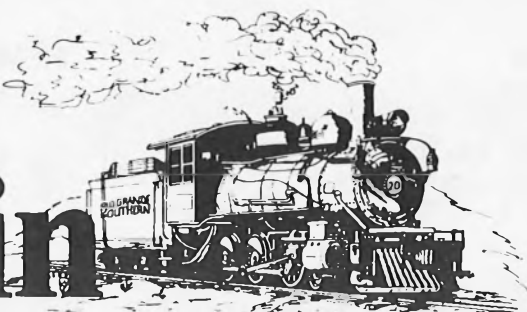


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

September 10, 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.

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## 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.

September, 1985..... No. 312  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

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

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## SEPTEMBER 10 PROGRAM

This past summer, the Rocky Mountain Railroad Club took 32 people on a rail tour of Europe. They traveled through France, Switzerland, Italy, Monaco and a part of the group traveled still further to Germany for the celebration of the 150th Anniversary of German Steam.

Our September program will feature slides and commentary from this trip by Club members Darrell Arndt, Tom Lawry and Keith Kirby.

So, join us for glimpses of the landmarks of Paris, the French National Museum, the Alps, the French Riviera, operating German steam locomotives, French, Italian, German and Swiss express trains and the French TGV, the world's fastest train!



## AUGUST PROGRAM

We can not thank the Adolph Coors Company and its employees enough for the outstanding evening enjoyed by close to 300 Club members and friends! A total of eleven Coors' employees took time from their work schedules or personal time to treat us to a memorable tour and program. A special thanks to Al Smith, Maintenance Supervisor, for coordinating this tour with the Club and providing a fine talk and slide show on the history of rail service at Coors and John Urban, Operations Supervisor, for his equally fine talk on the sequence of operations of an empty car entering Coors until it is loaded and sent on its way to thirsty customers around the country.

We arrived at Coors, were given name badges, and sent to their Sixth Floor Auditorium for samples of Coors brew and chips and dip. When sufficient numbers had arrived, we were taken to waiting company buses with tour guides (Coors' railroad employees) to see the operations, including switching moves by both the BN and Coors train crews. With so many folks showing up, another bus and a half-load had to continue sampling the Coors products until the first batch returned. It was then our turn to resample the brew until all had seen the facilities.

It was then that we were treated to a well-prepared program on the history and operations of the Coors railroad property. While we had a very, very short Club meeting, the Coors' people went looking through their film library and found a copy of "Rivers of Silver, Ribbons of Steel." Everyone unanimously agreed to stay to see the film and then parted for home.

We again, wish to thank the Coors Company and their employees for the warm reception and fine tour as well as the program and, especially, for the many samples of their fine product!!!

We were invited to return again, but this time, not to wait 23-years!



## NEW MEMBERS

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

L. Scott Ayers	Denver, CO
Barry Christensen	Denver, CO
David S. Corey	Englewood, CO
Steve Haynes	Grand Junction, CO
Warren Johnson	Santa Barbara, CA
Douglas Junda	Northglenn, CO
Jack R. McLennan	Denver, CO
Oscar S. Porter	Morrison, CO
Wes Pfarner	Albuquerque, NM
Roy G. Rohel	Sussex, NJ
Wilmer Tabb	Westminster, CO
Edward A. Tomko	Wheat Ridge, CO

## FROM THE PRESIDENT

Upon my return from the Club's trip to Europe, I made arrangements to return to Denver from New York by train. I rode five different Amtrak trains, ranging from the Northeast Corridor Trains to a Metroliner, "The Cardinal," and the "California Zephyr." As the memory of European trains was fresh in my mind, it was interesting for me to compare European and American train travel.

Often, American train travel comes off as second best when compared with that in Europe. While no one can deny that European trains are punctual, run frequently, and are very fast, based on my experiences, Amtrak trains were either on time or early and compared very favorably in other areas.

