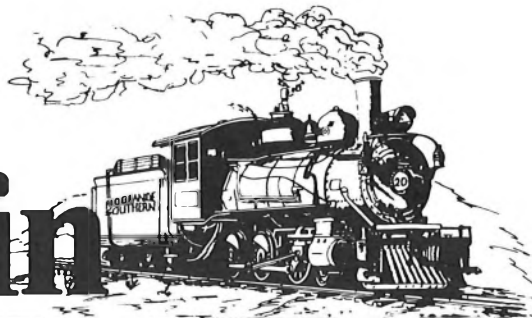


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 14, 1986 -- 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
Elbert B. Bidwell..... 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 15th 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. Membership covers the immediate family unit.

January, 1986..... No. 315
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.

JANUARY 14 PROGRAM

"Chicago Union Station--A Photographic Narrative, 1967." Mel Patrick put this program together to create, to the best of his or our knowledge, the first multi-media program dealing with a railroad theme. Besides superb photography, Mel selected a truly fine selection of music to enhance this photographic essay on Chicago's grand Union Station.

Union Station was one of six railroad stations in Chicago. Mel captured the end of an era as name trains were beginning to vanish during the early to mid-sixties. Join us and relive the days of streamlined passenger trains with names like the "Broadway Limited, California Zephyr and Super Chief." Reminisce over the varied destinations that these trains departed for, such as Portland, Los Angeles, Miami, New York and Washington D.C.

Union Station in Chicago was owned 50% by the Pennsylvania Railroad and, thus, had the magnificent Pennsy, big Railroad look. The sights and sounds you will experience will not, soon, be forgotten.

Mel will not be able to attend the January meeting due to prior commitment; however, he has arranged for Pat Moore to set up the program for us. Be sure not to miss this fine evening of entertainment.

(Jim Trowbridge)

DECEMBER PROGRAM

After enjoying a great selection of food and beverage, those attending the December meeting were treated to a fun movie entitled "The Red Balloon." While not a railroad-oriented subject, it was very entertaining. The story concerned a "red" balloon which "adopts" a small boy, following him around like a puppy. It makes for some rather interesting situations.

ELECTION RESULTS

The new officers and directors for 1986 are as follows:

President: Keith Kirby

Vice President: Erwin Chaim

Secretary: Bill Gordon

Treasurer: Elbert B. Bidwell

Directors: Newly Elected/

Tom Lawry

Merle H. Dorsett

David W. Salter

Hold-over/

Carl Carlson

Rich Dais

Jim Ranniger

Time did not allow for obtaining information on our new treasurer or directors. We will have more information for you in next month's newsletter.

NEW MEMBERS

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

J. A. Blouch

Allen W. Valish

Denver, CO

Waterloo, NE

FROM THE PRESIDENT



Reflections..... This past year has been a remarkable one for the Rocky Mountain Railroad Club. The year saw the Club consolidate its archives at Denver Union Station, the formation of a budget committee, the adoption of a budgeting process, and the careful study of the newsletter--the results of which will be obvious in this and upcoming issues. The Club sponsored an outstanding series of activities. First, and perhaps foremost, was the continuing series of excellent monthly programs arranged for us by our most able and entertaining Vice President, Erwin Chaim. Then, there were the many and varied trips we took. Trips that led us to Ft. Collins, Marshall Pass, Wyoming, Mt. Pleasant, Iowa, and even Europe, to name a few. The success of each of these trips is due to the hard work of the members that organized and led them.

The new year promises even more challenges and new excitement. Under the leadership of our new Trip Chairman, Bus Leher, an outstanding slate of trips have been planned. They range from a trip to Vancouver and Steam Expo '86, to excursions to Glenwood, a field trip to Virginia Dale and Sherman in Wyoming, to the Alpine Tunnel, to Ft. Collins and, even Omaha! This is all good news, but all is not clear sailing, or should I say "steaming." As explained elsewhere in this newsletter, there will be no 1985 excursion this year. In addition to the crew shortages, we have just learned that the Union Pacific is rebuilding its entire passenger car fleet for head-end power. They estimate that this will take the entire calendar year of 1986. Besides our trip, this means that the NRHS, Inter-mountain Chapter, will not be able to run their traditional October trip. Frankly, we see this renovation as an unexpected and exciting development and we look forward to riding this equipment after its rebuilding! The Union Pacific has assured us that they will make every effort to have all in readiness for our Memorial Day '87 trip. So, as you make plans for this year, check your '86 RMRRC calendar. Try to join us for as many activities as possible.

