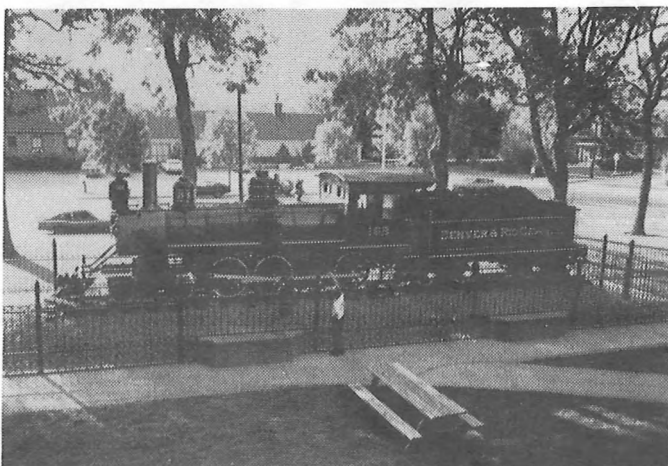
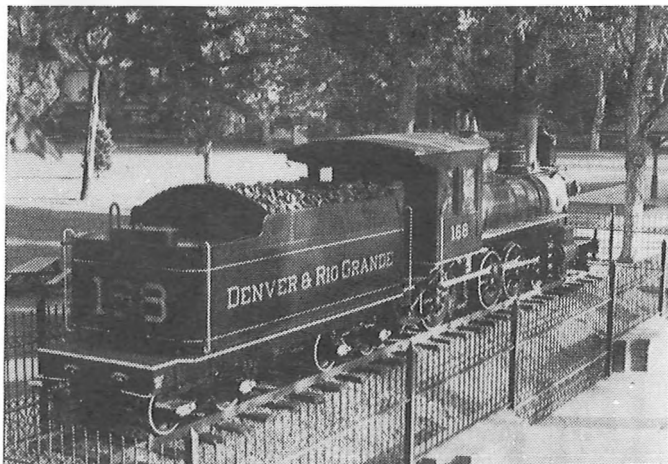
The main shipper of the line is the AMAX molybdenum mining operation at Climax.

The line is classified as a possible line to be abandoned in the future.

The line interchanges with the Denver & Rio Grande Western at Leadville and is the highest adhesion railroad in the United States, reaching 11,400 feet on the Climax mine trackage.

Readers wanting more on the narrow gauge line to Leadville will find reading Club member E. J. Haley's account of "My Last Ride to Leadville" in the December, 1982 issue of TRAINS magazine worthwhile.

(John Sherman)



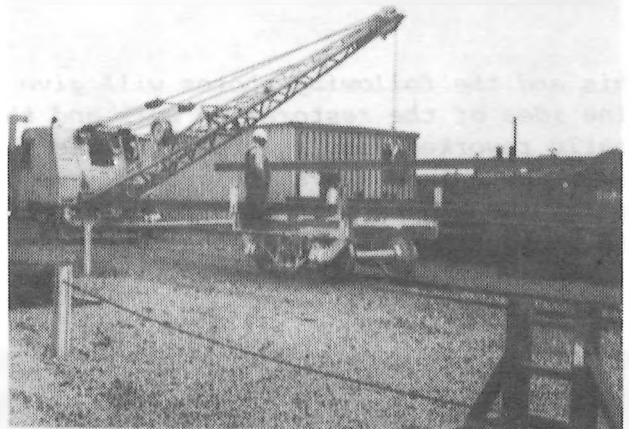
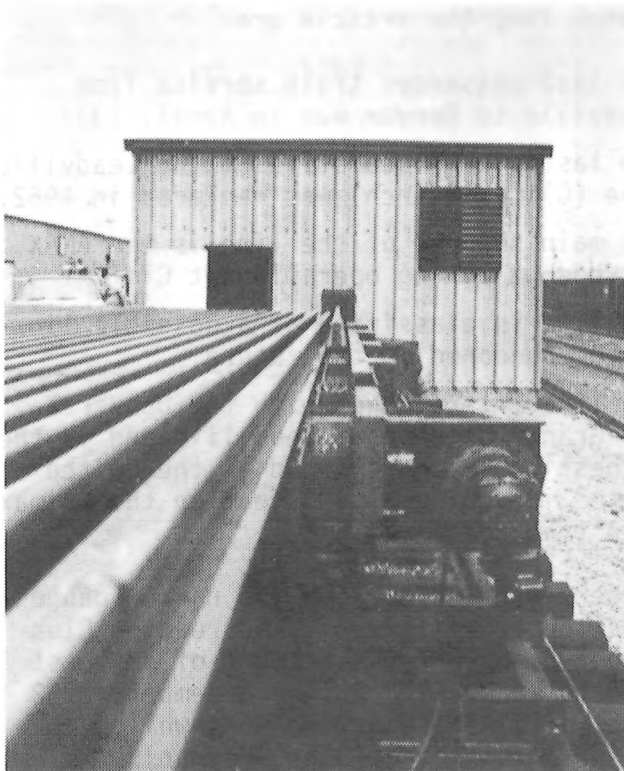
## A LOOK AT THE RIO GRANDE'S RAILWELDING PLANT AT MINNEQUA, COLORADO

While looking through some old Green Lights from the Rio Grande, I came across a very interesting article about the then new railwelding plant at Minnequa, Colorado. I called the Rio Grande and received permission from Vern Immroth, who was most happy to have us reprint the article. We certainly appreciate the Grande's cooperation. The original article is taken from the January-June, 1982 issue of the Green Light.

