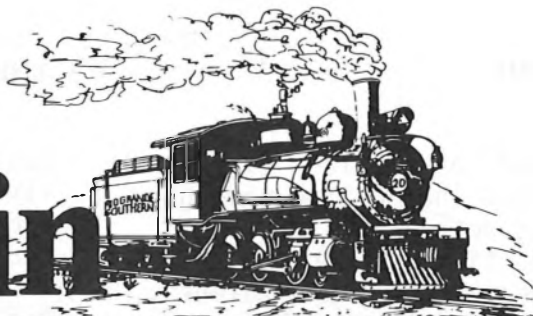


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 13, 1987 -- 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
John Dillavou..... President
Rich Dais..... 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.

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.

January, 1987..... No. 328
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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships and lost newsletters to:

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

JANUARY 13 PROGRAM

Many local Club Members are familiar with the fabulous photos taken by the late Michael C. Trent of the last of steam on the Colorado & Southern during the years 1955-1962.

A special treat is in store for our January program as slides made from Mike's personal collection are shown along with Mike's own narration, recorded in December of 1962. Presentation of this material will be made by Mike Trent, Jr.

Don't miss this rare opportunity to revisit some old friends--C&S engines and Mike.

DECEMBER MEETING

Keith Kirby presided for the last time as president and carried the meeting through elections. It seems appropriate at this time to mention the fine job done by Keith and to thank him for his time and talents. The Club greatly appreciates Keith's efforts and hopes that he will remain very active in Club affairs.

New officers and directors elected include: John Dillavou, president; Rich Dais, vice president; Bill Gordon, secretary; Bert Bidwell, treasurer; Mat Anderson, Alan Greene and Bud Lehrer, directors. Hold-over directors include Merle Dorsett, Tom Lawry and Dave Salter. (Your editor misnamed the hold-over directors in the December Rail Report and wishes to apologize to Merle and Dave)

Prior to our evening's program, all were treated to Neal Miller's annual photograph giveaway (a reprint is included in this Rail Report for the benefit of members who could not attend the December meeting) and refreshments (our thanks to Cathy Lawry who arranged for food and drink and all those who helped).

The finishing touch was a delightful slide program presented by Tom Lawry which included slides from Tom, Irv August and Stu Anderson covering Steam Expo '86. Help with fade-in/out delivery was provided by Darrell Arndt. Thanks, fellows.....it was great!

MARCH PROGRAM—POTPOURRI NIGHT

One of the most popular programs presented each year is potpourri night! This is again scheduled for the March meeting this year. You are requested to bring your fifteen (15) slides to the January or February meetings so the March program can be prearranged in carousel trays for quicker keying. Name titles may, or may not be made this year so please bring your name slide from previous years if possible. REMEMBER.....slides should be in focus and correctly exposed.

THIS MONTH'S NEWSLETTER

Due to the insertion of the Ski Train Flyer, we had to cut the newsletter back two pages to keep our mailing costs under one ounce. Many of you supplied

Due to the last minute insertion of the Ski Train Flyer in this mailing, the newsletter had to be cut back two pages to hold the weight under one ounce. We will get the contributions by several members into the next issue as well as some other items that were dropped.

PRESERVATION FUND AND BOOK DRAWING

Allocations from the Preservation Fund have been made possible by generous donations and purchase of tickets for the monthly book drawing. Winners of books and other railroading materials at the December meeting included:

- Joe Priselac / Memorial Edition, DSP&P
(Damaged)
- Stu Anderson / Memorial Edition, DSP&P
(Damaged)
- Larry Lombard / N&W Giant of Steam, Pruett Publications
- Diana LaCazette / Rails Around the Loop,
by Gary Morgan
- Eunice Margheim / Tie Plate & Spike Door
Knocker (Made by Bill Youder, former Director)
- Gene Martin / TRAINS: The Complete Book of Trains and Railroads by John Westwood
- Tom Caldwell / UP Centennial Playing Cards
in tine box
- Alan Greene / Official Guide of the Railways, December '71
- Don Webster / 1979 UP RR Calendar

SWAP 'N SHOP

WANTED: Clean copy of RAILS AROUND GOLD HILL by Morris Cafky. Need not be signed or numbered. Will need to check book prior to purchase, but willing to pay postage both ways if out of Denver area. Please write or call before sending book. Jim Trowbridge, 502 S. Cody St., Lakewood, Colorado 80226. (303) 988-2267.

FROM THE PRESIDENT

As your new President, I hope to make a few changes within the organization. Many of these will be general housekeeping-type changes to improve the operations of the Club. We do need to look at some major items as well. One thing is our By-Laws which were last changed in 1966 and after 20 years we find that to keep up with the times and such things as Tax Reform coming upon us and other requirements that we need to review to bring the By-Laws up to date, we need to be in compliance since we are a non-profit organization. This will be especially critical now that we are beginning to work on preservation projects.