(Keith Kirby)

A THANK YOU FOR OUR RETIRING TREASURER

The job of treasurer probably requires the most work and receives the least number of accolades. Ardie Schoeninger has served the RMRRRC well these past number of years and deserves a well deserved rest as well as our gratitude for a job well done!!!

Ardie will finish out this calendar year and help Bert Bidwell to ease into the treasurer's position before formally retiring, but will continue to be active in the Club's affairs including serving on the committee overseeing the Club's 50th anniversary in 1988.

We, again, want to express our appreciation to Ardie and also to Cyndi who gave aid and comfort when things got overwhelming.

1986 EVENTS CALENDAR

You should be receiving an events calendar with this issue of the newsletter. This handy calendar can be carried in your wallet for quick, easy reference to upcoming events during the year.

We're sure you will be pleased with the many activities planned for 1986. Besides the regular monthly meetings held every second Tuesday (except for February this year), you may look forward to the following events:

Feb. 22-23	Amtrak/Glenwood Excursion
Mar. 23	D&RGW Ski Train Trip
April 26	Burlington-Northern Shop Tour
May 17	Colorado RR Museum Work Day
May 24	Alternate Equipment Work Day
May 20-	
June 2	Expo '86, Vancouver Excursion
June 15	Ft. Collins Trolley Excursion and Family Picnic
July 12	Wyoming/UP Field Trip
Aug. 9-10	Alpine Tunnel Field Trip
Aug. 29-	
Sept. 1	Amtrak/Omaha-UP Excursion
Oct. 11	Annual Banquet

GLENWOOD SPRINGS WINTER EXCURSION

The Club will travel to Glenwood Springs via Amtrak's California Zephyr on Saturday and Sunday, February 22-23, 1986.

Space for 40 passengers has been reserved aboard Amtrak as well as rooming at the Hotel Denver in Glenwood Springs.

The fare for this trip includes a Saturday evening banquet and program, Sunday breakfast, and, a 1-day swimming pass at the Hot Springs Pool.

Fares for this trip are as follows:

\$125.00/ Adults / Double Occupancy
\$155.00/ Adults / Single Occupancy

For children's rates, please call Al Miller at Alpine World Travel: (303) 752-0900.

ORDER FORM

Please reserve the following spaces for the February 22-23, 1986 Glenwood Springs Trip:

_____ Adult Fares (Dbl.) @ \$125 \$ _____

_____ Adult Fares (Sgl.) @ \$155 \$ _____

I enclose \$ _____ as a deposit [\$50.00 per person required]

[] Please send me information based on

_____ Adults and _____ Children, ages _____

NAME _____

ADDRESS _____

TELEPHONE _____

(Please Print)

Send remittance or questions to:

ROCKY MOUNTAIN RAILROAD CLUB EXCURSION
c/o Alpine World Travel
1555 S. Havana
Aurora, Colorado 80012

STEAM EXPO '86—VANCOUVER

Although the details and costs are just being firmed up for this trip, Al Miller of Alpine Travel reports that interest has been very high for the Club's trip to Steam Expo '86 in Vancouver, B.C. on May 21 to June 2, 1986.

Highlights of the trip will include three days at Expo '86, a ride on the Royal Hudson with return via boat, ride the B.C. ferry to Victoria with a tour of Buchart Gardens and a stay in the famous Princess Victoria Hotel, ride the "Dayliner" train to Duncan, B.C., a ride on the S.S. Princess Marguerite to Seattle, a visit to the Mount Rainier Railroad or the Snoqualmie Falls Railroad and many other interesting items.

