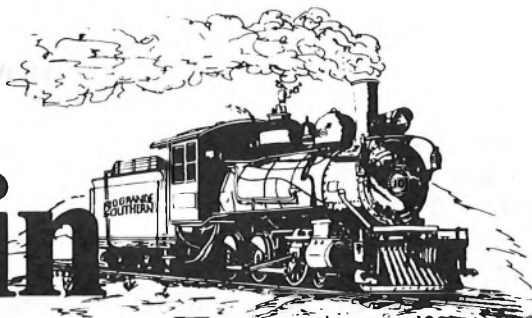


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

December 9, 1986 -- 7:30 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 E. Bidwell..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o 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.**

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may 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.

December, 1986..... No. 327  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

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

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## MEMBERSHIP INQUIRIES

Chuck & Chicky Morison, Co-Chairmen,  
Membership Committee  
3550 South Kendall, #8-301  
Denver, Colorado 80235 -- (303) 980-6698

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## DECEMBER 9 PROGRAM

A complete report on the Club's trip to Vancouver's Expo '86 was presented by Tom Lawry in the August, 1986 Rail Report. Now see all the exciting events at the December meeting as Tom Lawry and Irv August present a slide show on the Club's trip.

Just a few of the things you will see include the opening parade featuring a long list of famous steam locomotives and shots from the excursion aboard the steam train over the route of the Royal Hudson.

Don't miss this delightful program.



## ELECTIONS

The December issue of the Rail Report is being mailed to you earlier than usual as required by the Club's BY-LAWS.

You are hereby notified of the Club's annual elections to be held at the regular December meeting, December 9, 1986.

All members are encouraged to attend and exercise their vote. A slate of officers and directors is listed in this issue of the newsletter. This slate has been presented by the nominating committee, consisting of hold-over board members Carl E. C. Carlson, Tom Lawry and James H. Ranniger.

Positions to be filled include President, Vice President, Secretary, Treasurer and three Board Members who will serve a two-year term and become the nominating committee in 1987.

While the slate presented by the nominating committee represents people considered to be outstanding members who have the ability to run the Club's affairs and have accepted the nominations, Club members do have the right to nominate others from the floor. This opportunity will be offered by the President during the election process.

In addition to elections, we will hear reports from the various officers. We expect all this business to be limited as is the custom so that we may enjoy our usual fine program. Please make arrangements to be at the December meeting and enjoy the festive atmosphere.

## 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.

## NOVEMBER PROGRAM

We were, once again, treated to a fine program by Jim Ozment.

Jim took us to visit railways and railway equipment, structures and right-of-way of the British Isles and Ireland. Besides Jim's usual entertaining commentary, we saw a wide spectrum of slides covering railway activity in England, Scotland, Wales and Ireland. All in attendance were delighted and we wish to thank Jim and look forward to another visit.

## MEMBERSHIP INQUIRIES AND "HELP"

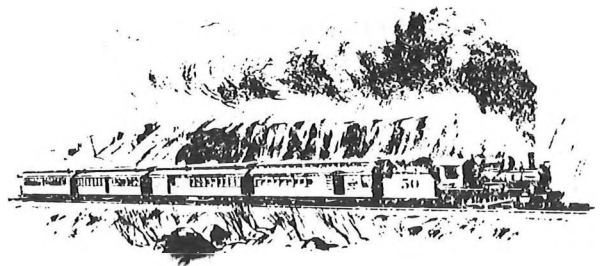
A problem has developed with members not understanding the above heading and so we wish to clarify.

Chuck and Chicky Morison handle our membership roster and will help Club members to change addresses or obtain copies of newsletters not received due to mail foulups. They also keep track of members and membership numbers. They process new members.

Please keep this in mind and DO NOT call them to ask about Club trips or other Club events. DO NOT call them about non-related events involving trains in general! They do not keep in touch with every railroad event taking place, whether prototype or modeling!!!

Information about Club events can be obtained by calling the Club's telephone number listed on the front of every newsletter. Other questions may be addressed to the Club's post box and will be directed to the proper individual by our Secretary.

We appreciate your cooperation in this matter.