Only the finest European trains are air-conditioned. In all the Amtrak trains I rode, the air-conditioning worked well. Dining cars in Europe are few, and far between, and very expensive. In addition, you will never find drinking water on a train in Europe. Food of acceptable quality and moderate price and drinking water are always available on Amtrak. On the "Cardinal," the sleeping car attendant brought me a complimentary basket of wine cheese, and crackers. My trout dinner on the "California Zephyr" was excellent. The seating on Amtrak is much more comfortable than that on any European train. Metroliner coaches are roomier and more tastefully

decorated than even First Class cars on the TGV's. Regular Amfleet seating is on a par with European First Class equipment.

So, while Amtrak may not run as fast or as frequent as European trains, we have reason to be proud of Amtrak and its trains and so as least for now, depending on the whims of the Washington politicians, we can ride well right here in America on Amtrak!  
(Keith Kirby)

### ANNUAL BANQUET

On October 12, 1985 (Saturday), the Club will have its ANNUAL BANQUET at the Airport Hilton Inn, I-70 at Peoria Street. A cash bar will be available beginning at 6:00 pm, and dinner will be served, beginning at 7:00 pm.

The menu will consist of a garden fresh salad with choice of 1000 Island or Bleu Cheese dressings, followed by the main entree of Roast Sirloin Demi Glace with Green Beans Sauté, Baked Potato with sour cream, Rolls & Butter, and Beverages. This delightful meal will be finished off with Cheese Cake, covered with fresh strawberries.

Following dinner, we will take a short break to allow the Hilton's staff to clear our tables, following which, we will have our traditional door prize distribution.

The highlight of the evening will be the showing of selected films from the Irv August Collection. The Club now owns this very fine collection of 16mm film and much of it is being put on video tape by WB Productions for retail sales. We have asked Irv to do his usual witty and informative narration and if his continued recovery from heart surgery goes well, he has agreed to be with us.

So, plan to be in attendance at the October Banquet. A coupon is printed in this newsletter for your convenience in ordering your tickets. Please make arrangements early. We must have your reservations by Monday, October 7, 1985, so our commitment can be concluded with the Hilton.

The cost of this year's banquet has been kept at the 1984 level. The price will be \$16.00 per person. The Board of Directors has decided to subsidize each ticket by approximately \$2.00 from miscellaneous revenues so that as many members can attend as possible.

Reservations can be sent and checks made out to: THE ROCKY MOUNTAIN RAILROAD CLUB, c/o Jim Trowbridge, 502 South Cody Street, Lakewood, Colorado 80226. Phone: 988-2267.

To make the work easier for Jim, please send a stamped, self-addressed envelope with your ticket order. This gesture is so very much appreciated by the volunteers who send out tickets for the Club's activities. We thank you for your cooperation in this matter.

#### ORDER FORM ANNUAL BANQUET

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_  
(please print)

PHONE \_\_\_\_\_

I wish to have \_\_\_\_\_ Banquet Tickets at \$16.00 each..... \$ \_\_\_\_\_

Send Check or MO to:

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

### CLUB TRIPS DURING AUGUST

Due to the newsletter deadline, reports on the Club's trips over Marshall Pass and the Ft. Collins' Trolley Line will be listed in the October newsletter.

## WORK DAY ON THE CUMBRES & TOLTEC SCENIC RR

The Club sent two "sections" down to Chama the weekend of August 10th and 11th to join the New Mexico Railroad Club for a joint effort to repaint and reletter a number of pieces of rolling stock for the C&TS.

Those in attendance from the RMRR Club included Barbara Whitmore, Dick Ross and Jim Trowbridge and Darrell Arndt and Hugh Wilson. The NMRR Club members included Mike Beene, Bernard Brock, Glendon Casteel, Nick Jenkins, Bill Lock, Mike Mulholland, and Laurie Schuller.

RMRR Club members went down on Friday night so as to get an early start on Saturday. It was "Chama Days" and we were astonished to see hundreds of young people blocking the main street in Chama. Never before, has this reporter taken twenty minutes to drive through the main block of Chama!