The cost of the trip varies from \$1350 to \$1750 per person, double occupancy depending on the type of transportation arrangements desired. Transportation can be either air or rail both ways or a combination of both. Mr. Miller advises that it may not be possible to reserve sufficient train bedroom accommodations to meet the desires of all and that it will be "first come, first served" based on the deposit arrival.

At this time, a flyer for general distribution is not available; however, details can be obtained from Al Miller, Alpine World Travel, 1555 S. Havana, Aurora, Colorado 80012. Phone: (303) 752-0900. Mark your calendar and plan to join us on another tremendous Rocky Mountain Railroad Club vacation to remember.

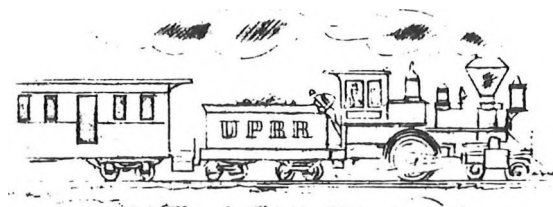
NEWSLETTER CONTRIBUTIONS

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.



3985 EXCURSION CANCELLED

Due to the UP's participation in Expo '86 in Vancouver and the fact that the railroad has only a small number of steam-certified crew to run its remaining steam locomotives, the Club has decided to cooperate with the Union Pacific and postpone a challenger excursion until 1987. The Club appreciated the UP's effort to reschedule our trip, but doing so would have placed too much burden on the UP operating department and steam locomotive crew. We look forward to reviving the 3985 excursion in 1987 on the Memorial Day weekend.



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: Numerous railroad books, both narrow and standard gauge. Please send SSAE for list. W.C. Parks, 2804 West 91 Terrace, Leawood, Kansas 66206.

FOR SALE: Magnificent Train Bell. Over 200 pounds of bronze, complete with yoke and mounting frame. Dimensions are 21"x22" overall with turned bell 17" in diameter. Casting identification marks: CA523 24100. Call: E. D. Garehime at (303) 794-2240 (Home) or (303) 977-5328 (Office).