## PRESERVATION FUND AND BOOK DRAWING

The book drawing continues to raise funds for the Club's Preservation Fund. Winners of books and other railroading materials at the November meeting included:

Dick Ross / The Crystal River Pictorial\*

John Dillavou / Union Pacific Ashtray

Tom Keeton / Sherman Hill by Ehernberger and Gschwind

Bill Baker / 1981 Union Pacific Calendar  
(Same calendar as 1987!!!)

Alan Wise / The Moffat Tunnel by Albi and Forrest

Val Lamb / Trails Among the Columbine\*

\*Graciously provided by Sundance Ltd. at a greatly reduced price.

Other items have been donated by Club members. Such donations are always welcomed by the Club. Please contact Tom Lawry who heads up our book drawings.

## THE ELECTION SLATE

The Nomination Committee has provided the following list of nominees for 1987 officers and board members:

**FOR PRESIDENT:** John Dillavou. John has been a Club member since 1962, joining while he lived in Pueblo and learned of the Club. He went on a Club narrow gauge trip in 1962, moved to Denver the next year, and has been active in a variety of Club activities ever since. He has presented programs at the Club's monthly meetings, served as a director on the Club board in 1984 and 1985, and is currently a co-chairman of the Preservation Committee. He is a model railroader, a member of the National Model Railroad Association, and an avid train chaser.

**FOR VICE PRESIDENT:** Rich Dais. Rich is currently in his second year as a director on the Club's board, and also serves as the Club archivist and as a trip committee member. He has helped in leading Club trips to Marshall Pass and Alpine Tunnel,

and is now working on the trip to Hagerman Tunnel for next summer. He has a strong interest in railroad history and in preservation.

**FOR SECRETARY:** Bill Gordon. Bill is a long-time member who has been active on trips, equipment maintenance and in many other Club activities. He is currently the efficient Club secretary, having served as such for about sixteen years.

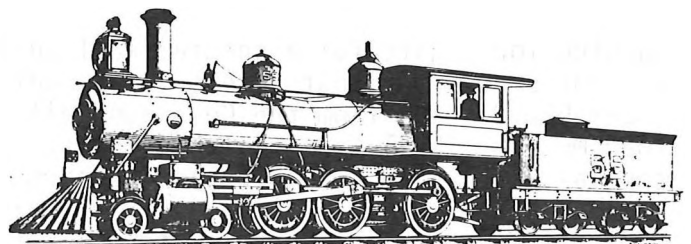
**FOR TREASURER:** Bert Bidwell. Bert is a Colorado native, a certified public account (CPA), and a retired partner of Arthur Young & Company. He is currently serving as the Club treasurer, and fills this important most capably.

**FOR THE BOARD OF DIRECTORS** (Three to be elected for two-year terms):

Warren "Mat" Anderson. Mat has been an active Club member since 1982, serving in many Club activities, including trips and equipment maintenance at the Colorado Railroad Museum, and, in helping with the Fort Collins trolley project. Most will know him as our ticket sales chairman for Club trips since 1983.

Alan Greene. Alan has been an active member for 2½ years, and has been very involved with Club trips. He is currently on the trip committee, and headed up last winter's ski train trip to Winter Park. He assisted in planning the Club's annual banquet held last October.

Charles "Bud" Lehrer. Bud has been an active Club member since 1978, participating in many Club trips and in equipment maintenance. He is currently chairman of the trip committee, and also maintains the Club information phone with up-dated messages and handling inquiries.



## DUES AND ANNUAL BOOK DRAWING

Wrapped around this month's newsletter is your 1987 DUES notice. We ask your cooperation for the following: 1) Please renew early and reduce the amount of work required to follow-up on unpaid memberships; 2) PLEASE, check the mailing label for correct spelling of your name and current address information, and 3) should you so desire, please include funds for the annual book drawing. Book Drawing chances are \$2.00 each (not \$1.00). Two coupons are printed on the dues wrapper for your convenience. You may send in just one chance (coupon) or as many as you wish at \$2.00 each. If you desire more than two, please feel free to photocopy our coupons and fill them out. This will reduce the work required to fill them out for you by our treasurer. Your cooperation is greatly appreciated in this matter!

The books to be given in the drawing during the April, 1987 meeting include first prize of the Club's 1965 publication, Colorado Midland by Morris Cafky and second prize of the Memorial Edition of Denver, South Park & Pacific. Third prize will be a copy of Pictorial Supplement to Denver, South Park & Pacific, Abridged Edition and fourth prizes include five copies of the Club's trilogy: Steam Tramways of Denver/The Colorado Eastern RR/ Denver, Longmont and Northwestern.