Work on the C&TS equipment started at 9:00 a.m., Saturday morning. Dick Ross got right on the carpentry in the storage car, Darrell Arndt and Hugh Wilson were assigned spray-painting on the paint storage car, and Barbara Whitmore and Jim Trowbridge were given the task of relettering box car 3585. Bill Lock was the work day's coordinator and goffer. Glendon Casteel worked on the storage car, while Laurie Schuller and Mike Mulholland helped with lettering on 3585 and Mike Beene, Bernard Brock and Nick Jenkins scraped and repainted the four high-side gons.

While we all continued to work on the equipment, Chama was having a parade down main street with a return route through the C&TS yards' driveway. All this, in between the departure of the regular train. Naturally, two breaks were taken to photograph the departure and return of the regular Chama train. A fine lunch was provided by the NMRR Club a la Bill Lock.

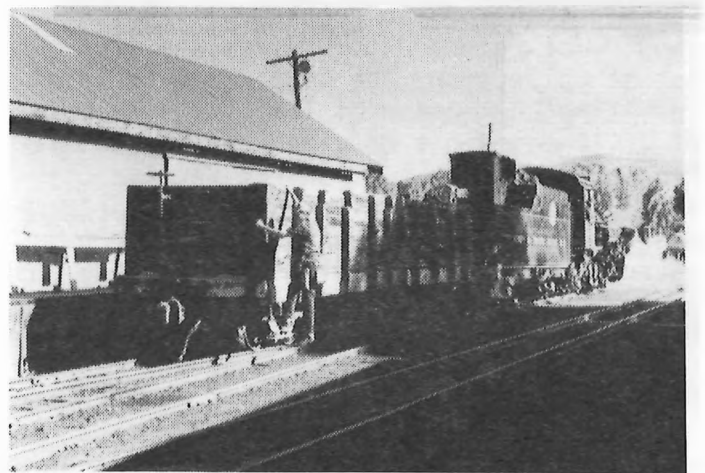
Work was stopped around 5:30 p.m. and we were able to get dinner and cleaned up for a get-together Saturday evening in the freight section of the Chama depot for a program put on by several folks.

Dan Ranger, General Manager of the C&TS, began our program with 8mm movies of "Central California Steam," including Southern Pacific, Pickering and West Side. C&TS Engineers, Earl Knoob and Russ Fischer, continued on with a slide potpourri of narrow gauge topics, including some special and not often seen aspects of the Cumbres & Toltec Scenic RR. The program concluded with slide presentation by Bill Lock on the scrapping of the Monarch branch of the D&RGW.

Sunday morning saw more work on the rolling stock to finish up projects started on Saturday. Work was stopped by 10:00 a.m. to get cleaned up and take advantage of a free ride on the C&TS, courtesy of the C&TS management, to Cumbres where we were met by van and transported back to Chama where most of us left for home.

The weekend was a nice get-away for most of us and it was a great deal of fun to work on the C&TS equipment. Then too, we made a number of new friends via the NMRR Club and enjoyed working with that organization. We felt that we had, indeed, accomplished some good in preserving equipment on the railroad and the Cumbres & Toltec Scenic Railroad management made their gratitude known to all who had worked over the weekend.

It's safe to say that at least five RMRR Club members will schedule time to return next year to Chama to join the NMRR Club for another workday(s). (Jim Trowbridge)

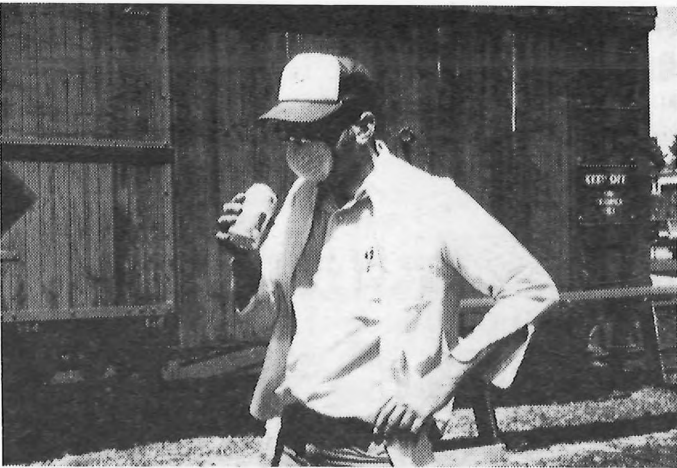


*A C&TS yard crew brings up another high-side gon for spray painting. A total of 4 gons were painted that day.*