HISTORY PRESERVED THROUGH MODELING

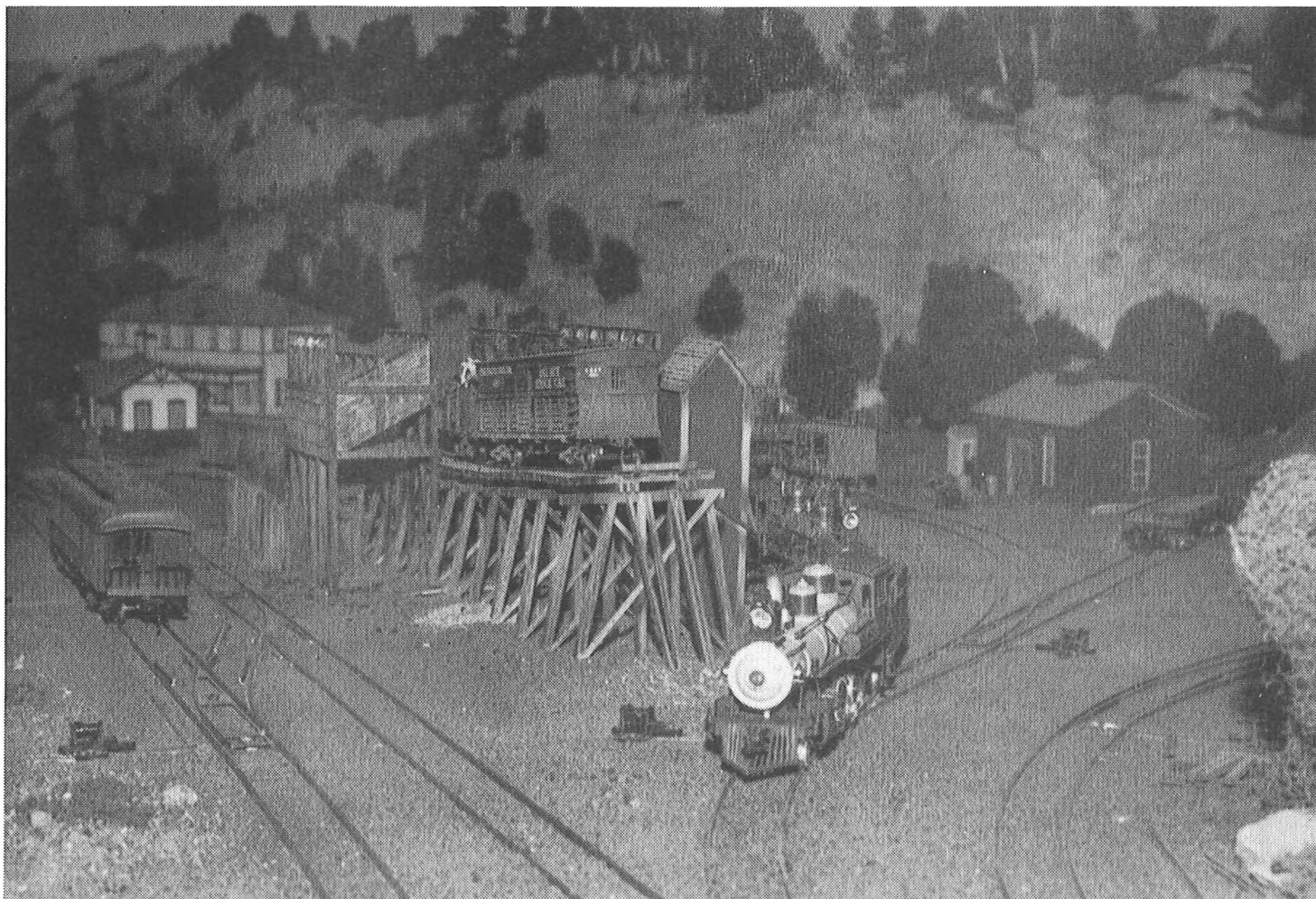
The idea for this feature was inspired by an article on our equipment chairman's model railroad, patterned after the Rio Grande Southern. I had planned to give you a tour of Bill's RGS in this issue, but could not get the photographs back in time for this month's deadline. Look forward to seeing it in the February issue.

Since railroading activity is down during the next few months, I thought you would enjoy seeing how some members preserve railroad history by modeling their favorite line, thus, not only preserving its memory, but also allowing others to view that rail-

road in three dimensions. It's amazing how much history can be imparted to others through a scale model layout as that railroad's history must be studied and incorporated into the modeling.

You have undoubtedly enjoyed pouring over a favorite photograph of some railroading scene, but imagine seeing that scene come to life in a full three dimensions! And, then add a freight or crack passenger consist rumbling through the scene.

To give you an example of transposing a favorite railroad scene or area into a scale model railroad, I have included a few scenes from my own Colorado Midland Railway.



