

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 12, 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 \$19.00 (\$15.00 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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

November, 1985..... No. 313
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.

NOVEMBER 12 PROGRAM

"Advance Forward" by Beyer Patton. The "Advance Forward" type QJ 2-10-2 locomotive is probably the last steam locomotive in large scale production in the world today. About 300 of these magnificent coal-burning machines are produced each year in the factory at Datong, China, for a total, so far, of about 5,000 locomotives. Beyer Patton will show 8mm movies of these locomotives, with scenes at the factory as well as the engines in service throughout China. Join us at the November meeting for a look at the "last birthplace of steam."

OCTOBER MEETING—ANNUAL BANQUET

One hundred and fifteen Club members gathered at the Denver Airport Hilton for an evening of fun, good conversation and a truly fine meal. But the highlight of the evening was the program by Irv August.

Irv selected a series of his 16mm, color movies and put them into three topics. The first topic centered on the Duluth, Missabe & Iron Range RR with film taken on Sept.

15 & 16, 1955. We were treated to beautiful scenes of 2-8-8-4's hauling ore trains to the waiting barges to ship out via the Great Lakes. Besides providing interesting information about the iron ores, rolling stock, etc., Irv pointed out the statistics of the Missabe 2-8-8-4's compared to other well-known locomotives as regards weight. Check out these figures:

Missabe	2-8-8-4	700,000 lbs.
Virginian	2-6-6-6	753,000 lbs.
UP 3985	4-6-6-4	635,000 lbs.
UP 4024	4-8-8-4	772,000 lbs.

We also saw Missabe 2-10-2's which had been obtained from the Union RR, originally being of a 0-10-2 configuration.

Irv then turned our attention to a variety of freight and passenger trains on a number of eastern railroads including the Nickel Plate (Aug., 1953), Central of Vermont (Oct., 1953), Canadian Pacific and Canadian National (Oct., 1953), and the Virginian, Western & Matyland, Baltimore & Ohio and Pennsylvania railroads in May, 1953.

The final segment of Irv's program centered on train movements of the Great Western during beet harvest in October, 1956. We delighted in shots of the GW 60, 75 and 90.

We cannot completely express our thanks to Irv for this wonderful program, but, Irv, we do thank you and hope you will provide more programs in the future.

As a special part of the evening, prior to the movies, Club president, Keith Kirby, presented a special award to Irv August to show the Club's appreciation for the many

things that Irv has done for the Club over the past many years. Besides holding Club membership number 14, Irv has served as Club President, board member, committee chairman, etc. Irv has been instrumental in preserving Club equipment and has worked on many, many projects over the years.

Irv was presented with a desk plaque with a beautiful Sn3-scale model of the Club's business car RICO and a plate expressing the Club's appreciation.

As has become tradition at the Club's Annual Banquet, many door prizes were given away including numerous railroad books, prints and paintings, D&RGW Profiles booklets, 1986 Annual Passes to the High Country RR, railroad timetables, Club ID items and a video tape by Club member Ron Ruhoff.

We already look forward to next year's Annual Banquet!

NEW MEMBERS

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

Tom Abbott	Wheat Ridge, CO
LaVerne Austin	Denver, CO
Allan G. Clarke	Laramie, WY
William F. Hoppe	Farmington, NM
William J. Lock	Albuquerque, NM
Dean L. Morrison	Lakewood, CO

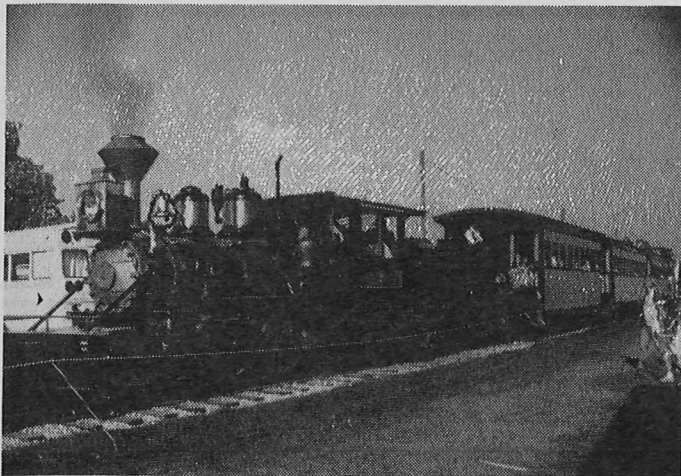
NOTICE

DUES INCREASE

Based on increased costs and the desire of Club members to receive an expanded newsletter, the board of directors voted to raise the annual dues from \$12.00 per year to \$15.00 per year, effective January 1, 1986.

