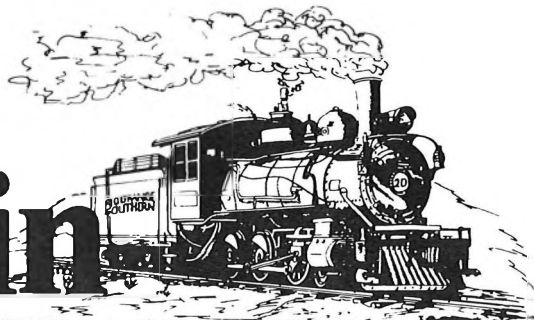


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 9, 1985 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2950 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
Keith Kirby..... 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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$16.00 (\$12.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

July, 1985..... No. 310
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

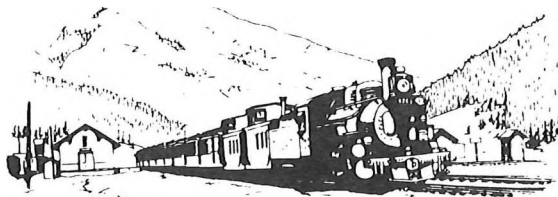
CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

JULY 9 PROGRAM

Club member, Darlene Edgerton, has put together a program entitled "Changes! Changes! Clear Creek Canyon from Golden to the Forks".

Tough Cuss curve, Beaver Brook station, the Roadmaster, the dredging operations, the still visible rock-cribbing for the railroad grade, are only a part of the July program which traces the changes in the canyon from the early days of the railroad to the present highway. We'll follow these changes through the use of many old photographs (some matching counterparts) and some not-so-old!

This should be a light and fun evening. Plan now to be in attendance.



JUNE PROGRAM

Our thanks to Wan and Ed Haley for sharing their Super 8mm movies of Swissair Rail-roader I with us.

We were treated to views covering 1300 miles of superb scenery and railroading, including 28 different steam and electric railroads, various cog roads and aerial tramways to the tops of the highest Swiss Alps and a number of steamboats across the beautiful Swiss lakes. It was also fun to see many Club members enjoying themselves and even operating an electric locomotive.

NEW MEMBERS

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

Michael D. Bassett	Westminster, CO
Alexis McKinney	Denver, CO
Ruth McLearn	Grand Junction, CO
John E. Quandt	Denver, CO
John Templeton	Boulder, CO
William Urschel	Aurora, CO

The Club regretfully announces the passing away of the following members:

George E. Borgman (#339) Edina, MN*

*George was a long-time member. He had a fond interest in the Club and, knowing he was failing, donated a large number of books from his personal library about two years ago to be used for money-raising purposes that would benefit the Rocky Mountain Railroad Club. Proceeds from that donation have already been put to good use.

GLENWOOD SPRINGS EXCURSION

A flyer is to be included with this newsletter to describe our September trip aboard Amtrak to Glenwood Springs. Please note the date change due to the possibility of NO Amtrak after September 30th.



AUGUST MEETING TO BE HELD AT COORS BREWERY

August will bring about a unique change in our monthly meeting place. We will have the pleasure of visiting the Coors railroad facilities at the Golden plant. Buses, provided by Coors, will help us tour the yards and other facilities. Depending on the number of members in attendance, we may need to have two tours that evening.

After touring the railroad facilities, we will be treated by Coors to sample their famous beverage. No food will be provided so, please, be sure to eat a good meal prior to this meeting! Naturally, the Club will expect members and their guests to adhere to proper conduct and restraint as is the custom of our group.

As of this writing, it appears that we also be treated to a movie as entertainment in the Company's auditorium before we adjourn for the evening, about 10:00 p.m.

We will be the guests of the Adolph Coors Company and there will be no charge for the evening's entertainment. Cameras are welcome.

Additional details will be given in the August newsletter. Be sure to set this date aside as it promises to be special.

PREVIOUS COORS TOUR RECALLED

Ed Haley provided a copy of a flyer for our previous Coors Excursion. Excursion, you say!!! YES. The date was November 14, 1962 and we quote the following information taken from the above mentioned flyer:

"Our special steam powered train, headed for the last time by Colorado & Southern Railway Engine No. 638, will depart from the Denver Union Depot at 6:00 p.m. sharp, Wednesday, November 14, 1962, and arrive at world famous Coors Brewery in Golden at 7:15 p.m. The festivities will begin at 7:30 p.m., and will include a tour of the plant; a short business meeting; a movie entitled 'Colorado-- The Favored Land'; a door prize drawing; a late evening snack with plenty of the Coors renowned product being dispensed, and dancing to juke box music until departure time. Our train will arrive back in Denver about midnight. A charge of \$3.50 per passenger is made by the Club to cover cost of opera-

tion of the train between Denver and Golden."