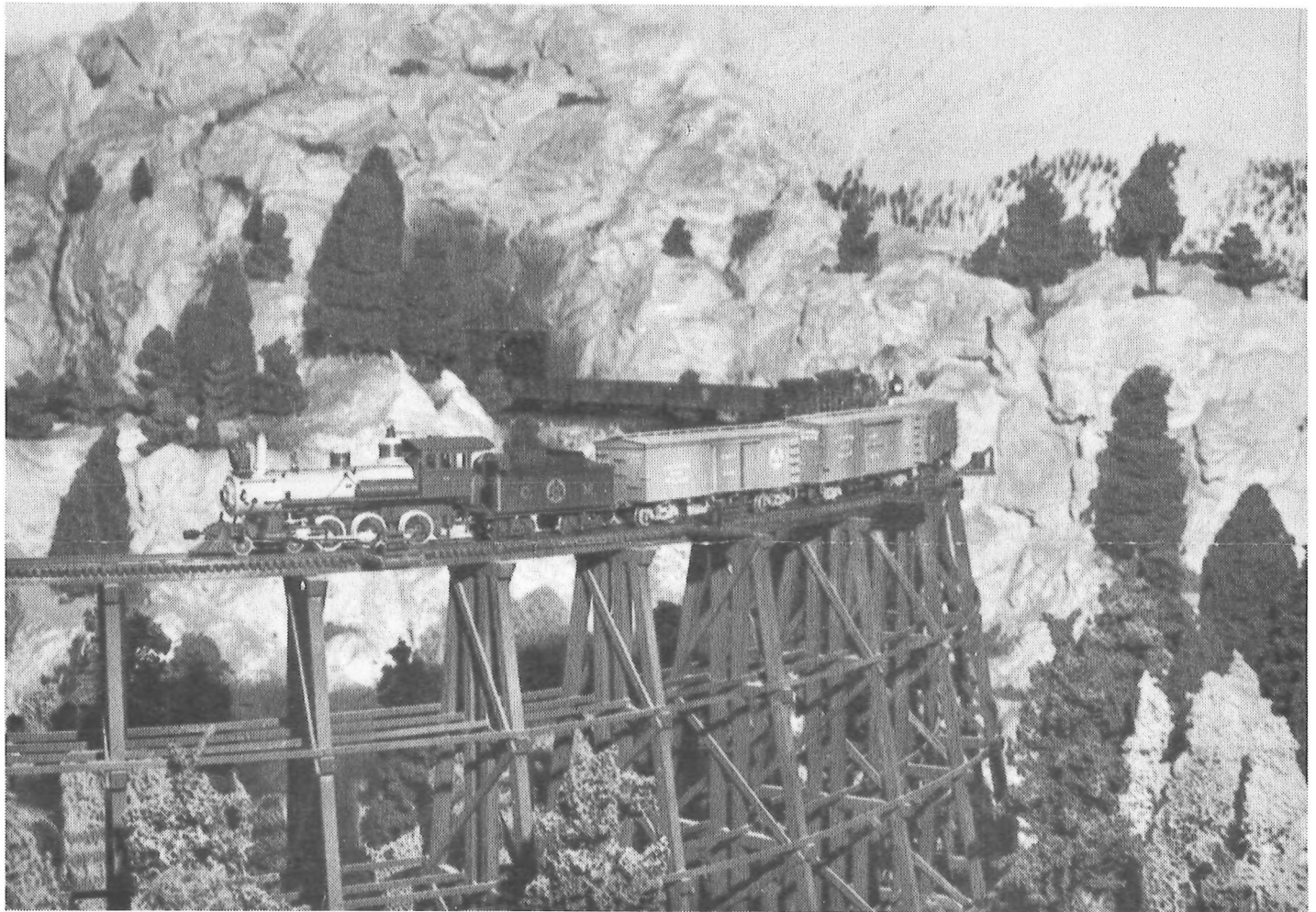
Modeled from the Buckwalter photograph, I have tried to recreate the Basalt Scene as closely as possible. The Coaling trestle took three tries to get the right feel, although it had to be shortened 50-scale feet with only six coaling pockets in back, rather than the actual eight. Note the stock car on the trestle. Does it seem strange? Actually, it was common practice to utilize these cars for hauling coal during non-stock movement times by boarding up the doorways about half-way up the opening. Also note that these cars were hand-shoveled empty at a rate of \$2.00 per car!

I was fascinated with a railroad scene that I saw on the front cover of a professional magazine in 1962. The magazine (trade periodical to Electrical Engineers) did not give any information that I ever found. I cut the cover off and saved it for years until in 1968, while going through railroad books, I came across that photograph in Morris Cafky's book, Colorado Midland. On page 315 was the famous H. H. Buckwalter photograph of Basalt, Colorado, circa 1902. That was it! I began intense study into the Colorado Midland which led me to Morris, who led me to the Rocky Mountain Railroad Club.