I would like to see our group raise more funds in 1987 to be able to do more in the way of preservation. When the Federal Government, cutting back on funds and grants to some organizations that previously got help on their projects, more and more private groups like us will have to assist if we want to see railroad structures retained and restored. We plan on having at least one and possibly two work days where we as a group can go to some communities and work on various railroad structures (these two being depots right now) that have been moved in order to save them for their historical significance. These work days can not only accomplish something but they can be a lot of fun as well.

The Trip Committee has outlined some of the proposed trips that the Club will do in 1987. There will be trips for all from inexpensive one-day trips to week-long and/or weekend trips for those people that have the time and the funds to do so. Unfortunately the operating costs of some trips have gone up and the carriers pass these on to us. These costs must be included in the cost of those trips. None of us like this but it is getting to be a fact of life.

Although I have been a member of this Club for 22 years now, there are still a lot of people I do not know. I may recognize a face but a name often slips me (they state that the mind goes first but I think it went after college sometime) and please bear with me on this. One thing I would

like to see too, is that in attending a meeting, make the effort to go up to someone you do not know and introduce yourself; get to know each other better. It will help all of us have a better time and one that the Club was formed to accomplish; to enjoy railroads and have fun doing it.

(John Dillavou)

FROM THE OUTGOING PROGRAM CHAIRMAN

A Thank You from your out-going Vice President.....

December was my last month as your Vice President and Program Chairman. I have held this position for eight enjoyable years, including 96 programs plus four more scheduled for 1987. I would like to thank all the many people who put on these programs. They were enjoyed by everybody. Not once did any of you let me down!!!

Thank you for being so patient with my corny (Editor's note: AMEN!) jokes.

Again.....it has been a most enjoyable and fun eight years. (Erwin Chaim)

[Sorry Erwin, I couldn't help myself! I was overcome with relief that my potpourri slides wouldn't get conveniently lost, shown out-of-focus, shown up-side-down, etc.!!! As "corn" goes, you're KING. We'll miss ya!!! Jim]

PROPOSED EVENTS SCHEDULED FOR 1987

Feb. 7	Denver Union Station Tour
March 29	Winter Park/D&RGW Ski Train
May 2	Preservation Work Day/ Fleming, CO Depot (May 16 Alternative)
May 9	Manitou & Pike's Peak Cog Ry.
May 24	Union Pacific 3985 Excursion
May 30	Colorado RR Museum Work Day (June 6 Alternative)
June 13-21	Pennsylvania & Eastern US Tour
June 21	High Country RR/Heritage Square
July 25	Preservation Work Day/ Victor, CO. Alta Vista Station, F&CC RR.
Aug. 22-23	Hagerman Tunnel Field Trip
Sept. 5,6 & 7	Flagstaff, AZ/ Grand Canyon/ Amtrak Excursion
Sept. 19	Cadillac & Lake City RR Trip
Oct. 10	RMRR Annual Banquet



A terrific view of C&TS #484 pushing its way through the 2½-feet of snow just below Windy Point. While Earl Knoob and your editor stepped off the engine to get this shot, our "visiting" engineer, Russ Fischer took over the throttle and gave us this shot. What a thrill to listen, watch and photograph this event! (Jim Trowbridge Photo)

MOUNTAIN RAILROADING—A VERY SPECIAL TRIP ON THE CUMBRES & TOLTEC SCENIC RAILROAD! By Jim Trowbridge

As has become my custom, I end the year by treating myself to a sabbatical to narrow-gauge-land beginning with the Cumbres & Toltec Scenic Railroad and ending with Ed Gerlits' Animas Cañon Express on the D&SNG.