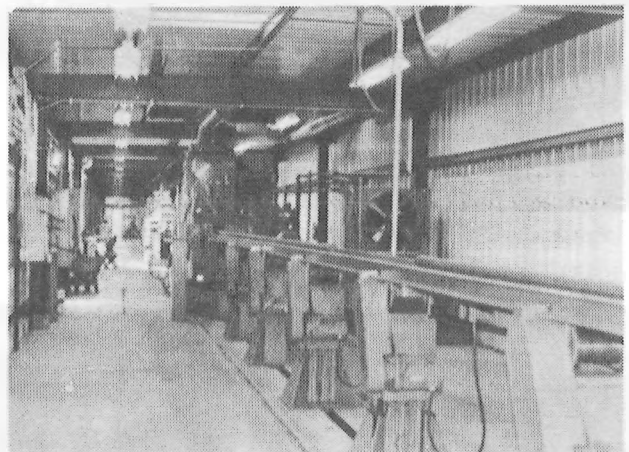
The Rio Grande's new automatic electric flash butt welding plant was officially opened at Minnequa, Colorado on April 27, 1982.

Construction was a joint enterprise with the Railweld Division of Holland Company, Rio Grande's welding contractor since 1967. The land and buildings are owned by the Rio Grande and the welding lines and related equipment by the Holland Company. The new plant facility replaces a welding plant that was housed in railroad cars and did yeoman service for many years.

*Photographs through courtesy of G. L. Cristofano and the Holland Company.*



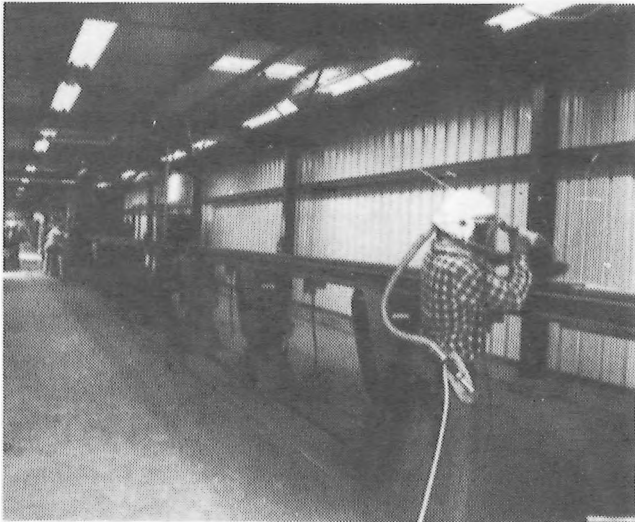
*Loading rail rack.*



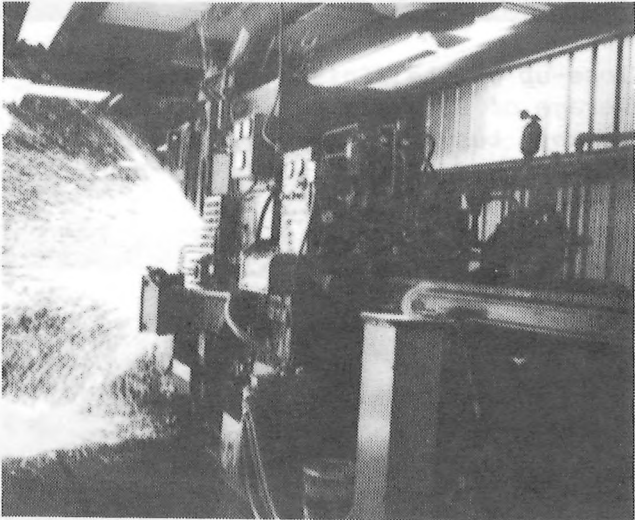
*View of the interior of the new 350-foot welding building.*

*Rail from the loading rack, in 39 or 78-foot lengths, enters the welding plant via powered conveyor.*