A number of other members in the Club have also expanded their railroading interests via modeling and I hope to show a few of

these in the future. It has even been suggested that we modelers open our layouts for a special showing to fellow Club members. If you would be interested in seeing some of these model railroads, why not drop me a line advising me of your interest.

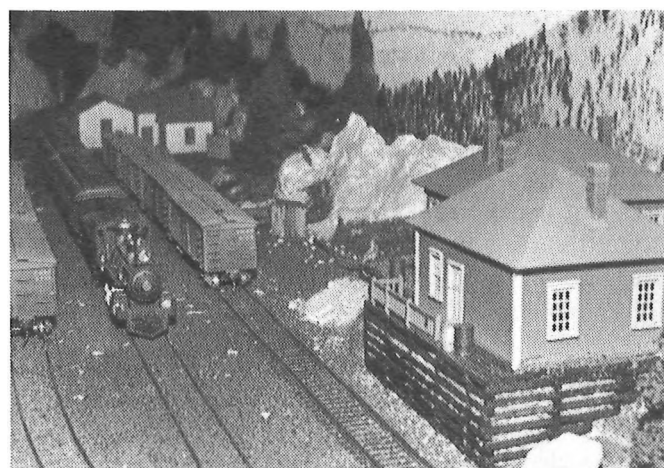
The photographs presented this month reflect my desire to bring the Colorado Midland alive through modeling. Why not get your Midland books out and compare my recreation of Basalt or the station area above Buena Vista.



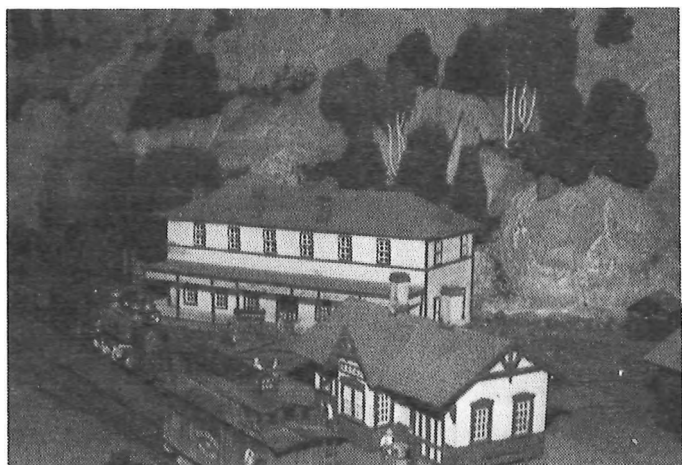
The great trestle at Haggerman Pass was an outstanding feat of trestle building, being almost 1100-feet long, 100-feet high and on somewhat of an S-curve. It would take a whole room to model this area exactly, so I settled for a modified version that is still almost 400-feet long and 100-feet high in HO (1:87) scale.



Moving towards the Hotel/Station area, we look across the incline ramp of the coaling trestle into the area just in front of the engine house. The building just to the right represents the blacksmith's shop. The buildings in this area had to scratch-built from what few photographs are available of Basalt.



This is the Buena Vista Station area as viewed toward the east. The photograph in Cafky's book looked south. In order to get the area to look right, I had to paint the Collegiate Range on the wall with the town of Buena Vista also painted on the wall to look like it sits below this site in the Arkansas Valley. The Colorado Midland got passengers and freight up to the station via a very steep and crooked switchback road basically built on a run-off scar on the hillside. It must have been a scary ride for passengers!

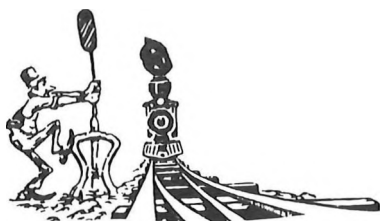


The Hotel/Station area of Basalt is unique in my mind and since these structures still exist, although in somewhat altered states, I particularly enjoyed trying to recreate them. They were scratch-built off photos, and are meant to "look" right since exact measurements were not available to me.