The proceeds from this drawing are placed in the Club's Equipment Fund and are used to maintain and refurbish the Club's equipment at the Colorado Railroad Museum.



Looking for a gift for a special rail buff? Why not secure the most recent "merchandise timetable No. 28" from the Colorado Railroad Museum. The latest railroad books, special half-price items, custom T-shirts, maps, prints.....the list goes on and on! Drop the Museum a note asking for their

latest catalog. Write to: The Colorado Railroad Museum, P. O. Box 10, Golden, Colorado 80402. If you know what you want and wish to order it pronto, call (303) 279-4591. Here's your chance to do your shopping and support the Colorado Railroad Museum at the same time.

## STEAMUP AT THE COLORADO RAILROAD MUSEUM

The next steamup at the Museum will be held on Saturday and Sunday, December 6th and 7th. Rumor has it that the engine crews get a little carried away at this time of the year and one may see one of them alighting from the engine wearing a bright red suit! Children tend to get excited by this occurrence so take heed should you find yourself at the Museum on this weekend.

The Museum has an ambitious schedule for steamups in 1987. The following is the published schedule and descriptions of events:

April 11-12: Commemorating last Colorado & Southern narrow gauge stock train, will use the sole surviving stock car and a C&S 4-wheel caboose.

May 23-24-25: RMRRRC will have a trip this weekend behind UP Challenger #3985.

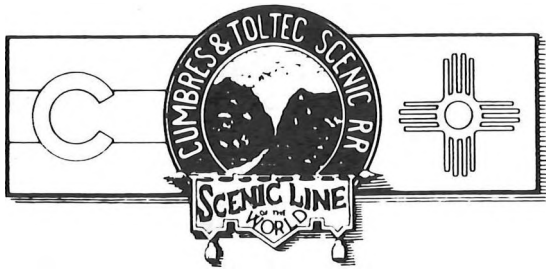
July 12-13: During the annual Railfair

August 22-23: A weekend of crew training and switching with various train consists.

October 3-4: A Union Pacific steam trip will be run by the N.R.H.S. during this weekend.

December 5-6: "Santa Claus" runs. The annual days for all kids up to age 90.

Of special note is the possibility of a "flanger" train operation if sufficient snow falls and there is time to assemble crew and steam up. Should this occur, there will be very short notice, but the Museum will call persons leaving their phone number with the Museum.



## WORK WEEKEND ON THE CUMBRES & TOLTEC SCENIC RAILROAD

The weekend of August 23 and 24, 1986 saw five of our Club members travel to Chama, New Mexico to join twenty-one other interested folks in working on C&TS equipment.

Bill Lock, an attorney in Albuquerque, has been the coordinator of this volunteer group over the past number of years, and again orchestrated this year's efforts.

With the joining of forces, much has been accomplished in refurbishing the vast number of pieces of rolling stock on the C&TS property as you will hear about in this report. Consider the number of ordinary folk from every walk of life and then ponder what they accomplished in less than two days!

The following list of participants is published in hopes that more RMRRRC members will join us next year for a work and fun-filled weekend on the C&TS:

Darrell Arndt, RMRRRC, Painting, Denver, CO  
 Carl Carlson, RMRRRC, Painting, Denver, CO  
 John Carson, NRHS, Carpenter, Grand Jct., CO  
 Glenden Casteel, NMRRC, Carpenter, Albuquerque, NM  
 Wade Hall, NRHS, Carpenter, Delta, CO  
 Jim & Rae Haynes, NMRRC, Albuquerque, NM  
 Lettering  
 Don Heath, Photographer, Albuquerque, NM  
 Bill & Betty Hurst, NMRRC, Lettering, Albuquerque, NM  
 Chip Irwin, RMRRRC, Carpenter, Denver, CO  
 Fred Knight, San Bernardino RR Hist. Society, Carpenter, Cherry Valley, CA  
 Earl Knoob, C&TS (RMRRRC), Carpenter, Chama, NM  
 Bill, Jenny & Beth Lock, NMRRC, "Pencil Pushers", Albuquerque, NM  
 Dan Ranger, C&TS (RMRRRC), Hogger, Chama, NM