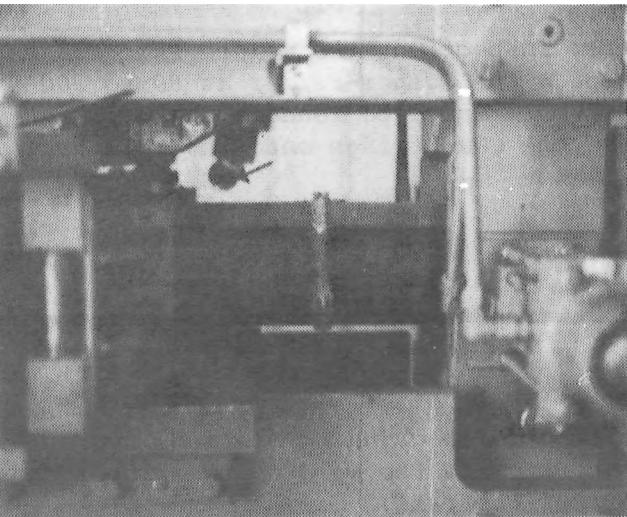




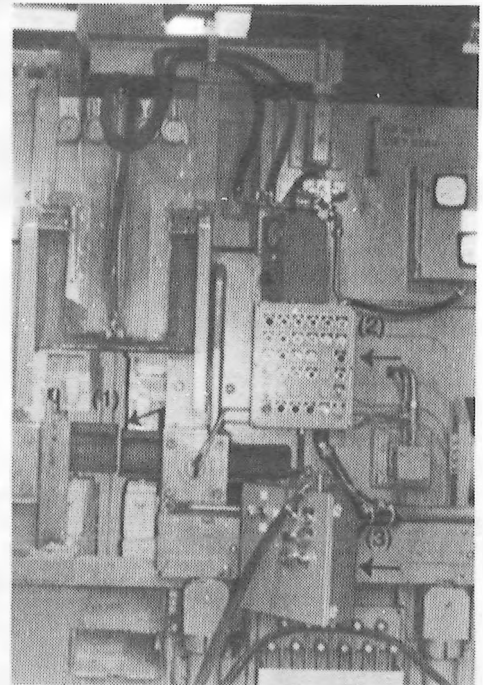
Rail ends are polished to provide good contact surfaces for the welder's electrodes.



Welding machine in operation. Normal welding cycle takes about 2-minutes. This includes aligning rail ends, preheat pulses, flashing and actual welding of the rail ends. Force during welding approaches 60 tons.



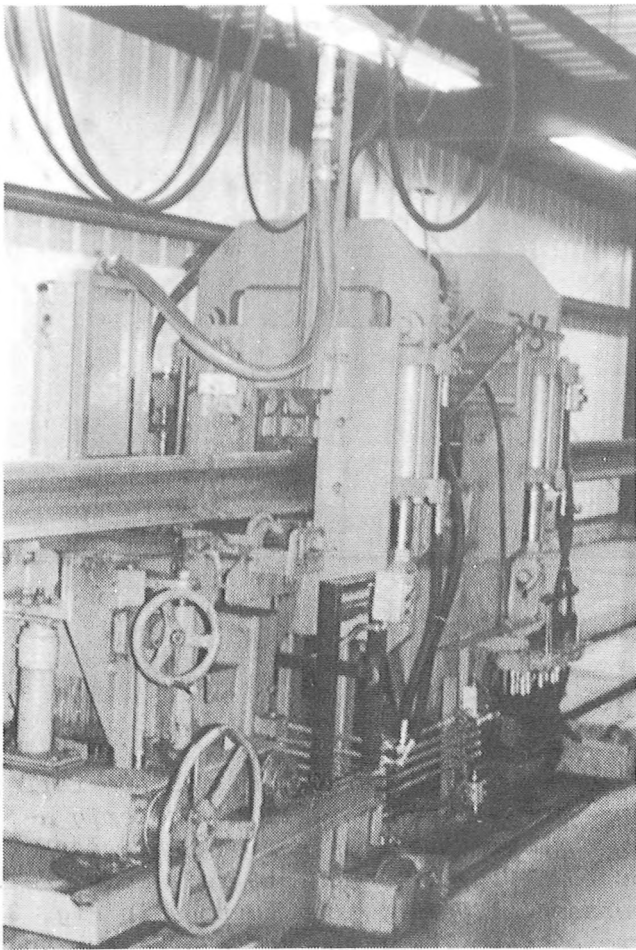
Welded rails is in automatic stripper which shears off the hot metal. The entire process is automatic including the positioning of the stripper by a heat sensor (arrow) which has located the hot weld area.