You will be receiving your dues notice in the December newsletter. Please renew your membership as soon as possible to keep the work load easier for our treasurer and membership secretary. Remember, any membership not renewed by April will be purged and you will lose your current membership number and will have to rejoin and pay the enrollment fee as well as receive a high membership number again.

MOUNT PLEASANT EXCURSION



2-6-0 #2 passes us by as we explore the many exhibits on the fairgrounds. This engine had just been refurbished for this year's Fair and was named Steam Engine of the Year for the 1985 Reunion.

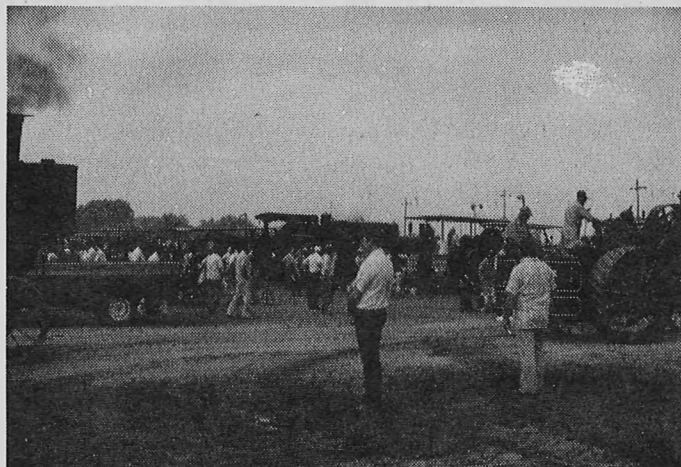
(Carl Carlson Photograph)

Mount Pleasant, Iowa. It doesn't quite conjure up images of history or romance like Paris, Milan or Monaco. However, over the Labor Day weekend each year, it does provide two of the essential elements to qualify it for a successful Rocky Mountain Railroad Club trip--live steam and food, and plenty of each at that! During the five days between August 29th and September 2nd, the placid southeastern farming community of Mount Pleasant becomes the live steam capital of the United States, providing the best of a state fair, down-home family reunion and a living museum of every type of steam conveyance or contraption ever invented.

Thirty-two members of the Rocky Mountain Railroad Club departed Denver's Union Station via Amtrak, Friday evening, August 30th, to attend the 36th Annual Reunion of the Midwest Old Threshers, the official name for the Labor Day shindig at Mount Pleasant. This was the Club's first trip to the Reunion since 1981. Amtrak put the RMRRRC contingent into Mount Pleasant right on time Saturday morning after a smooth trip across Eastern Colorado, Nebraska and Iowa. A chartered bus was at the Mount Pleasant depot to chauffeur the group di-

rectly to the fairgrounds where everyone headed in his or her own direction.

Among the highlights at the Reunion are over 100 operating steam engines, plus many antique cars, gasoline engines, old farm tractors and implements, steam and horse powered threshers, and most important to the hearts of railroad buffs, six operating streetcars and two passenger trains, powered by steam locomotives. Upon entering the Reunion fairgrounds, the activity is a bit overwhelming (not to mention the humidity) and it is difficult to pick a starting point. Many of the Club members, however, opted for a leisurely ride on one of the two passenger trains of the Midwest Central Railroad behind either an 1891 Baldwin mogul 2-6-0 engine or an industrial style German tank locomotive. The loop around the fairgrounds provided a good overview of the many activities of the Reunion.



An overall view of the fairgrounds. The gentleman in the center of the photo seems to be wondering just where to start.

(Carl Carlson Photograph)

After further enjoyment of the many activities taking place on the fairgrounds, the Club members reunited at the grandstands for a 6:30 p.m. show by Atlanta, a country-western group. After the show, it was off to the motel in Burlington, Iowa for a good night's rest.

Sunday morning the group again boarded the chartered bus for the 30-mile trip to Mt. Pleasant from Burlington. Dick Lawrence, our trip coordinator, along with other

members of the group, imposed upon the bus driver to take a short detour through the Burlington Railroad yards located in West Burlington, Iowa. Although these facilities are still used for major diesel locomotive overhauls, it was a somewhat depressing sight to drive through vacant lots, overgrown with weeds, past crumbling foundations and see nothing but a few forlorn, miscellaneous pieces of equipment scattered about the premises. The only vehicle in sight on this Sunday morning evidently belonged to a security representative, presumably "guarding" inside one of the old shop buildings. He is still probably wondering to this day what a tour bus full of tourists was doing poking around the area.