NEWSLETTER IMPROVEMENTS

The Goals Committee has proposed a change in the newsletter to the Board of Directors which I plan to carry out. Since we wish to include many more photographs on a regular basis in our monthly Rail Report, we feel that using only white or off-white paper will enhance those photographs. This breaks with the tradition of uncounted years of changing the color of the paper used for the newsletter each month. You will note that last month's newsletter was printed on an off-white, vellum finish, offset that has been used for a number of years. This month, we are using a slightly heavier paper stock with a felt-weave finish. Next month, we will use a stipple finish. Why not let us know what you think of the different papers after the March or April issues.

One of the reasons I used my layout photographs this month was to be sure to have photographs in this issue for comparison's sake. Notice how both type and photographs compare on each paper sample.



A HISTORY OF THE ROCKY MOUNTAIN RAILROAD CLUB

In April of 1988, the Rocky Mountain Railroad Club will celebrate its 50th Anniversary. Many special events will be planned throughout the year, but there is one item that we hope to accomplish prior to the anniversary--a written history of the Club!

Your editor has accepted the chairmanship of the Anniversary Celebration Committee and as one of the projects, has decided to edit a written history of the Club. I have already contacted some long-time members to participate in submitting material beginning as soon as possible--that is, IMMEDIATELY. The idea is to begin collecting stories and photographs that, we hope, will become a book to be distributed to members in 1988. During the next two years, we will print much of this information in the newsletter in serial form.

We request that any member who has some interesting story or information about Club business or activities since its inception please write it down and send it to: History Editor, c/o Jim Trowbridge, 502 South Cody Street, Lakewood, CO 80226. You may also telephone me at (303) 988-2267.

Photographs are also solicited, especially showing early Club meetings, activities and trips. We would prefer B&W glossies, 8x10, that we may keep in the Club's archives. Good color slides are also acceptable and can be returned, but we must have the originals to obtain good copies, especially to obtain B&W prints.

A good example of an interesting story with photographs appeared in the December, 1984 issue of the Rail Report where Ed Haley provided the history of the Club's tail-plate. Such articles will receive a "by line" in the newsletter and book. All photographs will receive proper credit.

Here's your chance to become a writer and obtain a little immortality. Best of all, you can add to the pleasure of those

reading the final product by providing a more complete and interesting history.

So, get out those old photographs and start searching the back recesses of your mind for stories and information. Even bits and pieces of information may help to round out someone else's story.

Some of the subjects to be dealt with include: Equipment histories along with acquisition information; Club trips, with emphasis on unusual or outstanding trips; Activities, such as historic preservation activities, publications of historic note, etc.; and early Club meetings such as the very first get-together and how those men met in the first place.

*Great Salt Lake
Route*



**RIO
GRANDE
WESTERN
Railway**

A SPLENDIDLY EQUIPPED STANDARD GAUGE RAILWAY
THROUGH THE

ROCKY MOUNTAINS

AND THE MOST MAGNIFICENT SCENERY IN AMERICA.

D. C. DODGE, **S. H. BARCOCK,**
2d Vice-Prest. and Gen'l Manager, Traffic Manager,

F. A. WADLEIGH, *Gen'l Passenger Agent,*

SALT LAKE CITY, UTAH.

POOLE BRCS, CHICAGO.

EQUIPMENT NOTES

At the last Board Meeting, Club Equipment Chairman, Bill Gould, advised board members that the Club has spent about \$1900 on new lumber for the RICO for the clere-story, siding and ends. Reconstruction and restoration work continues. The car has been moved directly behind the No. 20 and seems much more at home behind the RGS engine. New side sills, end sills and decking is or has been installed on caboose No. 0578 and the Club's PCC car is now ready to paint.

CLUB MEMBERSHIP BENEFITS

We tend to take for granted that all members realize that their membership includes their family members as well and that wives and husbands and children are welcome to attend all meetings and activities of the Club.

In fact, we encourage spouses and children to participate as we wish to keep the Club family-oriented and how else will our children obtain an appreciation for our past, especially the part that railroads played in establishing progress and continues to play in our economy.