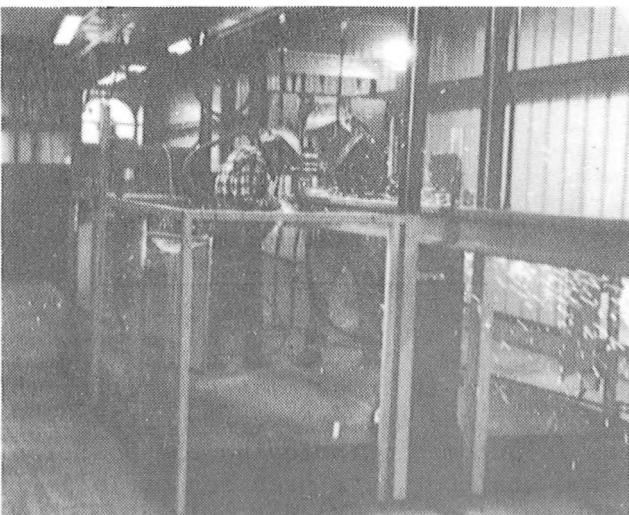
Welding control unit. Note the two rail ends (Fig. 1) which will be properly aligned by manual control of the switches on box (Fig. 2). Once the rail ends are in perfect alignment, the buttons in Fig. 3 are used to lower the spark arrestor and set the automatic weld.

**Green Light**

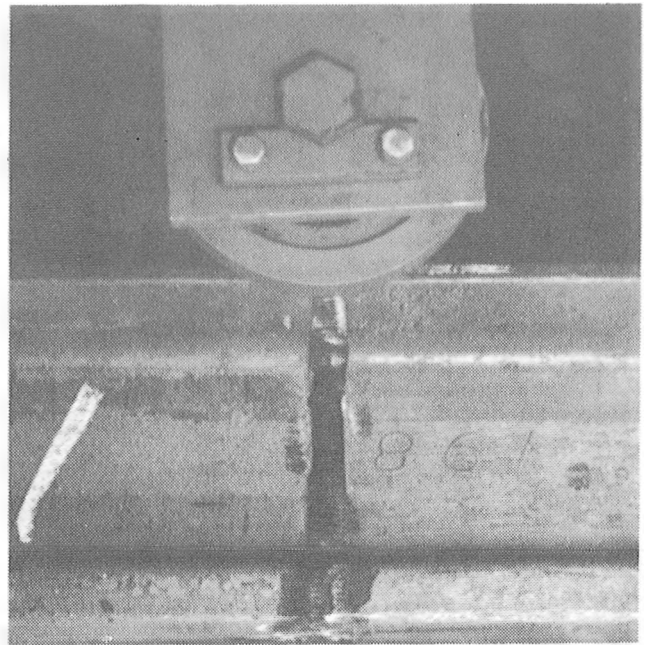
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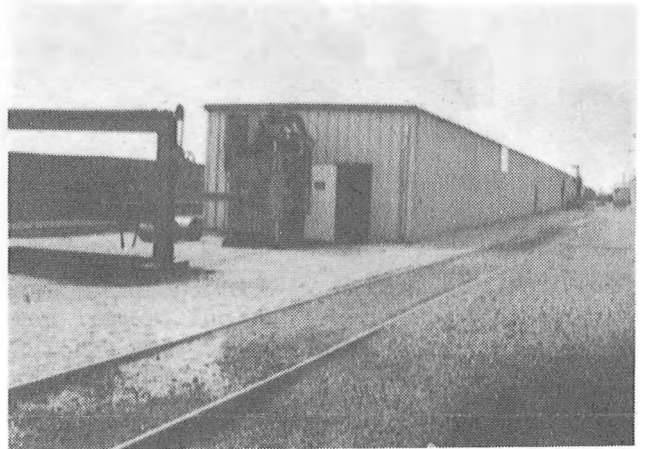
*Hydraulic vertical and horizontal press. Base grinder is attached which can be used when necessary to grind off the base of the rail. The press is a four-way straightening press which may be required if there is any deviation in the rail alignment. This press has a maximum vertical force of 285 tons and maximum horizontal force of 100 tons.*



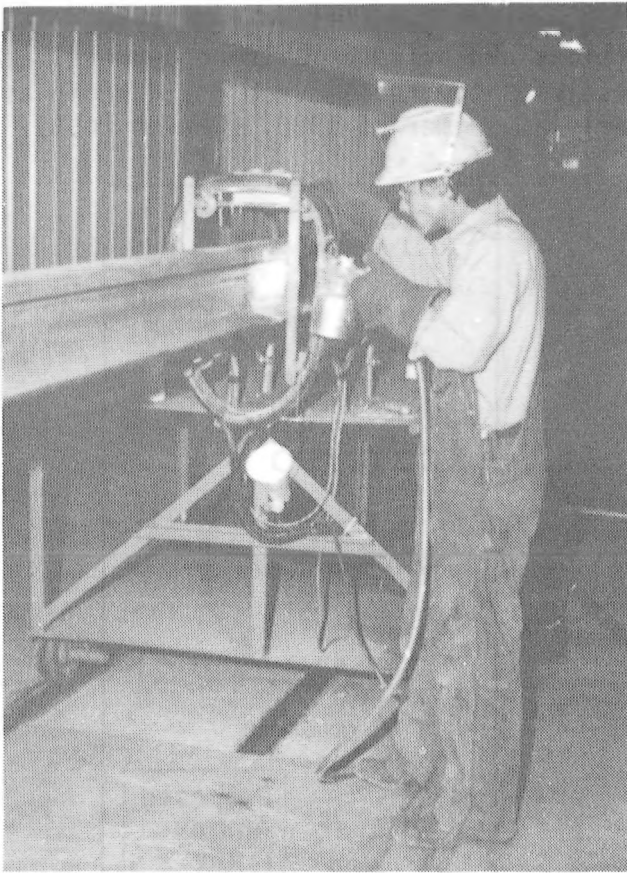
*At the finish grinding station, two operators grind the weld to the proper contour of the rail.*