Upon arrival back at the Reunion fairgrounds Sunday morning, many of the RMRRRC contingent enjoyed the two-hour "Parade of Power" past the main grandstands. This parade featured the awesome steam threshers, but also included much of the motive power on the fairgrounds such as antique cars and farm tractors.

The balance of Sunday was spent enjoying the many activities at the fairgrounds including sampling the many food tents (goodness, do those folks love to eat!), additional rides on the Midwest Central RR, as well as rides on the separate streetcar loop. Among the streetcars are a PCC car from Toronto, two interurban cars from Iowa and two open trolley cars from Brazil.

Most of the contingent stayed over Sunday night and enjoyed a day of sightseeing along the Mississippi River on Monday. The return trip was again via Amtrak with an on-time arrival in Denver early Tuesday morning. (Roger Callender)



FROM THE PRESIDENT

Preservation, continued.....

The September, 1985 issue of Railfan and Railroad Magazine has an excellent article on the preservation efforts at the Railroad Museum of Pennsylvania. In it, author William Rowland details how groups of volunteers are restoring the collection of locomotives and rolling stock currently housed outside the Museum's grounds in Strasburg, Pennsylvania. As you saw in the "Centerfold" of the RMRRRC Roster you received last month, we also have equipment and it is in need of attention. Equipment Chairman, Bill Gould and I have decided to put our equipment "up for adoption." Don't panic!!! We're not giving the equipment away, nor are we moving it from the Colorado Railroad Museum. What we are proposing is the formation of groups of interested individuals who would "adopt" each piece of equipment. Their job would be to evaluate each piece of equipment and formulate a plan for its restoration and preservation. Each group would need people of varying skills from window washing ability to painting and carpentry. In addition, it would be nice if we could develop more extensive biographies on each piece. If this sounds like a project you would like to become involved in, please contact Bill Gould at P. O. Box 2391, Denver, Colorado 80201 or call (303) 431-4354 (Club's address and phone number).

Speaking of Railfan and Railroad Magazine, have you seen the November '85 issue? In it is a dandy cover story entitled "The Challenger on Sherman Hill, The Fantrip at its Best," by Jim Boyd. This excellent article covers the RMRRRC's 3985 trip on May 26, 1985. It is 7-pages long with a dozen photographs and additional coverage in the "marketers" section at the end of the magazine. For those who missed the trip, don't miss the magazine article. In fact, for those who did go on the trip, don't miss it either! It's excellent!

(Keith Kirby)

A fine example of the many steam tractors displayed and in use at the Reunion.

(Carl Carlson Photograph)

STEAM RAILROADING MOVIES ON VIDEO

Two new and exciting video tapes are now available by Club members Bill Brown of WB Video Production and Ron Ruhoff. In both cases, the Club benefits when Club members order these tapes and advise Bill and Ron of their RMRRC membership.

RONALD F. RUHOFF--PERSONAL COLLECTION:

Did you ever ride the Club's three-day excursion from Alamosa to Silverton and return? Have you watched the C&S #641 climb Fremont Pass out of Leadville? Do you remember the steam days of the Great Western as the sugar beet line dived in and out of Northern Colorado communities? If not or if this was before your time, you have the chance to turn the clock back twenty-five years and view what was then captured on film.

Ronald F. Ruhoff has put together an 86-minute video tape of 8mm movies that he took in the early 1960's. He has, with an excellent narration, and the addition of the appropriate music, put together an hour and one half of outstanding entertainment. Ron has a reputation for excellence. He has taken three of his outstanding programs and put them on VHS or Beta.

The price is very reasonable, \$35.00, and if ordered by mentioning the Rocky Mtn. RR Club, Ron will donate \$7.00 of the selling price to the restoration of Club equipment.

Why not use the following coupon or a copy of it to make sure the Club's Equipment Fund benefits from your order.

ORDER FORM

Please send _____ copies of VHS _____ Beta _____ at \$35.00 each.