Now, those were the days!!! While Club members and their guests must provide their own transportation to the Golden Brewery, we will be getting something the folks didn't get in 1962--a tour of the railroad! Of course, a steam engine pulling a special train would be sort of nice.....



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 SALE: Bound set of Railfan and Railroad Magazine, Volume #1, Winter, 1974 through Volume #5, No. 4, May, 1984. Mint Condition. \$25.00. Roger Gillis, 7226 Mariposa St., Denver, Colorado 80221. (303) 429-6319.

WANTED: Nathan M5 air horn. Please state condition and price. Bob Packer, 7825 W. 24th Pl., Lakewood, Colorado 80215. (303) 231-9857.

FOR SALE or TRADE: Texas Central Ry Headquarters, Walnut Spring, Texas. A history of the town and railroad, \$38.25 or will trade for view post cards of railroad material, railroad trade tokens, Coors malted milk bottles used on trains. Items related to Texas railroads. Festus Von Blon, 1699 Eqing Ave., Waco, Texas 76706.

FOR SALE: 65 Railroad Books for sale from private collection. All in good condition, including Pict. Suppl. D, SP&P (#3293) and Switzerland Trail of America (#1220). Send SSAE for list. Howard A. Knicklebine, 1870-5 Riverside Dr., Columbus, OH 43212.

WANTED: Quality sound recording of UP Challenger #3985, trackside and/or onboard. Will pay cash for cassette recording or swap sound recordings. Have an eleven-page record list available to anyone interested (serious interest) in steam sound. Please send SSAE. Ronald Rumer, 543 E. Geneva Ave., Philadelphia, PA 19120.

MARSHALL PASS FIELD TRIP

Saturday, August 17th, has been set aside for this year's field trip which will take us over the historic Denver & Rio Grande roadbed of Marshall Pass. Some of the sites we will be visiting are Mears, Shirley, Shawano and Sargents, as well as the 10,846-foot summit of the pass itself.

The four percent grades and twenty-four degree curves are now easily passable in the family car, although some sections of the road may be a bit rough. We will meet at a designated spot to be named in next month's newsletter, along with the time. Be sure to set this date aside on your calendar and watch for further details.

Tickets will be available at the July meeting and will cost \$2.00 per person to cover handout costs, etc. Plan to bring a picnic lunch that day.

Should you wish to receive your tickets by mail (if you cannot attend the July meeting), a coupon is included in this newsletter for your convenience in ordering. PLEASE, we must know if you are going no later than August 10th.

MARSHALL PASS FIELD TRIP

NAME _____

ADDRESS _____

ZIP _____ TELEPHONE _____

Please send _____ tickets @ \$2.00 each. I have enclosed a check or MO for \$ _____

Make Checks payable to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Rich Dais
1055 Logan, #706
Denver, Colorado 80203

A stamped, self-addressed envelope would be greatly appreciated.



CALIFORNIA ZEPHYR/DOME CAR MONUMENT RECEIVES NEW HOME

After years of standing forlorn and neglected, or at best just generating quizzical looks by passing motorists, the "Monument to an Idea" that has called Glenwood Canyon its home since 1950 is now safe and secure at the Colorado Railroad Museum thanks to a joint effort by the Rocky Mountain Railroad Club, the Intermountain Chapter of the NRHS and the Colorado Railroad Museum. The monument memorializes the location where the idea of the Vista-Dome car was conceived and a plaque on it explained this to the canyon visitor. The plaque reads:

"IDEA FOR THE VISTA-DOME RAILROAD CAR WAS CONCEIVED ON THE DENVER AND RIO GRANDE WESTERN RAILROAD ACROSS THE COLORADO RIVER FROM THIS POINT ON JULY 4, 1944. RIDING THROUGH GLENWOOD CANYON IN THE FIREMAN'S SEAT HIGH IN THE NOSE OF A RIO GRANDE DIESEL LOCOMOTIVE BUILT BY HIS COMPANY, C.R. OSBORN, VICE-PRESIDENT OF GENERAL MOTORS AND GENERAL MANAGER OF ELECTRO-MOTIVE DIVISION, WAS STRUCK WITH THE NEED FOR SOME MEANS OF GIVING PASSENGERS AN UNOBSTRUCTED VIEW OF THE INSPIRING SCENERY OVERHEAD AND ON ALL SIDES. THE IDEA OF BUILDING GLASS-ENCLOSED DOMES INTO THE CARS OCCURRED TO HIM. UNLIKE SO MANY ORIGINATORS OF UNUSUAL NEW IDEAS, MR. OSBORN IN A BRIEF FIVE YEARS SAW HIS DREAM GROW INTO FULL PRACTICAL UTILIZATION. VISTA-DOME CALIFORNIA ZEPHYR TRAINS WENT INTO SERVICE MARCH 21, 1949 BETWEEN SAN FRANCISCO AND NOW DAILY PASS THE SPOT WHERE THE IDEA WAS BORN."

September 14, 1950

The monument was constructed by Rio Grande crews using native stone and its most distinctive feature was the scale model dome car on authentically constructed track atop the structure. Several years ago the car was removed and stored by the Rio Grande due to vandalism and was eventually turned over to the Colorado Railroad Museum and displayed inside. After the monument was in place at the museum, Bob Richardson and museum volunteers brought out the nine foot long, 500 pound car and it was hoisted back into place with the crane. Perhaps time will eventually allow complete restoration of the car including reinstallation of the windows.

An effort to preserve the monument was conceived by several Club members after it was learned from the Colorado Department of Highways last fall that the monument was scheduled to be demolished this summer to make room for the rebuilding of I 70. Preliminary research indicated the feasibility of saving the structure and the Board of Directors of our Club and of the Intermountain Chapter agreed to a proposal to the Colorado Railroad Museum to share in the cost of such a venture in order to save the structure. The museum supported the idea and the project was initiated.

The successful completion of this "rescue effort" was the result of not only the above organizations but of the contributions and participation of many others, and they certainly deserve to be acknowledged. First and foremost, Flatiron Structures Company of Longmont and their personnel, especially Scott Lynn, John West, Tom Junge and Tom Caldwell deserve a big THANK YOU because without Flatiron's most generous contribution of time and equipment in the canyon the project would not have been economically feasible. Although committed to a tight schedule of highway construction, they were able to dig out the foundation (saving our volunteers a substantial amount of anticipated labor), construct a steel "cradle" for support and lifting, and also load the monument, all at no cost to us. Construction Superintendent Tom Junge was very accomodating and also quite patient, especially when the

loading schedule had to be modified several times. Chuck Weart of Truc-Trax in Denver arranged for a special truck transport to handle the 29 ton, 8' X 14', 14' tall "package", an arrangement that was orchestrated in an economical manner that was also a contributing factor in the viability of the project. Skyline Trucking & Machinery was engaged for transportation and unloading at the museum and the care and cooperation their employees demonstrated was most appreciated.

Garfield Steel of Glenwood Springs was very accomodating in coming out into the canyon on the weekend to do some welding, although it was eventually determined to be unnecessary. Jim Ozment, Don Smith and Glen Brenton (retired) of the D&RGW

helped with searching out construction information on the monument as did John Carson of the Rio Grande Chapter of the NRHS in Grand Junction. Lewis and Andy Dahn volunteered their services with Lewis's backhoe to prepare the site at the museum. Ken Gambrill and Robert Barrett of the Colorado Department of Highways were helpful in providing information regarding the monument. Club members Mat Anderson, Tom Caldwell, Olie Larsen, Charlie Max and Hugh Wilson Jr. gave of their time on several trips to the canyon for preparation work. Not to be forgotten were those museum volunteers who helped prepare the ground and do "cleanup" work at the museum and a number of Club volunteers who offered

continued on page six.....



The day finally arrives for the monument to be lifted from its resting place this past thirty-five years in Glenwood Canyon and be loaded on a flatbed truck for the journey to the Colorado Railroad Museum in Golden.