*Close-up of the finished weld. With an average of 25 welds per hour, inspectors are kept busy. The new equipment is capable of producing 30 welds per hour.*



*After inspection, the welded rail passes through the Pusher-Puller at 80 to 200-foot per minute to leadout stands which feed the CWR strings onto the rail train.*



*Rio Grande inspector makes the final inspection of the weld. Both geometric and Magnetic Particle inspection tests are given. If the weld fails to pass both inspections, it is rejected, cut out and re-welded.*



*Rail train receives welded rail. Because lead-out strands are adjustable both horizontally and vertically, the strings can be fed into any one of 40 pockets on the rail train, which has roller racks for 10 rails across and 4 rails high. Second track to left of train in photo will permit loading two trains alternately without immediate switching.*

## UNION PACIFIC MUSEUM

The fabulous Union Pacific Historical Museum in Omaha is now closed and will be until some time in March, 1985. It is undergoing a major remodeling to enhance its presentation of priceless relics of the railroad's early days. This one-of-a-kind museum, dating back to 1926, will be reorganized to present the story of railroading from the days of the first transcontinental to the present time of computerized automation.

Perhaps the most historic of the relocated displays will be a recreation of the Abraham Lincoln car which will include two couches, a reclining chair, four mirrors, a silver service and four paintings on walnut from the side of the original car. The Union Pacific acquired the Lincoln car in 1866, and the first museum pieces were the silver-plated holloware that had been in a company vault for who knows how long. When these pieces from the old car were brought to the attention of President Carl R. Gray back in 1921, he determined that Union Pacific should have a historic museum, and five years of intensive collecting enabled the company to open the museum in the Headquarters Building in 1926.

Another unique display in the new presentation will be a collection of some 600 stereopticon slides of Union Pacific construction to Promontory, taken by photographer A. J. Russell. The sequence of exhibits beginning with "The Road to Promontory" will culminate in a "Modern Railing" presentation featuring TCS and CTC.



(Bob Griswold with details from 11/84 Info Magazine)

## EUROPEAN EXCURSION

As announced in the Rail Report last month, a flyer is included with this newsletter, giving full details on the trip. Be sure to look over the flyer and see if this exceptional opportunity is for you. Sixteen days, four countries, railroad excursions, and much, much more!!!

## DENVER/EL PASO AMTRAK LINK PUSHED

Despite recent budget problems concerning Amtrak, Colorado and New Mexico officials intend to continue their push for railroad passenger service between Denver and El Paso, Texas--a route that could provide a major new commuter link along Colorado's Front Range.

State transportation authorities say that Amtrak was receptive to the plan earlier this year; however, new Amtrak initiatives could derail the two-state proposal before it ever leaves the station. Faced with threats that its already tight budget will be drastically cut next year, Amtrak is now requiring that states pay at least half the subsidy for any new rail service that isn't profitable. Most Amtrak trains--except those in the heavily traveled East Coast corridor--are subsidized. The agency's 1985 budget of \$684 million will maintain current routes but has forced curtailment of expansion plans.

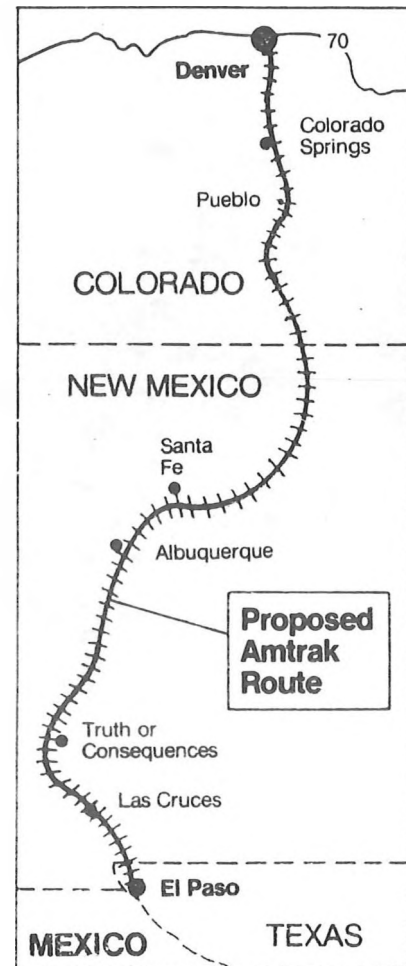
Colorado and New Mexico officials say they were surprised and confused when notified of the Amtrak policy, particularly since the agency suggested in April it would conduct studies for the new route and could begin service without cost to the states. Amtrak has since said the states would also have to share the cost of the studies.