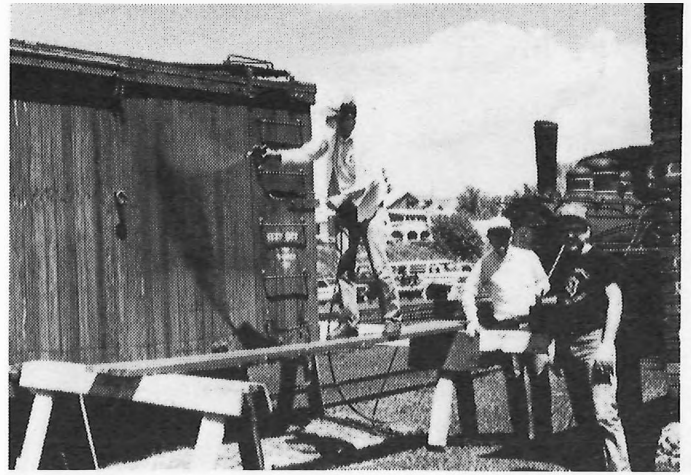




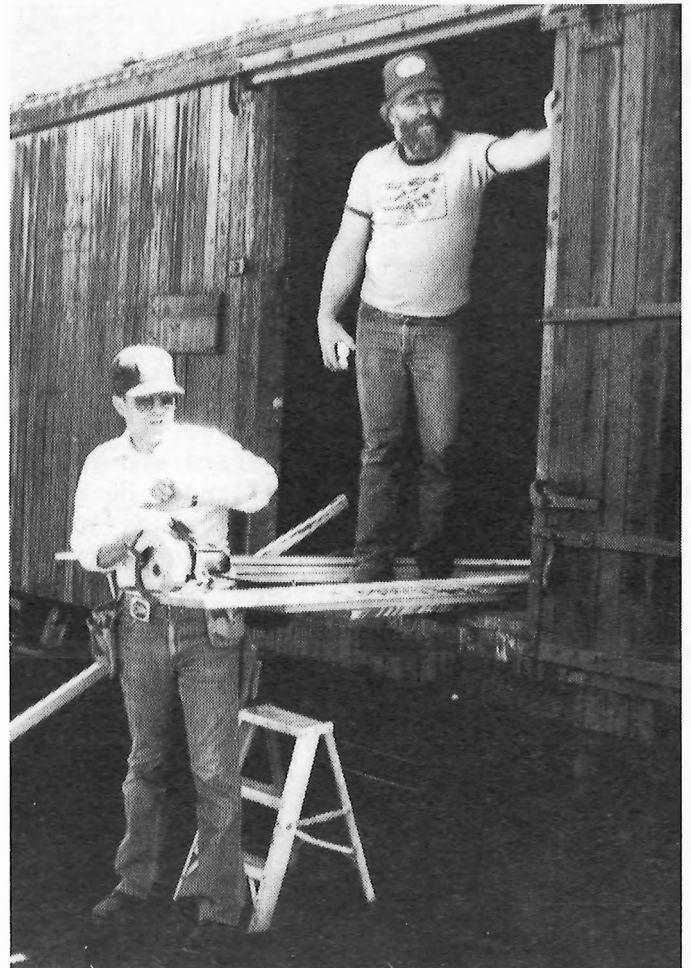
Box Car No. 3585 receives a new lettering job from (l to r) Barbara Whitmore (RMRR Club) and Jim Trowbridge (RMRR Club). The stencils could not be sprayed without running, so the lettering was traced and filled in by hand-painting. What a job!