Total Order \$ _____

Make checks or MO payable to:

Ronald F. Ruhoff
Box 1361
Evergreen, CO 80439

(Jack Morison)

RIO GRANDE OF THE ROCKIES. WB Video Productions:

Railroading in the 50's on the D&RGW. From the film library of the RMRRC, No. 2 in a series of the Irving E. August Collection.

Thrill to the sight of Standard Gauge 2-8-8-2's on Tennessee Pass, Helper F-9's to the Moffat Tunnel, Runbys of the California Zephyr with PA power, etc. A total of 23 minutes of standard gauge operation on the D&RGW that you won't want to miss as standard gauge footage of the Rio Grande is quite rare and Irv's photographic talents are unsurpassed!

Then, sit back for an outstanding 36 minutes of D&RGW Narrow Gauge on Marshall Pass, Monarch, Durango, Gunnison and Crested Butte. Relive the days of K-27 #453, C-16 #268, C-18 #318, as well as other K-28's, K-36's and K-37's.

A total of 59 minutes of spectacular color (4 minutes of the above in B&W) and sound. Bill has done his usual superb job of dubbing train sounds and Irv does the narration! Now available on VHS, Beta II and the new 8mm Video!!!

Please mention or use the provided coupon to order your tapes as the RMRRC receives 30% when Club members order. The Club also gets 15% of general orders. These funds are used to enhance and preserve the Club's film library.

ORDER FORM

Please send _____ copies of "Rio Grande of the Rockies" VHS _____ Beta II _____ 8mm _____ at \$64.95 each. Total \$ _____

Make checks or MO to:

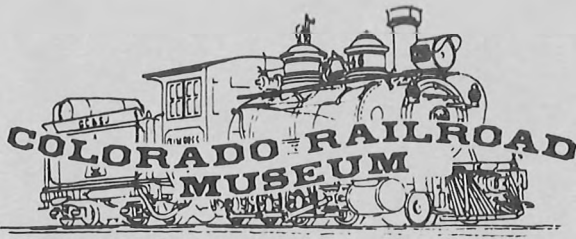
WB Productions
6447 S. Heritage Pl. W
Englewood, CO 80111 (303)770-8421

VISA or Master Card accepted.

Card No. _____

Expiration date _____

Signature _____



GLENWOOD SPRINGS TRIP

Over 30 people joined the Rocky Mountain Railroad Club's "First Annual Farewell to Amtrak" trip to Glenwood Springs on September 21 and 22. We departed Denver Union Station via the California Zephyr right on time. The weather was perfect and the fall colors were at their peak. Many enjoyed breakfast in the dining car. If you haven't eaten on an Amtrak diner lately you might be surprised at how the quality of the food has improved.

At Glenwood Springs, many headed straight for the famous Hot Springs pool while others shopped and looked around Glenwood. The new pedestrian bridge across the Colorado River is a great improvement. It is separated from the highway and is wide enough for several people abreast. The Hotel Denver has also been remodeled. The public areas are very attractive. The famous mother-of-pearl Rock Island picture has a new setting and is much easier to see.

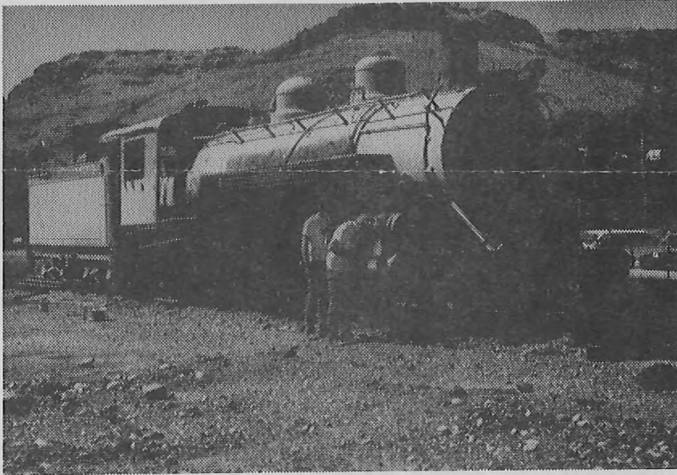
Saturday evening we all reminisced by looking at pictures of the original California Zephyr. Sunday we caught the eastbound Zephyr for Denver. The service in the dining car was good, although the large numbers of passengers caused some delays in the later dinner reservations.

The train provides a good view of the construction of the interstate through Glenwood Canyon. We even got a quick glance at the site where the monument to the vista dome car used to rest. By the way, have you seen it at its new location at the Colorado Railroad Museum yet?