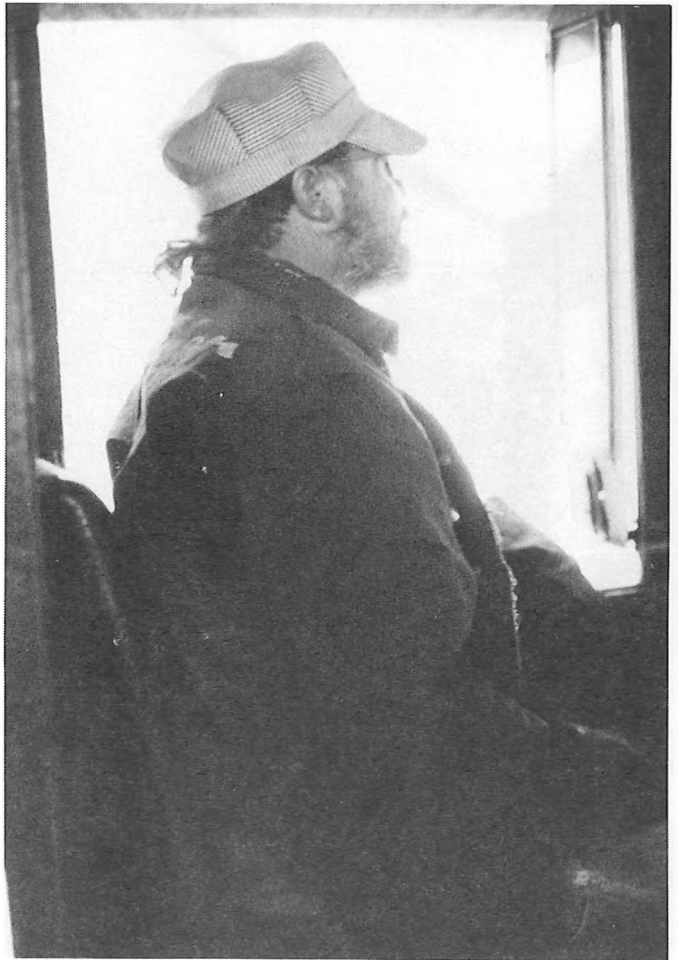
This past September was no exception and so I found myself traveling alone to Chama via Route 285 to Alamosa, then to Antonito and on to Chama. There was a chance of bad weather for the weekend, but I found nothing but sunshine all the way to La Manga. I should have known that things would change though as an old proverb states that bad things come in 3's and this trip was prov-

ing it true. My gas gauge was malfunctioning and I ran out of gas about 15 miles north of Alamosa, but was saved by a farm nearby. Then there was the flat tire just outside Alamosa and, finally, the abrupt change in weather and temperature as I approached the summit of La Manga Pass which saw me lose control on icy pavement and dig myself out of a snowbank! Figuring I had had my "three," I decided to continue on to Chama over the treacherous roads.

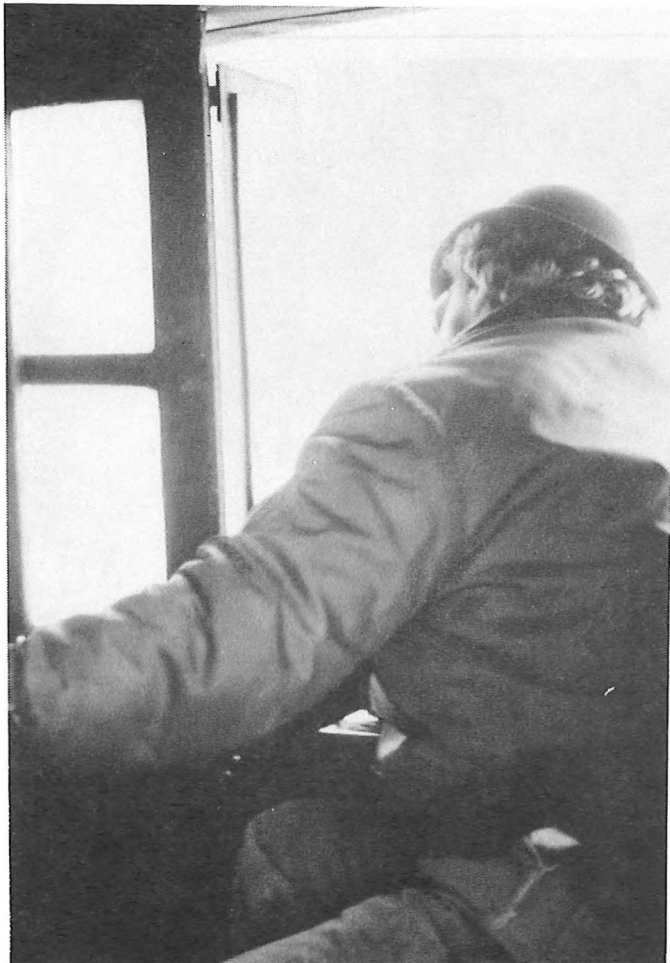
I arose early the next morning to take the C&TS van over to Antonito to ride across the entire line. The weather continued to be bad and through trains were cancelled. Passengers on both ends of the line were given the option of full refund or half price for rides from Antonito to Sublette

and back or Chama to Cumbres and back. Most chose to take the half+ trip, especially out of Chama as the snow and anticipated sights and sounds were quite appealing.

With a couple hours to train time, Earl Knoob, engineer, Bill "Moose" Anderson, fireman (both RMRRC members) and I walked over to Foster's for a cup of coffee and roll. Having worked with these men on Club and Narrow Gauge Convention trips before, I felt somewhat free to ask to ride in the cab with them and continue discussions of past and future special excursions. It was OK with them as long as I secured permission of Dan Ranger, general manager, which I did. Thus, the beginning of a trip that I will never forget.