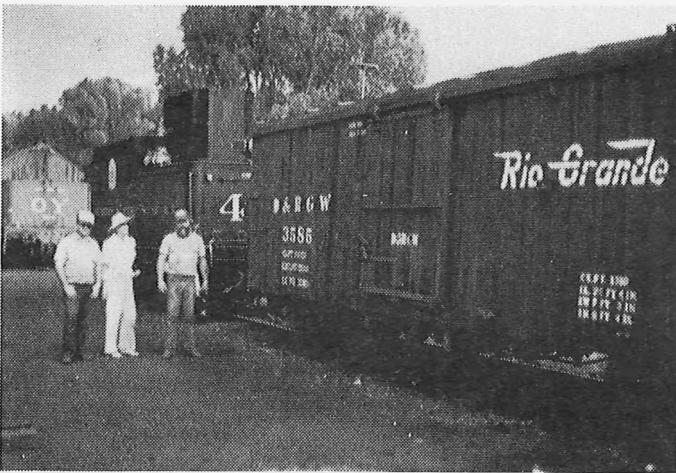
Who is that masked man? Oh, my goodness!!! It's the "Lone Rail Fan!" "These darn'd masks sure do get in the way of drinking your soda pop."



The paint storage car gets a new coat of paint with the able crew of (l to r) Darrell Arndt (RMRR Club), Bill Lock (NMRR Club), and Hugh Wilson (RMRR Club) doing the work.



Another C&TS box car is being worked on by (l to r) Glendon Casteel (NMRR Club) and Dick Ross (RMRR Club). Glendon and Dick were installing pocket-shelving for storage of hardware to repair rolling stock on the C&TS. This car was donated to the NMRR Club for storage of materials.



*Lettering completed on one side, Club members, (l to r) Jim Trowbridge, Barbara Whitmore and Dick Ross admire their work.*

## THE EUROPE '85 TRIP OF THE RMRRC

This summer, 32 people took the Rocky Mountain Railroad Club's trip to Europe. People from all over the United States joined us in New York for our Air France flight to Paris. In Paris, we were met by Ghislaine Cavelier, or Jessie as we came to call her, our outstanding, English-speaking French guide. In Paris, we had dinner with Mr. Ernest Defferard who was from the French National Railroad. He gave us an in-depth look at the railroads today. The talk helped prepare us for our visit to the maintenance facilities for the TGV, world's fastest trains. (Yes, even faster than Japan's Bullet Trains) We were able to see how every facet of maintenance is handled in these new facilities. We even got to sit in the cab of a TGV locomotive. Then we were taken to the control center where all the dispatching and signaling is done for the TGV. We learned that if any train is so much as 3-minutes off schedule, a light flashes on the control panel and the engineer is called on the radio and asked to explain why. The TGV's have a 98% on-time record. The hot box checking procedures were also explained and when I asked how many hot boxes they have had since trains began running four years ago, the answer was...none! So much for any questions about the quality of maintenance.

The Paris subways were used by the group many times. They were clean, convenient, and quick. We took a commuter train to the suburbs where we visited the Royal palace at Versailles. There Jessie told us that 18,000 servants cared for 2,000 nobels. Ah, the good old days! Good, if you were a nobel.

Next, we took an express train to Mulhouse, France, the site of the National Railroad Museum. There, completely under cover, is a spectacular collection of historic railway equipment. The collection includes a wide variety of steam, diesel and electric locomotives and beautifully restored rolling stock. The collection even includes an American-made rotary snow plow. After spending the night in Basel, Switzerland, we traveled over a spectacular mountain railroad to Brig, where we changed to a narrow gauge cog train that took us to Zermatt. Towering 14,690-feet over Zermatt, in a brilliant blue sky, was the Matterhorn. Many of us took another cog train to the top of the Gornergrat for a better view of the Matterhorn.