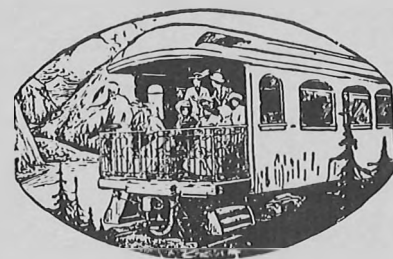
All too soon, the trip was over. Those on the trip hope that this will be only the first of many annual "Farewell to Amtrak" trips that the Club will be able to take.

(Keith Kirby)

491 GETS ATTENTION



Bill Lund (l) and Bill White (r) (RMRR member) do some tinkering after having primed #491 with "Rio Grande Gold" until they ran out of primer. These men are members of the Boulder Model Railroad Club (which has members from all over the area). The BMRRC has been quite active in refurbishing railroad displays around the area including DB&W (ex Rio Grand Southern & Colorado & Southern #74) #30 and its train consist in Boulder, Engine #60 (C&S) and passenger car in Idaho Springs, D&RGW #491 at the Colorado Railroad Museum and the Como Roundhouse in Como. This is how the #491 looked about September 10, 1985. We will update you when the engine has been fully repainted and lettered. The engine had been completely sandblasted and many cosmetic repairs accomplished. Some of the missing parts have been found, such as the headlight and bell and will be remounted as well as any other parts that become available as time goes on. The Engine is on loan to the Museum from the State Historical Society on a long-term basis. It certainly is a welcomed addition to the museum and has been given a prominent display space directly in front of the museum.



ATTENTION: MEMBERS WHO HAVE JOINED THE CLUB AFTER JULY, 1982

In July of 1982, the Club mailed a free copy of its booklet dealing with a reprint of three smaller booklets in the years 1950, 1951 and 1952. This trilogy includes Steam Tramways of Denver, The Colorado Eastern Railroad and The Denver, Longmont and Northwestern.

The Club has decided to make this booklet available to all new members since that initial mailing, free of charge. Anyone who has become a member since July, 1982 and did not receive a copy may obtain a free copy by sending \$1.00 to cover the postage and mailing envelope.

Please send your request to: Trilogy, Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201. Also, please fill out the coupon below or a copy of it.

Trilogy Order Form

Please send me my free copy of Steam Tramways of Denver/The Colorado Eastern Railroad/Denver, Longmont and Northwestern. I enclosed \$1.00 to cover postage and cost of mailing envelope. I joined the RMRR in _____.

Signature _____

Membership No. _____

Please print the following:

NAME _____

ADDRESS _____

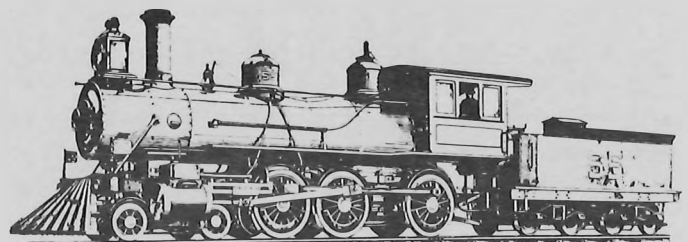
TELEPHONE _____ ZIP _____

The Club will honor requests for this booklet through January 15, 1986, only. DO NOT WAIT! Send in your request today.



STEAM EXPO '86

Make your plans now to join the Rocky Mountain Railroad Club's trip to Vancouver, B.C. for "Steam Expo '86." From May 21, 1986 through June 2, 1986, the Club is planning a trip to Vancouver World's Fair with additional visits to Victoria, B.C. and Seattle, Washington. The Steam Expo '86 portion of the Fair promises to be the largest gathering of steam locomotives in North America since steam disappeared from mainline service. Allen Miller of Alpine World Travel has put together a trip that promises to be a railfan's dream. In addition to three days at the Expo '86, many side trips are planned. They include a trip over the Royal Hudson route, a Budd car trip from Victoria to Duncan, B.C., a trip on the steamship Princess Marguerite, a trolley ride in Seattle, just to name a few! Visits to several rail-oriented museums are also planned. Combination rail/rail, rail/air packages will be available, all at what Allen promises will be at a "very tempting price." So plan now to join us in Vancouver, B.C. for Steam Expo '86. Watch the newsletter for more information or call Allen Miller at Alpine World Travel at (303) 752-0900. (Keith Kirby)



EXCURSIONS ON THE NARROW GAUGE



While the Club, itself, did not choose to have any trips on the narrow gauge this year, fellow Club members did arrange for two exceptional trips this fall.