One additional aspect of the proposal that is far from being resolved is the required approval by the Rio Grande Railroad, which owns the tracks over which the Amtrak train would run. Historically, Rio Grande executives have not worked closely with Amtrak.

Benefits to Colorado from the route would include increased tourism as well as the gain of a major transportation alternative between Denver and Colorado Springs. The proposed route has likewise received support from officials in Texas and New Mexico.

State officials stress the Denver-El Paso route would be a plus for Amtrak because it would link three of its transcontinental trains: the Sunset Limited, which passes through El Paso; the Southwest Chief, which passes through Trinidad, and the California Zephyr, which passes through Denver.

If questions about financing, track conditions and private railroad approval are resolved, the new service could begin as early as summer of 1986. (Denver Post)

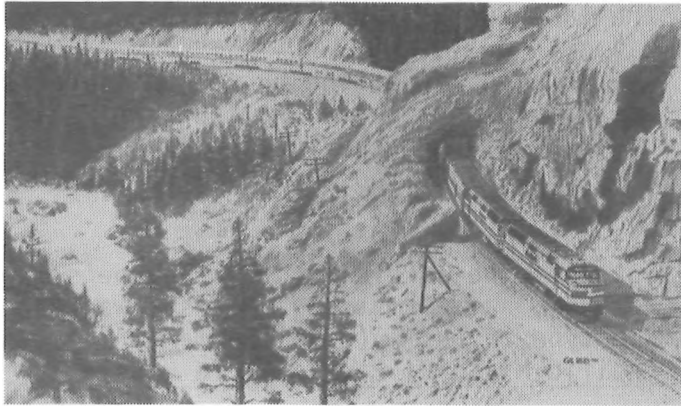


## ANONYMOUS CONTRIBUTION

We really appreciate the many news items being submitted these days, but, please let us know who you are! We like to credit the contributions. We received the following item with no name on the note or on the envelope, although it is from a member in Denver.

Great Western No. 17, an 0-4-0 Saddle Tank Engine, has been given a new blue and white paint job. The engine is on display in a downtown park in Fort Morgan, Colo.

## AMTRAK'S 1985 CALENDAR FEATURES SCENIC ROCKY MOUNTAIN ROUTE



*Amtrak's 1985 Calendar Painting by Gil Reid. The calendar painting, of course, is in full color.*

Amtrak's annual year-at-a-glance calendar focuses, in 1985, on what most rail enthusiasts agree is Amtrak's most scenic route--that of the "California Zephyr," going through the heart of the Rocky Mountains, from Denver to Salt Lake City.

The painting by rail artist Gil Reid, continuing a series commissioned by Amtrak, portrays the long Amtrak train winding around a bend and through a short tunnel west of Denver on the Denver & Rio Grande Western Railroad.

The painting is featured on the top portion of the wall-size 23½x33½-inch calendar, showing all the year's dates at a glance.

On this route, the California Zephyr passes through the 6.2-mile Moffat Tunnel, which at 9,239 feet above sea level, is the highest point in the Amtrak system. During the daylight run through the Rockies, the Zephyr follows the Colorado River for 238 miles as it twists and turns through many canyons.

Equipped with double-deck Superliner cars, the Chicago-San Francisco California Zephyr is combined for its runs east of Salt Lake City with the "Desert Wind," headed for Los Angeles and Las Vegas, and the "Pioneer," going to Seattle and Portland. These are Amtrak's longest routes--2,389 miles from Chicago to Los Angeles, 2,434 miles to San Francisco and 2,693 miles to Seattle. All three trains,

joined as one, traverse the Colorado canyons whose dramatic scenery inspired the design of the first historic Vista Dome car.

A single copy of the 1985 calendar may be ordered by sending a check or money order for \$3.50 (\$6.00 for two copies, \$8.00 for three) to: Amtrak Calendar, P. O. Box 7717, Dept. S, Itasca, Illinois 60143.

## UPDATE ON UNION PACIFIC'S FIGHT WITH THE GREAT SALT LAKE

The Great Salt Lake, near Salt Lake City, Utah, has risen to its highest level in more than a century. It has engulfed beach houses, resorts, ranch lands and parts of Interstate 80.

But Union Pacific (UP) crews have managed to keep 15 miles of endangered railroad high and dry. Since July, 1983, nearly 100 employees from Engineering, Maintenance of Way, Signal, Transportation, Mechanical, Operating and Communications, have combined forces to construct a break-water berm and gradually raise the track which crosses near the south end of the lake.

From Smelter, at Mile Post 912, west to Burmester, at Mile Post 897 (on the old Western Pacific), the track to date has been raised a maximum of eight feet, to 4,216 feet above mean sea level, says Engineer of Track, Paul Armstrong.