The next day, another spectacular train ride took us through the famous Simplon Tunnel. At 12.3 miles in length, it is second only to the Dai-shimizu tunnel in Japan, and twice as long as our own Moffat Tunnel. After tours of Milan, Turin and Lake Como, we took the French equivalent of an RDC to Nice, France. From Nice we took side trips to Monaco and Cannes. But, the beach at Nice became a center of interest, particularly for the male members of the group, when they learned what is considered proper swimming attire for many French women. Shutter fingers, motor drives, telephoto lenses, and camera batteries were given their most stressful action to date. Stress was also seen on the part of some of the wives of some of the avid photographers. One wife was overheard saying something about there "being no fool like an old fool." All too soon for some members, we boarded the "Alpazur" narrow gauge RDC style train for Lyon. The mountainous scenery was very beautiful. The train provided on-board entertainment over a public address system in French! Luckily, Jessie translated for us.

The next day we took, dare I use the term...

bus, for a tour through the French wine country. We went through some wine caves where the wine is aged and we also tested some of the product. The following day, after a tour of Dijon, we boarded a TGV for the trip back to Paris. On the first portion of the trip, the TGV uses regular rail lines at regular, for France, speeds (80-100 mph). Then the train switches to its own high speed right-of-way. There the speed increases to 270 km/h (about 165 mph) over a line which has grades up to 3.5%. There are no grade crossings. The speeds are so fast that conventional track-side signals are not used. It was a breathtaking ride! I found it to be more steady than my rides on the Bullet Train in Japan.

In Paris, we dined at the Le Tren Bleu Restaurant in the Gare de Lyon, one of six major railroad stations in the city. The food and the decor were outstanding. As is the case when I take Rocky Mountain Railroad Club trips, it was wonderful people that made this trip so outstanding. Many Americans comment unfavorably about the French people, however, we found them to be helpful and friendly everywhere we went. All too soon, it was time to say adieu to the half of the group who continued on to Germany. Special thanks are to be given to Al Miller of Alpine World Travel, who, with Air France, arranged another perfect trip; to Jessie, our guide, who brought French art and architecture to life; and to those tour members who were able to unload 32 people and 64 pieces of baggage from a train in 1-minute and 47-seconds, not just once, but every time the need arose.

This was another enjoyable and highly successful Rocky Mountain Railroad Club trip. Why don't you make plans to join us

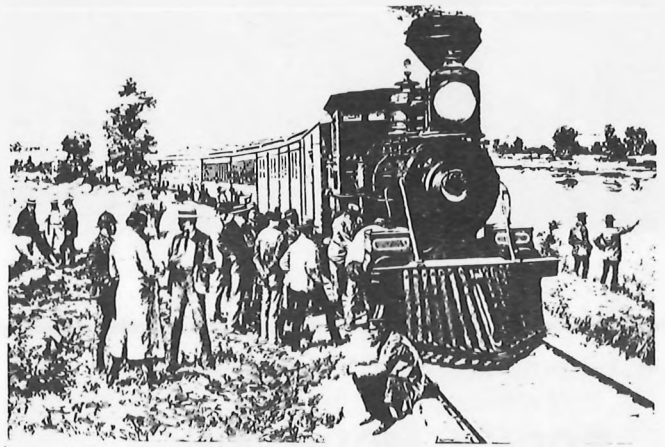
late next May when the Club plans to travel to Vancouver, B.C., Canada for the Steam Expo '86?

# Bulletin

## AMTRAK/GLENWOOD SPRINGS EXCURSION

There may still be space available for the Club's Glenwood Springs Excursion aboard Amtrak's California Zephyr, September 21-22, 1985.