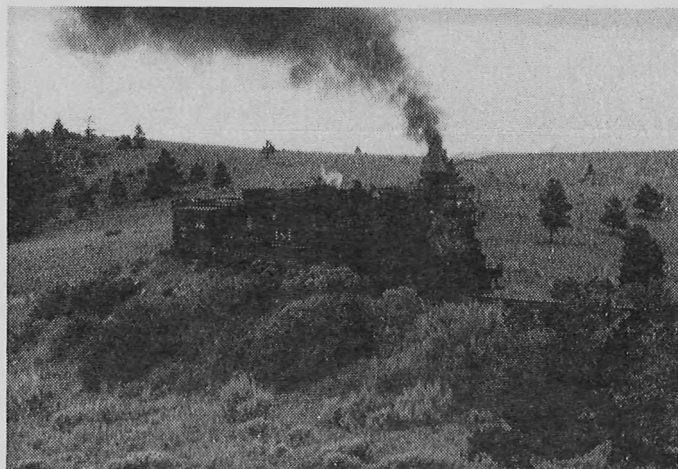
The first excursion was held on September 1st along the route of the Cumbres & Toltec Scenic Railroad. The "San Juan Express," sponsored by Club members Jim Schwingle and Jim Trowbridge was a "mixed" train consisting of seven freight cars (including caboose) and five passenger cars (box car series).

A twelve-hour day saw 12 photo runbys, including a freight-car-only turn on the wye at Big Horn and a freight-only runby at Big Horn. Some of the additional photo runbys included Juke's Tree, Weed City, Lobato, Coxo, Los Pinos Trestle, Big Horn (eastbound approach), Big Horn (westbound), a full runby pass Sublette and another runby of stopping at Sublette for water, taking on water and whistling off out of Sublette, MP 309 (a large rock cut) and Tanglefoot Curve.

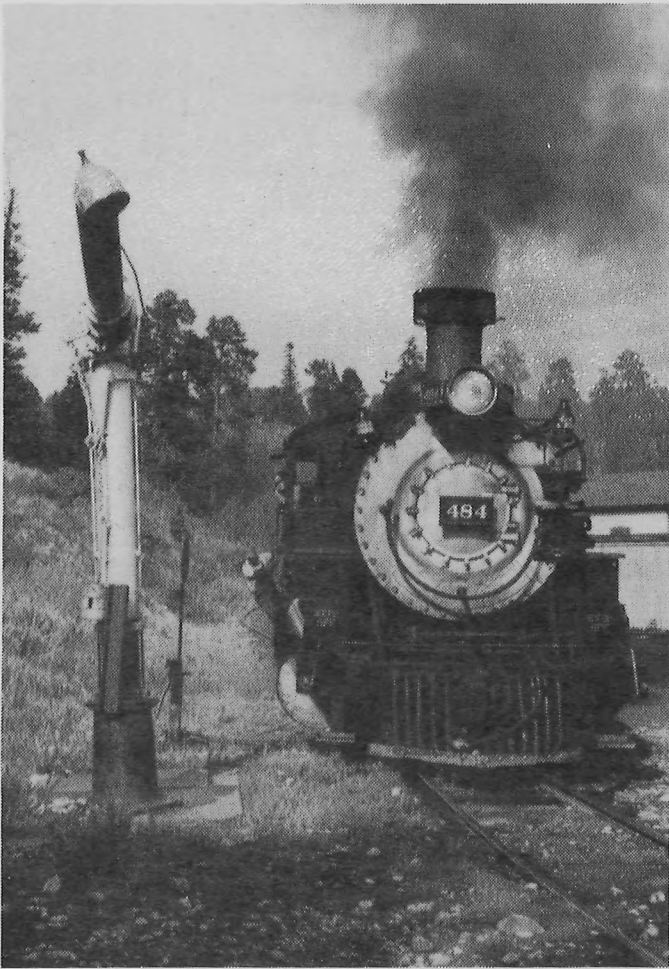
The K-36, #484 was used for the excursion. The 484 had been rebuilt this past winter and this summer saw its first operation in many years. The engine operated flawlessly and the C&TS personnel were outstanding as usual.