Laurie Schuller, NMRRC, Lettering, Placitas, NM  
 Steve Schwenk, NMRRC, Painting, Albuquerque, NM  
 Calvert Smith, NMRRC, Painting, Jacksonville, FL  
 George R. Swain, NMRRC, Lettering Albuquerque, NM  
 Robert Pilar, Painting, Los Alamos, NM  
 Tamara Wells, Carpenter, Los Alamos, NM  
 Hugh Wilson, RMRRRC, Painting, Denver, CO  
 Spencer Wilson, Writer, Socorro, NM  
 Randy Worwag, RMRRRC, Carpenter, Englewood, CO

Did you note that volunteers came from as far east as Florida and as far west as California? Reprinting the South Park Book and last minute work on the 6th Nat'l NG Convention kept your editor from participating this year, but NOT next year. Why not plan to join other RMRRRC members next August?

What was accomplished in parts of two days? Let's take a look.....

1) The following drop-bottom gondolas, used in regular maintenance of way service, were scraped, completely painted with Boxcar Red paint and lettered with appropriate stencils: 787, 756, 731 & 848: these were lettered with the C&TS logo.

2) The following boxcars were scraped, nailed and painted with Boxcar Red paint: 3125 (formerly Breeding), 3231 (formerly Ross) and 3090 (formerly Scenic RY). [Note: These cars will receive the C&TS logo later. Of interest is that these three boxcars are the last cars in private ownership on the railroad, now being owned by the Commission. With the painting of these cars, all of the boxcars in the yard have been painted by volunteers within the last three years.....Quite an accomplishment!]

3) Major work was undertaken on the three refrigerator cars in the Chama yard. The carpentry crew did a number of items of carpentry work on the cars. In addition, it was determined that the roof ice hatch covers on all the cars (ten out of twelve covers--four per car) needed replacement. An assembly line was set up and ten were constructed and four were installed. The

other six covers were primed and will be installed at a future date. These cars were scraped, nailed and painted Boxcar Yellow.: #'s 157, 163 and 169.



*Hugh Wilson (l) and Darrell Arndt (r) seem to be enjoying "cleanup" of paint-spraying equipment. Looks like they got almost as much paint on them as on the equipment they were painting! In their defense, the breezes in Chama can make life interesting for a spray-painter. (Bill Lock Photo)*

Additional work is needed on these cars and will be done in the future, but, in addition to the Boxcar Yellow, the tops and ends were painted Boxcar Red. Earl Knoob subsequently lettered two of the three cars which were used on special excursions, including the NG Convention special, in September.

4) Earl Knoob had earlier directed the volunteer's painting and his lettering of #4444, the only 1880-era, wooden-coupler

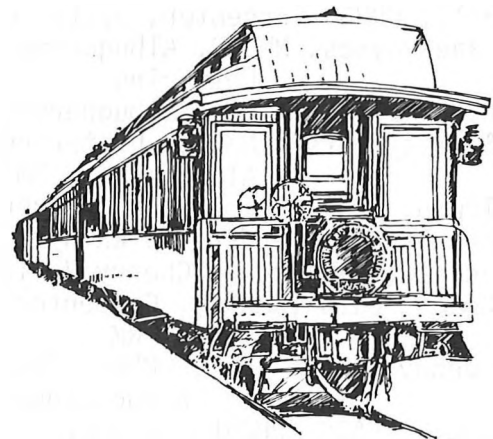
pocket boxcar (completed in 1983). Earl found a high-side gondola of the same basic configuration; that is, an 1880-era gondola with wooden-coupler pockets which had presumably in the 1920's been modified to conform with other and newer high-side gons with new stakes, etc. On Sunday, with Earl's help, the top 12-inch board of the high-side gon (which was itself in very rugged condition) was removed, the grab irons were lowered and the stakes were cut down a distance of twelve inches. One stake was completely replaced. This car was car #9378, and on Sunday afternoon was painted Boxcar Red. Earl has taken care of lettering this in the "D & RG" style done on the #4444 and it was in the special freight on September 15th.

5) In addition to the drop-bottom gons, the lettering crew lettered the paint car No. 3484 and the volunteer car No. 3016 in the C&TS logo. Both of these boxcars had been painted in 1985 by the volunteers.