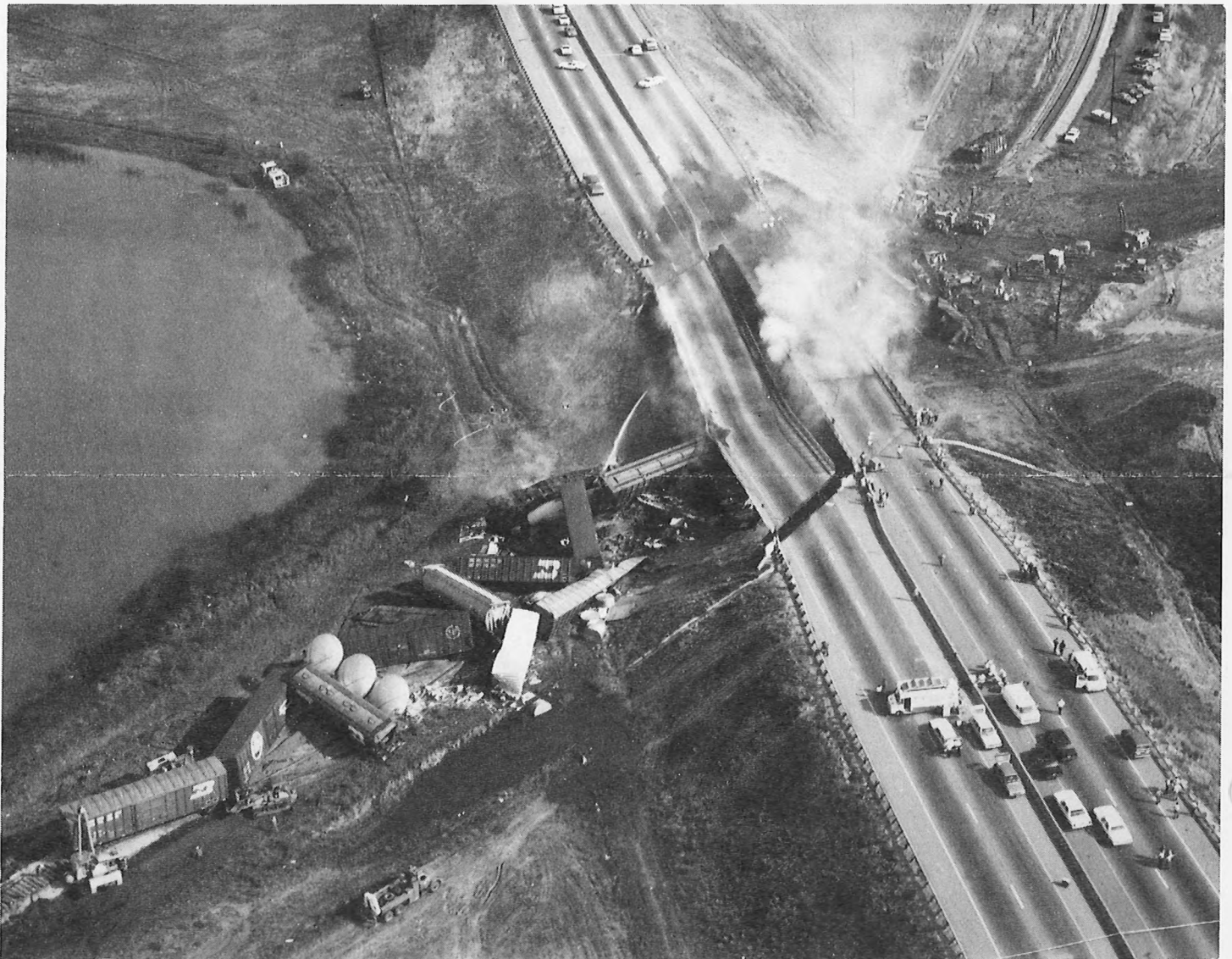
Full information can be obtained from the flyer sent out in July or from the August Newsletter. Reservations can be made through Alpine World Travel, 1555 S. Havana, Aurora, Colorado 80012. Telephone Al Miller at (303) 752-0900.



Photograph on page 8.....

*This photo, taken by Phil Demosthenes of the Colorado Department of Highways, shows the aftermath of the tragic collision of two BN freights on the evening of Friday, August 2, 1985, just north of Denver. The two trains collided at a combined speed of 90mph under the Boulder Turnpike, killing five crewmen, destroying or damaging dozens of freight cars and demolishing the highway bridges. A preliminary investigation indicated that a member of the northbound train misunderstood a train register upon leaving Denver and thought the southbound train had cleared the line. The BN and Colorado Department of Highways worked around-the-clock and by Monday morning the track was restored and a four-lane bypass around the bridge was completed in time for the morning rush hour and the 41,000 cars that use the bridge each day. (Darrell Arndt)*





*Story on page 7.*

**ROCKY MOUNTAIN**



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