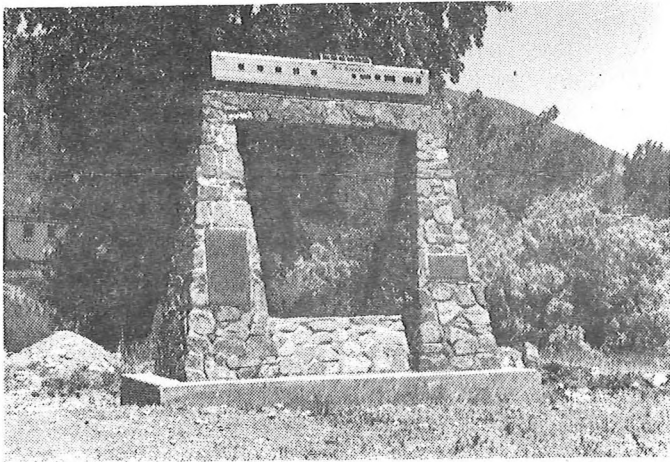


The monument in place, it's time to place the nine-foot long dome car replica atop the track. The crane was used as Club members were astonished to discover that the car weighed in around 500 pounds!

their time on a "standby" basis should it have been needed.

Again, a big THANK YOU from the Colorado Railroad Museum, the Rocky Mountain Railroad Club and the Intermountain Chapter of the NRHS to all these people who gave their support to this preservation effort!

(Story and photographs by Darrell Arndt)



The job done, everyone present could step back and admire the historical marker and be content with a job well done!!! The Club can be proud of its participation in saving this monument and especially of the fellow Club members who conceived and executed the maneuver.

HIGH COUNTRY RAILROAD EXCURSION GREAT FUN!!!

Sunday, June 16th, about 120 Club members and their guests arrived at Heritage Square, west of Denver, to enjoy a full day of train rides and the usual good eats aboard the Silver Commisary, prepared by Jim and Lil Ranniger.

Ed Gerlits and crew provided a wonderful day of entertainment and the Club wishes to offer its grateful THANKS for the hard work and preparation that the High Country folks provided.

Again, the weather was perfect and all the new shops at Heritage Square gave everyone an enjoyable day.

1985 MILE HIGH RAILFAIR

Don't forget Railfair this month! Be sure to take the show in on either Saturday or Sunday, July 13 & 14 at the Jefferson County Fairgrounds, 15200 W. 6th Avenue (W. 6th Ave. and Indiana St.), Golden, Colorado.

The times are 10:00 a.m. to 6:00 p.m. on Saturday and 10:00 a.m. to 5:00 p.m. on Sunday.

REMEMBER.....the Club has a table and a display at Railfair. We DO NEED your help in manning our display! Could you find the time to help the Club out for at least one hour during those two days? If so, PLEASE call Erwin Chaim at 777-7682 or 733-0856 and let him know when you can help. Now, if you are unable to know when you will be at Railfair until the day you visit, why not drop by our display and spend an hour (or more) handing out Club literature and telling folks about our organization. Thanks, in advance, for your help in this matter.

ODDS 'N ENDS

Amtrak began adding an extra coach and diner west of Denver in mid-June. An additional engine is required for the longer consist..... Demolition of the remaining stalls of the Alamosa roundhouse is coming up and necessitated removal of equipment stored inside. Engine 499, owned by Charles Bradshaw, was moved to Durango in early June and Engine 491, owned by the Colorado Historical Society, was scheduled to be moved to the Colorado Railroad Museum on June 17 where it will be displayed under an agreement with the museum..... Seen heading west in the consist of a Rio Grande freight on June 7 was a new Caltrains F40PH destined for San Francisco area commuter service. Also on the same afternoon the Wilson Mc Carthy was seen bringing up the rear of an east-bound freight and the westbound San Francisco Zephyr had a private car carrying the markers. DTA

3985 EXCURSION A GREAT SUCCESS

550 exuberant rail fans boarded the Club's chartered UP train at Denver Union Depot, Sunday, May 26th.

The weather proved to be perfect all day long and the star performer, Challenger, No. 3985, did not disappoint anyone! Even Centennial, No. 6936 was a great hit and provided a fine photo runby in addition to providing headend power between Denver and Speer, Wyoming. It appears that the 6936 will be stored in the Cheyenne roundhouse and will be used for excursions along with the two steamers, No. 8444 and No. 3985.

Our consist was fourteen cars long, including two baggage cars, a lounge, ten coaches and a dome car on the end. Even with nine photo runbys, the UP kept a perfect schedule, leaving and returning to Denver on time. The crews were friendly and helpful as usual and the engine crew out did themselves in providing the kind of action rail fans love.