Water continued to rise throughout the Spring, due to record snowmelt and rain. The lake peaked June 30th at 4,209.25 feet above sea level, the highest level recorded since 1873.

To keep ahead of the rising water, a 35-foot beach has been created on the north side of the tracks to protect them from future wave action, says Don McNeel, manager-special projects. Wave action between Interstate 80 and UP track prompted construction of a 25-foot shoulder south of the tracks.

Two work trains, each pulling 40 air-dump cars, have dumped more than 60,000 car-loads of fill material since work first

began, said Jack May, resident engineer. Two contractors, Kiewit Western Company, of Omaha, Nebraska, and Neosho Construction Company, Inc., of Council Grove, Kansas, were hired to furnish and load more than 3-million cubic yards of material into the railcars from sites at Smelter and Erda, Utah.

The trains hauled the material about nine miles, from Erda to Smelter. UP's air-dump cars deposited the material alongside the track, and the contractor spread and packed the fill to form the breakwater berm.

A setback occurred in late April, when waves driven by a violent windstorm swept nearly 60,000 cubic yards of material from the track. It took almost three weeks to repair the damage, Armstrong said, but train schedules were only delayed temporarily.

From March 15th to April 16th, the lake rose 10.2 inches, the fastest 30-day rise in recorded history.

The consulting firm, Shannon and Wilson, has predicted that the lake could reach 4,212 feet above sea level by April, 1985, said John McCullough, assistant to division engineer. If that occurs, the track must be raised two more feet.

(Writer's note: Salt Lake City is already off to a bad start this winter as 18" of snow fell there in early October)

McNeel said more than \$16 million has been spent on the berm project to date. If the additional raise becomes a necessity, another \$3 million, pending authorization, will need to be spent.

But a recent decline in the lake's level is promising, said Armstrong. As of August 1st, the lake fell to 4,209.05, the first decline in nearly a year.

From June to September, the lake enters an "evaporation stage." Unlike nearly every other lake, the Great Salt Lake has no outlet. Water that drains from the Wasatch and other ranges in Wyoming and Idaho runs into the lake, but the only way it leaves is by evaporation.

Armstrong hopes 12 inches will be lost through evaporation by September, before the lake begins its cyclinical rise.

The lake could decline by an additional six to 12 inches, because the Southern Pacific causeway was breached August 1st. A trestle will span a 300-foot hole in the causeway, he said.

But what the lake will do is anyone's guess. For now, said Armstrong, "It's a wait-and-see type thing." (John Sherman/Union Pacific-Missouri Pacific Info News)

## 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 them.

FOR TRADE: Genuine Colorado Midland Cap Badge, says "Conductor C.M.R.R." I am looking for other rare Colorado R.R. cap badges, especially one from the Denver, South Park & Pacific, or, I will pay up to \$500 for a South Park cap badge. Tom Savio, Box 754, Davis, CA 95617.

INFORMATION, PLEASE: Does anyone have any data on Colorado's newest (electrified) railroad, the Deseret Western? I'm looking for a map, motive power roster, dates of construction and initial operation. Robert A. LeMassena.

FOR SALE: HO, unpainted model of Timken 4-8-4; Bound Official Railway Guides for Feb. '41, Feb. '45, Sept. '49, Mar. '56, Feb. '61, June '68; Locomotive Engineering Magazine 1897/1898, bound; Rail Classics Magazine Vol. 1, No. 1, complete through 1984. Robert A. LeMassena, 1795 S. Sheridan Blvd., Denver, CO 80226.

FOR SALE: General Railroad Collection, including paper, passes, time tables, tourist brochures, annual reports and a few photographs. Dan Abbott, 1616 Ulysses Street, Golden, CO 80401. 279-1066.

FOR SALE: Collection of public timetables, Official Guides, railroad books, paper items. Send large SSAE for big listing. List ready January 10, 1985. Robert F. Larson, P. O. Box 210, Sioux Falls, SD 57101-0210.

## MUSEUM OF TRANSPORT/ST. LOUIS, MO

The famed Museum of Transport has been put under the direction and ownership of St. Louis County, Missouri.

According to a report by the American Association of Museums, the collection of the museum in suburban St. Louis is "astonishing" and one of the largest of its type. The collection includes vintage locomotives (including many from the Rocky Mountain Region such as the UP Bigboy-- editor's note), all kinds of rail cars and other railroad artifacts. Some of the pieces are the only ones of their type in existence.