First runby of the day on The San Juan Express was held at the "Juke's Tree." 130 folks were aboard and managed to squeeze into a double photo line. The cramped quarters was quickly forgotten as we recorded a memorable photo runby.



Our train works its way upgrade and around an "S" curve just west of Big Horn. Many runby sites allowed us to capture only the freight portion of the train. Our consist included a stock car, reefer, two box cars, a drop bottom gondola, a high side gondola and a caboose.



The second runby at Sublette included a complete water stop. Everyone remained silent as many passengers had movie and video cameras and were able to record the stop, taking on water, and departure as if we were back in time and witnessing a Rio Grande freight out of the 50's.

About four weeks later, Club member Ed Gerlits ran his 3rd Annual, Ed Gerlits, Animas Canon Express. This event was held on the Durango & Silverton Narrow Gauge Railroad and featured the K-37, #497 as road engine. Two photo runbys were held on the way up to Silverton at MP 482 and Elk Park. A special treat was encountered at Elk Park as Ed asked the crew to rerun the runby as it was so outstanding the first time and we had time to do it again. The crew was cooperative and gave us a second chance to be awed at our six-car train being hauled by a K-37 charge pass us!!! The second part of the treat came in the form of photographing the helper engine

from the day's first section running light pass our train and then the first section itself! The scene reminded this editor of pictures of the San Juan waiting in the hole at Carracas for its sister train to pass.

One of the highlights of Ed's trip is the fabulous lunch served aboard the train. In addition, snacks and drink was always available.

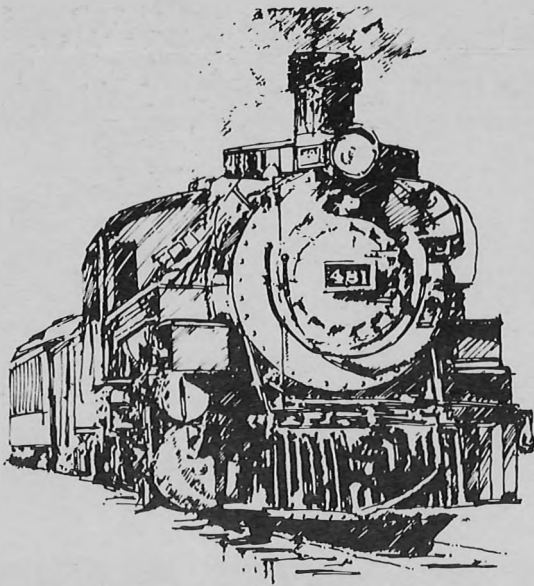


The hillside at Elk Park provides an outstanding vantage point to photograph the train passing. Here, the 497 provides great action for the 150 aboard Ed Gerlit's Animas Canon Express.



The day's first section passes our special at Elk Park. Note the flags that the D&SNG has been flying in front of the engine on the first section. As with the San Juan Express, it was extra special to have more than one train on the mainlines and to have one of those trains on a siding to allow the superior train to pass by on the main.

These trips are not to be missed if their timing works into your schedule and the Club is not running any narrow gauge itself. Ed will repeat his trip next September and Jim Schwingle and Jim Trowbridge are working on a September 15th trip aboard the Cumbres & Toltec Scenic RR for the 6th National Narrow Gauge Convention to be held in Denver from September 17-21, 1986. We will give details at a later date for the narrow-minded Club members.



BOOK DRAWING TO SUPPORT PRESERVATION FUND

The Board of Directors has established a "Preservation Fund" to help support historical, railroad related preservation and restoration projects. This fund is not a part of our equipment fund and will provide a source of funds to be used to support other projects which the Club feels are worthwhile, although may not be undertaken by the Club itself. In addition to cash contributions which may be made to the fund, the Club will begin a monthly book drawing. This will be a monthly affair at each Club meeting and will begin at the November, 1985 meeting. Proceeds from this drawing will go to the preservation fund. Tickets will be 50¢ each and will be purchased at the start of each meeting. Donations of prize material, such as books or railroadiana would be appreciated.

Your participation in this worthwhile cause will help to ensure that some of the rapidly disappearing railroad history can be preserved. If you have potential prize material to donate, please call Tom Lawry at 750-2697 in the evenings.

Should out-of-town members wish to participate, please advise the Club so we can work out a plan to include such entries.

(Keith Kirby)

(Keith Kirby)

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

BRYAN BECHTOLD
1024 EAST 14th AVE. #16
DENVER, CO 80218

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

First Class Mail