The trip's execution was almost flawless (I say almost just in case something minor got by my observation) and such can be directly attributed to the leadership of Pete West who works on this trip year-round! Thanks, Pete, for another superb job.

A questionnaire was given to all our passengers and it might be of interest to you to know that of 335 responses, we received next to no complaints, but did receive hundreds of compliments. We also discovered that our ridership came from a well distributed geographic spread. Of the 335 responses, we found the following distribution:

Denver/Metro	73
Colorado (Outside Metro Area)	26
Western U.S. (Other than Calif.)	16
California	64
Midwestern U.S.	99
Eastern U.S.	47
Foreign	10
Total	335

Plans are already underway for next year's trip, to be held in early May due to the UP's commitments to Vancouver and online activities during the summer. Watch for details later this year.

Besides Pete West, a number of Club members always donate their time and experience to this trip and make it a success. The last thing we wish to say about this year's trip is THANK YOU to these various folks. We greatly appreciate your help.

PRIVATE CAR TRIPS AVAILABLE IN AUGUST

Club member, Dave Schumacher, advises us that two upcoming private car trips are available as follows:

Open platform observation car "Caritas" will be operating between Denver and Salt Lake City via Amtrak over the D&RGW on Friday, August 9th, returning Sunday, August 11th. Prices are \$200/person one-way and \$375/person roundtrip. \$375/couple one-way and \$750/couple roundtrip. All food and beverages (including liquor) is included and the first eight people to register receive overnight accommodations aboard the "Caritas", no charge.

A similar trip is available, but limited to sixteen people the following week, leaving Friday, August 16th and returning Sunday, August 18th. Food and beverage is again provided and the first eight people receive overnight accommodations. The cost for this trip is \$250/single, one-way and \$475/single roundtrip; \$475/double one-way and \$950/double roundtrip.

Contact Dave Schumacher, 303-759-8169 (Home) or 303-740-0761 (Work).

INTERESTED IN VOLUNTEERING YOUR LABOR FOR THE C&TS?

Your editor received a letter from Bill Lock regarding the Railroad Club of New Mexico and the Historical Society of New Mexico and their efforts to help preserve the equipment on the C&TS.

We have previously talked to the C&TS folks, specifically, Dan Ranger, General Manager, about the possibility of some Club members getting together to spend a weekend at Chama, working on equipment. Dan had Bill Lock contact me.

Bill was out of town at the time of this writing, so a specific plan could not be finalized, but the possibilities are here mentioned and if any Club members wish to arrange such a weekend, perhaps they could contact me at 502 S. Cody St., Lakewood, CO 80226 / 303-988-2267, and advise me of their interest.

To work with the New Mexico Group, it appears that one must be a member of the Historical Society of New Mexico due to insurance reasons (a cost of \$15.00 per year) and must sign a release form protecting the New Mexico Railroad Club, the Historical Society of New Mexico, Inc. and the Cumbres & Toltec Scenic Railroad.

Since we would be participating in historical preservation efforts under the auspices of the Historical Society of New Mexico and would be contributing to a recognized charitable activity, we could therefore deduct out-of-pocket expenses, including transportation and mileage, lodging costs, and meals incurred in conjunction with work on this project. The cost of membership in the Society is also deductible.

It may also be possible to avail ourselves of overnight sleeping space on railroad property at no cost (the bunkhouse and bunk car).

The next scheduled workdays are Saturday and Sunday, August 10 and 11, 1985. A regular meeting of the Railroad Club of New Mexico will be held Saturday night in Chama. (By the way, membership in the Club is only \$6.00 per year).

Perhaps we could do something like this:

Leave Denver, Saturday morning at 6:00 a.m. and arrive Chama about noon. Work from 1:00 to 6:00. Work from 8:00 a.m. to 2:00 p.m., Sunday and head home for an early evening end to the weekend. This would require only one night's lodging. Or, go down after work on Friday night, leaving about 6:00 p.m. and arriving Chama about 12:00 midnight. We could then get in a day and a half on equipment.

I will be in touch with Bill Lock by the time this newsletter gets out to Club members and will have a better grasp of possibilities. Please let me know if you are interested as early as possible so we can arrange car pools, etc., based on interest.

ROCKY MOUNTAIN



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