However, the report said that assets of the 40-year-old museum had not been properly developed because the museum has been unable to hire qualified personnel. The St. Louis County Parks and Recreation Dept. assumed ownership Feb. 13.  
(Bob Griswold, Denver)

## GLENWOOD SPRINGS EXCURSION

Response to the Club's Glenwood Springs excursion has been very strong. The trip is planned for Saturday and Sunday, the ninth and tenth of February, 1985. Club members will travel over the Rio Grande Western via Amtrak's California Zephyr. In Glenwood, we will stay at the famous old Hotel Colorado. We will take in a swim or two at the Hot Springs Pool and savor a fine banquet before viewing a special program for our evening's entertainment. (Editor's note: Of course, not everything is rosey...after all, one may have to face the dreaded "QUIZ".)(Additional Editor's note: To help those who simply cannot believe the number of undeveloped rolls of film in Darrel Arndt's refrigerator and miss this question on the annual dreaded "QUIZ", the current count is 516 and counting)

Reservations can still be made, but we suggest you not put things off too much longer and be left waving to those aboard the Zephyr as it pulls out of Denver Union Station. An order form is presented here for your convenience.

## GLENWOOD SPRINGS EXCURSION ORDER FORM

Individual Names (Please Print)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

\_\_\_\_\_ Adults(Dbl. Occup.) @ \$125.00 \_\_\_\_\_

\_\_\_\_\_ Adults(Sgl. Occup.) @ \$150.00 \_\_\_\_\_

\_\_\_\_\_ Child(ages 2-11/no banquet) @ \$ 55.00 \_\_\_\_\_

\_\_\_\_\_ Child(ages 12-21/with banquet) @ \$ 80.00 \_\_\_\_\_

Total \$ \_\_\_\_\_

Please make your checks payable to the Rocky Mountain Railroad Club and forward together with your reservation request to:

ROCKY MOUNTAIN RAILROAD CLUB  
c/o Ardie Schoeninger  
4261 South Richfield Way  
Aurora, Colorado 80013

## HISTORY!

The dismantling of the Monarch Branch was well underway as of mid-November with much track hardware removed and laying on the ground. Ties are being stacked on the east end as the contractor appears to be racing the coming of winter. The closing of the CF&I limestone quarry near the summit of Monarch Pass foretold the end of the 20 mile long branch. Quarry trains had stopped operating in 1981. Tho standard-gauged in 1956, the branch was still facinating to follow by automobile as one could view the switchbacks and steep grades from the highway.

(Bill Gould, Louisville)

## A NOTE FROM OUR EQUIPMENT CHAIRMAN

A big THANK YOU is due all members who contributed in one way or another in 1984 to our continued effort to preserve our historic railroad equipment that is located at the Colorado Railroad Museum. As usual, support came from several different directions, and can be measured in forms of both time and money. Thanks to all who supported our work day in the spring, a very important activity at which much routine maintenance is accomplished. Ranniger's Roadbed Commissary again made that day a bit more enjoyable. Throughout the summer, a number of members have trekked to the Museum when their time has allowed them to work, concentrating on the Birney streetcar, the No. 25 Interurban, and, the RICO. A word of appreciation is also due to all who lent their encouragement and contributed time in preparing the equipment shelter proposal to the Museum. Of course, all of these efforts would not have been possible without the financial support that is required to secure tools and necessary materials. Individual contributions and participation in the book drawing were invaluable in this regard and I thank all who directed their financial support toward the Equipment Restoration fund. We will continue striving to protect and eventually improve our equipment displays and we ask for your continued support and comments. (Bill Gould)

## NEAL MILLER ANNUAL PHOTOGRAPH

A tradition eagerly looked forward to each December meeting is the annual Neal Miller Photograph Handout! This year, everyone at our December meeting received an 8x10 shot of UP 4006 at the headend of a fast freight west of Harriman, Wyoming, November 25, 1957. Thanks, Neal. We really appreciate your annual gift.

## DUES

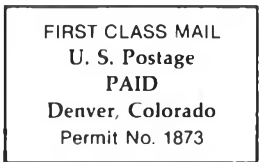
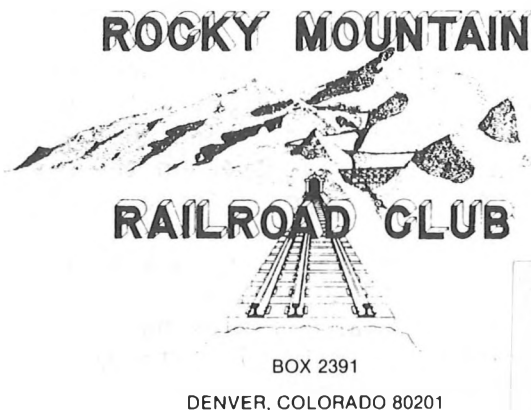
If you haven't already sent in your 1985 dues, please do so as soon as possible and make life easier for Mary Carlson. The sooner we have the bulk of dues received, we can send out the 1985 membership cards. The \$12.00 membership renewal fee is a bargain today compared to many other Club dues and you get a terrific newsletter to boot (editor's notation)!!!

## NEW MEMBERS

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

Hugh K. Wilson  
R. D. (Dan) Ranger

Lakewood, CO  
Chama, NM



Bryan Bechtold  
1435 Vine St. # 4  
Denver, CO 80206

**First Class Mail**