All work? No! In addition to the painting of twelve cars, the major carpentry work to two cars and the lettering of six cars, a very successful program was presented Saturday night by several of the C&TS and volunteer people. Volunteers were treated to a ride to Cumbres Sunday morning, although Hugh Wilson, Carl Carlson and Darrell Arndt opted to stay in Chama Sunday morning to finish the heavy painting load.

All in attendance worked hard, but also enjoyed the fun and comradery of the weekend. All plan to return next year!!!

(List of work accomplished provided by Bill Lock)



## ROARING FORK RAILROAD CLEARS FIRST HURDLE

As reported in last month's newsletter, residents of Aspen were to vote on a referendum to allow the use of the old Rio Grande right-of-way into town for a new railroad. Well, Aspen/Pitkin voters said "All Aboard" to the Roaring Fork Railroad!

Aspen voters and residents of surrounding Pitkin County voted overwhelmingly in favor of a proposed luxury rail link with Denver, according to unofficial returns from the November 4th elections.

The election was considered a litmus test for the proposed \$18 million Roaring Fork Railroad. By nearly a 2-to-1 margin, voters approved use of both city and county open space for the railroad.

However, the railroad company now must wind its way through the complex city and county planning process, which will include numerous public meetings. Texan Randy Parten already has sunk \$1 million into his plan to rebuild the tracks, abandoned by the Rio Grande in 1969. That figure includes his purchase of 39 passenger rail cars, including two ex-Rio Grande Zephyr/California Zephyr cars dome cars.

Parten wants to link Stapleton International Airport with down-town Aspen by next November--one hundred years after the first train pulled into Aspen from Denver.

Within three years, he wants to add rail buses to his tracks to bring commuters up the Roaring Fork Valley from Glenwood Springs and Carbondale to Aspen, avoiding treacherous driving on Colorado 82.

## FORNEY MUSEUM FOUNDERS PASS AWAY

Within a very short time of each other, Dr. James Arneill, Jr. and J. D. Forney passed away at ages 82 and 81 respectively.

At one time, Arneill owned a steam locomotive and several rail cars. They were used to wine and dine notable visitors to Colorado and became a vital part of the movie "Cat Ballou." He started the transportation museum in 1969 with his

railroad collection, old fire trucks and other vintage vehicles. It became the Forney Museum in 1971.

Forney was widely known as founder of Forney Transportation Museum, now located at 1416 Platte St., on the west side of downtown Denver. He started the museum in Fort Collins and moved it to Denver in 1967. (Denver Post Information)



## C&S No. 71 AND ROLLING STOCK TO REMAIN IN CENTRAL CITY

The townspeople of Central City managed to raise the funds needed to return No. 71 to Central. Besides donations from town residents, many outsiders felt sorry for the city and made donations.

It seems a real shame that the President of the State Historical Society did not feel it necessary to state the Society's position and plans to the media. As it was, the only story that came across was the "Great Train Robbery." The Society should have expressed the possibilities of real restoration of the 71 and its rolling stock in a world-class renovation of a historic district with operating museum displays, set in a beautiful background. Can you imagine old No. 71 restored to working condition, running, once again, over the Loop?

Knowing how Central City residents really felt about the train (consider the run-down condition it has been subject to over the past many years), it seems a shame to send the train back to Central to once again deteriorate. It also seems a shame that the State Historical Society reneged on its responsibility to the people of Colorado to preserve State history and artifacts and, in effect, act as the Central City Historical Society.

(Jim Trowbridge)

## NEW RAILROAD TRACK SUPPORT METHOD

Train derailments and slow orders may be a thing of the past if research now being conducted jointly by Iowa State University and Neosho Construction Company, Inc., Council Grove, Kansas, proves successful. A new railroad track support method invented by engineers at ISU is in its first full-scale test near Joplin, Missouri, in research being sponsored by the National Science Foundation.

The new invention uses "minipile" or vertical pedestals of a special concrete containing fly ash. The piles are installed between the railroad ties and then "mushroomed," forming a pile cap underneath the ballast to support the ballast, ties and rails.