Also, we need to point out that your membership card gains access to the Colorado Railroad Museum at no charge for you and your immediate family members.

MEMBERSHIP CARDS

Membership cards are usually sent out with the February newsletter. They will be printed in December, names applied in January and held until a substantial number of dues are received so that a mailing becomes practical. When we do mail the cards, you will receive your newsletter in an envelope with a special stamping that says "Membership Card Enclosed." Please do not expect your card immediately after the first of the year!!!

REMINDER

If you haven't already sent in your dues for 1986, please do so TODAY. Remember, dues for 1986 are \$15.00.

DATE CHANGED FOR FEBRUARY MEETING

Due to a conflict with a church meeting, we have agreed to change our February meeting to the 3rd (THIRD) Tuesday in February. We will again remind you of this change, but we would suggest that you mark your calendars now!!! That date will be Tuesday, February 18, 1986.

NUMBER PLATE ON THE K-37, No. 491

Doug Ramsey of Littleton Hobbies advises us that the original number plate from the 491 was donated to the museum by Don Paul, of the Denver area. Don had received the number plate from the Rio Grande workers at Alamosa when the engine was on a rip-track. He asked for it and they gave it to him as the engine was being cannibalized at the time. Being a railfan's piece of treasure, we can appreciate the sacrifice of giving it up.

PALMER LAKE RAILROAD PARK UPDATE

The Colorado Midland Chapter of the NRHS, in their December newsletter, noted that on Saturday afternoon, November 2nd, the Palmer Lake Historical Society dedicated their little narrow gauge 2-8-0 beside Palmer Lake. Chapter members, Wally Smith and Mel McFarland, were recognized and thanked for their help. John Bush, who restored D&RGW Engine No. 168 (in Colorado Springs) is serving as a consultant in the restoration of the engine. The engine will be restored and lettered for the D&RG, numbered 112. (There was no D&RG engine No. 112; although an 0-6-0 on the Utah & Pleasant Valley was briefly listed as D&RG No. 112).

The engine is the first step in the crea-

tion of the Palmer Lake Historic Railroad Park, planned in conjunction with the 1989 Centennial of Palmer Lake. This project is planned in three phases:

PHASE I: Display and restoration of the engine, and the rebuilding of Judd's Eating House and the old D&RG Depot on the west side of the lake, between the highway and the D&RGW tracks. Landscaping of a seven acre park. A restaurant and shops would be located in the depot complex.

PHASE II: Installation of a fountain (80-foot high!) in the lake.

PHASE III: Re-introduction of the Chautauqua, re-building of the Victorian pavilion at the south end of the lake. A new footbridge across the tracks at the south end of the lake, from the little knoll (known among CM Chapter members as "McFarland's Knob.")

The plan shows development of a swimming beach, picnic and sports areas on the east side of the lake. This is part of a \$200,000 project by El Paso Parks, which includes a trail down the old Santa Fe grade to Monument. All in all, a very ambitious plan which should be a real asset to the Palmer Lake area.

Anyone who wishes to contribute, or learn more about the project should contact: Palmer Lake Historical Restoration Committee, P. O. Box 646, Palmer Lake, CO 80133. (Mel McFarland)

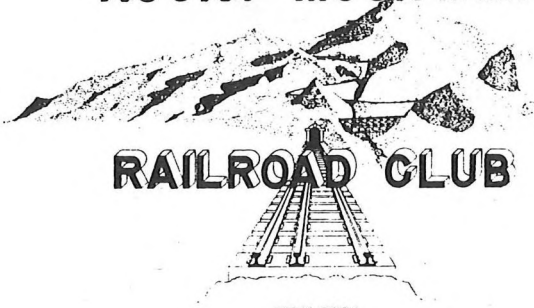


DEPOT AT PALMER LAKE.

D&RGW SKI TRAIN EXCURSION

March 23, 1986 is not really very far off and that is the date of the D&RGW Ski Train Excursion. Why not mark your calendars NOW! Details will be forthcoming in the newsletter.

ROCKY MOUNTAIN



RAILROAD CLUB

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