According to John M. Pitt, co-inventor and associate professor of civil engineering at ISU, "Train wheel loads cause rails to deflect downward, and subgrade reaction forces the rails back up after the load passes. Such bending indicates an extraordinary amount of pounding on the ballast-soil subsystem, and flexing of the steel rails. The purpose of the minipile system is to reduce this flexing and pounding, particularly when track has to be supported on soft soils, where deflections and excessive stress/strain occurs."

Recent tests indicate that minipiles have reduced vertical rail deflections as much as 80 percent on a track section when compared with adjacent untreated control sections, and the improvement is expected to become even more dramatic as time goes on.

A major part of the development has been to devise new installation procedures, which are being done by Neosho Construction, a firm specializing in railroad track construction and rehabilitation.

The Neosho project, with ISU as a sub-contractor, is part of a unique program of the National Science Foundation designed to encourage industry-university cooperation, and carry successful inventions from the drawing board into practice.

Much U.S. railroad trackage is laid on top of alluvial soils because railroads were routed over floodplains to take advantage of their level topography. Floodplain soils are frequently soft silts and clays that are the target of the minipile support system.

Ed Teghmeyer, project engineer for Neosho said that on a long-term basis, the cost-to-benefit ratio may exceed 3-to-1 over that of other conventional rehabilitation methods. "That's in the long haul," he stated. "Initially the installation costs may be higher than for other methods, depending on availability of materials, and site restrictions.

Of major importance to the railroads is the amount of time required to rehabilitate and repair track. When a track is "out of service," it's a liability, not an asset. The minipile system can have a section of track back in service within hours.

Field instrumentation and testing of experimental track sections is being performed by Pitt and his co-workers, John and Suzanne Rohde, and R. L. Handy, professor of civil engineering at ISU and a co-inventor. The minipile support method has been patented and the patent assigned to the ISU Research Foundation, with Neosho Construction having exclusive rights to the patent for following research and development of the minipile system. (John Dillavou of an article in the November, 1986 Iowa Stater)

## UPDATE ON C&S EQUIPMENT COMING FROM THE BLACK HILLS

We thought we would pass on some information gleaned from Colorado Midland Rails concerning data on the cars being moved with engine #9 from the Black Hills. The cars include Baggage-RPO #13, coach #76 and Business Car #911, formerly Car B-2, a 36-foot car built in 1882 from an 1872 coach. All three cars had been on the Deadwood Central RR in South Dakota since 1949.





## BOOK REVIEWS

Rio Grande Narrow Gauge in The Summer of 1941. By John W. Maxwell (RMRRRC member) and Charles S. Small. Railhead Publications, P. O. Box 526, Canton Ohio 44701. Soft Cover, \$14.95; Cloth, \$29.95.

This is 124 pages of 8½x11 format with over 130 photographs including some color on the front and back covers. Many have never been published before and cover the summer of 1941 when the major narrow gauge lines were still intact.

Your editor found this to be a most interesting collection of unusual views along with the more typical shots we are used to in most photo books. There are so many photos showing "everyday" events that make the railroad and its people much more real and interesting. There are also views of structures and track layouts that I've heard about, but never seen in photographs...and certainly never saw in person! Modelers will find this volume most useful and very stimulating. History/Rail buffs interested in the day-in-day-out sights of yesterday will find the book just great fun. The maps will not excite many, but modelers can glean some useful information about support buildings, etc.

Trolley Cars of Fort Collins. By E.S. Peyton, R. A. Moorman and Kenneth Jessen. (E. S. Peyton and Kenneth Jessen are RMRRRC members) JV Publications, P. O. Box 8036, Loveland, Colorado 80537. Soft Cover, \$3.50 post paid.

An interesting little booklet (30-pages) giving a short, concise history of the Fort Collins Trolley Lines and equipment as well as an overall look at the restoration of Car No. 21. Anyone who has been up to Fort Collins to ride the restored car and trackage or plans to do so will find this to be a nice addition to their library.

## CLUB MEMBER BUYS RAILROAD EQUIPMENT FOR PERSONAL USE

Club member, Dick Ross of Watkins, CO, received quite a write-up in the Boulder Daily Camera on November 7th. It seems that Dick did what most of us often wish we could do--purchase old railroad equipment and park it on our property. Dick is a Colorado & Southern buff and recently learned of some slightly unkempt 40-foot, C&S wooden boxcars, built by American Standard in 1926, that could be had by their present landlord in Louisville.

The cars will eventually be moved to their permanent location at Dick's 20-acre home in Watkins, 25 miles east of Denver. Dick will relay the track that the cars have been sitting on the past 15 years at his home and will refurbish the outside of the rolling stock to 1926 appearance and lettering. Inside, Dick will repanel, put down new tile, add bookshelves, etc.

At least one of the cars will become his personal museum for his collection of railroad "stuff" ranging from steam engine headlights, lanterns and baggage carts to caboose and depot stoves.

In another boxcar, Dick will build his long-neglected model railroad which will follow the C&S narrow gauge.

What's next? Well, Dick is looking for a caboose and has a lead on one right now!

Not only did Dick get some nice publicity, but the Club did well too as Dick had his picture taken in front of the boxcars being loaded on flatbeds. The photograph was printed in full color and Dick's RMRRRC T-shirt came out large and clear! Now, if he had been wearing his RMRRRC hat instead of the C&S one, well..... Congratulations, Dick.

## MISCELLANEOUS

### DENVER HO MODEL RAILROAD CLUB

Additional activities at the Colorado Railroad Museum include an "operating" night every Thursday, except Christmas, during December of the HO Model Railroad

Club. Our own Erwin "Choo Choo" Chaim is president of this organization and can be found skulking around the layout removing signs pointing the way to "Thistle."

#### AMTRAK SUPERLINER SERVICE

On Tuesday, October 14th, Amtrak introduced its Superliner passenger service to Denver, bringing five double-decker cars to Union Station. About 5,000 people toured the cars which will be added to three routes, including the California Zephyr. The center attraction is the Sightseer car with floor-to-ceiling windows.

#### PIGGYBACK ON TRACK

The Rio Grande's Monday through Thursday Piggyback trains are doing well between Denver and Salt Lake City. This comes as a result of a labor agreement that reduces crew changes and cuts labor costs, resulting in a reduction of rates for the Salt Lake-Denver run to \$296 for a one-way trip. Tractor trailers are unloaded at the Rio Grande's "piggyback" terminal on Pecos Street in north Denver.

#### MILLER PHOTO SPECIAL

Neal Miller announced at the November meeting that his annual Christmas gift to those attending the December meeting is at the printer's. This year's photo is unique as it was taken with a 116 Brownie camera in 1952 of a UP 4000 downhill in the forefront with a doubleheader coming uphill in the background on Sherman Hill near Buford. We're looking forward to receiving Neal's annual photo!

#### 50TH ANNIVERSARY CELEBRATION

We can't wait for '88! Why '88? It's the 50th anniversary of the Rocky Mountain Railroad Club. A core group started the basic plans for a year of celebration this last spring and now it's time for YOU to get involved. Because we are having a very special and memorable year, we will need lots of help. This is your chance to contribute some time and effort to the Club. Please read over the following list of committees and chairpersons and choose the ones you wish to work with:

Trips--Bud Lehrer

Field Trips--Rich Dais  
Special Trips--Darrell Arndt, Ardie Schoeninger and Cyndi Trombly

Banquet--Alan Greene  
History/Book--Jim Trowbridge  
History/Slides--Darrell Arndt  
History/Oral--???  
Souvenirs--Erwin Chaim  
Equipment--???  
Special Events--???

As you can see, there are some committee chairmanships which haven't been filled. If you have ideas for chairpersons and/or wish to work on these committees, please contact the 50th Anniversary Committee Chairpeople, Ardie Schoeninger and Cyndi Trombly.

Let's make '88 great!!! (Cyndi Trombly)

#### 50TH ANNIVERSARY CONTEST

We will be having a contest in early 1987 for a slogan and logo for the 50th anniversary celebration year. Please be thinking and drawing and watching for further details in upcoming Rail Reports.

#### FREMONT & ELKHORN VALLEY RR

In the July issue of the Rail Report, there was a story about the Fremont and Elkhorn Valley Railroad. On October 18, 1986, steam engine #1702, a 2-8-0, pulled a seven-car train with about 350 passengers from Fremont, Nebraska to Hooper, Nebraska and return for a round-trip of 38 miles. Club member A. D. Mike Blecha reports riding this excursion and apparently enjoyed himself.