Bill "Moose" Anderson is the fireman for today's trip. Bill is a RMRRC member and has contributed to the newsletter in the past. His duties would take him outside the engine today to play "cowboy" as well. (Jim Trowbridge Photo)



Earl Knoob, engineer and RMRRC member keeps a close eye on the track ahead while his hand remains on the throttle for a quick response to slipping drivers. The bowler-style hat gives a turn-of-the-century look and gives riders an unusual photograph to show friends back home. (Jim Trowbridge Photo)

It was chilly and the snow that fell was more like rain and soaked one's clothing. It was coming down hard! Fortunately for our passengers, some of the new cars were on the full-tonage train and afforded a totally enclosed coach. Since the C&TS does not normally run in winter, no heaters are aboard the passenger cars.

We pulled out of Chama on time for what we expected to be a 2½ to 3-hour ride. We were having a wonderful ride through the snow-fall and our engine, with the able talents of Earl, kept her traction on the rails; that is, until we reached Cresco siding. Now we were in deep snow and icy rails. We lost our traction. Earl urged the 484 on, constantly working the throttle to grab the rails. We would advance a short ways



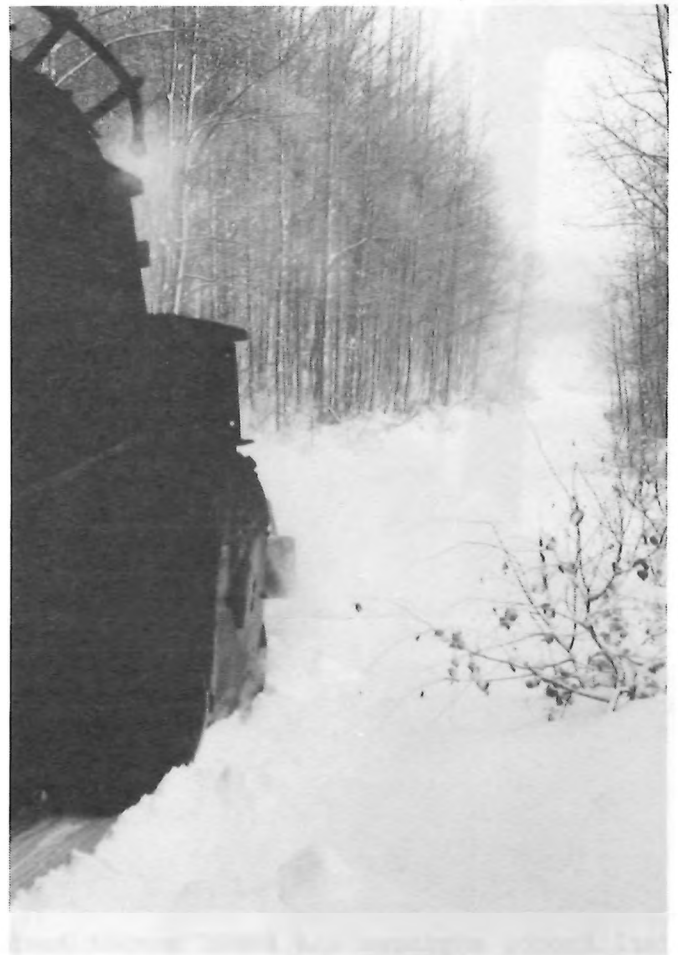
Being an engineer isn't all glory. Here we see Earl having to lean over the smoking stack, trying to replace the spark-arrester. It turned out that some brackets had broken and Earl had to leave it off. No matter today! Will this snow storm, the fire danger is virtually non-existent. (Jim Trowbridge Photo)

and then have to back down to get a run at it! As in Chama, it was time to unstop the sand pipes and coax dry sand down from the sand dome. Russ Fischer, who had been taking photographs of our passing, joined us and shared his experience as an engineer. We continued working our way up the track, losing traction over and over as the snow continued to mount up. Along the way, the track maintenance crew cleared the road crossings and cheered us on as did the rather large group of rail fans who had joined the chase to record and photograph this event.

Finally, we managed to reach Coxo crossing where Earl coaxed our train to a stop just

past the road crossing. This was the end of the line if we were to continue to pull full tonnage. It was decided to drop our train and use the engine to "buck" the snow off the track up to Cumbres and return for the train. This we did, successfully! After clearing track past the highway crossing at Cumbres, we headed back to Coxo to pick up our train and some very cold, but delighted passengers. They had had quite a trip themselves!!! Imagine the sounds of 484 working upgrade in the snowstorm with magnificent shots as we slipped drivers and smoke shot out of the stack.

We made quite a run with our train past Coxo, up Windy Point and past Cumbres. We couldn't afford to slow down and lose our momentum.



A view of the track with up to 2½-feet of snow ahead of our engine as we push our way up Windy Point to Cumbres. We had dropped our train by now and were clearing the line with just the engine. (Jim Trowbridge Photo)



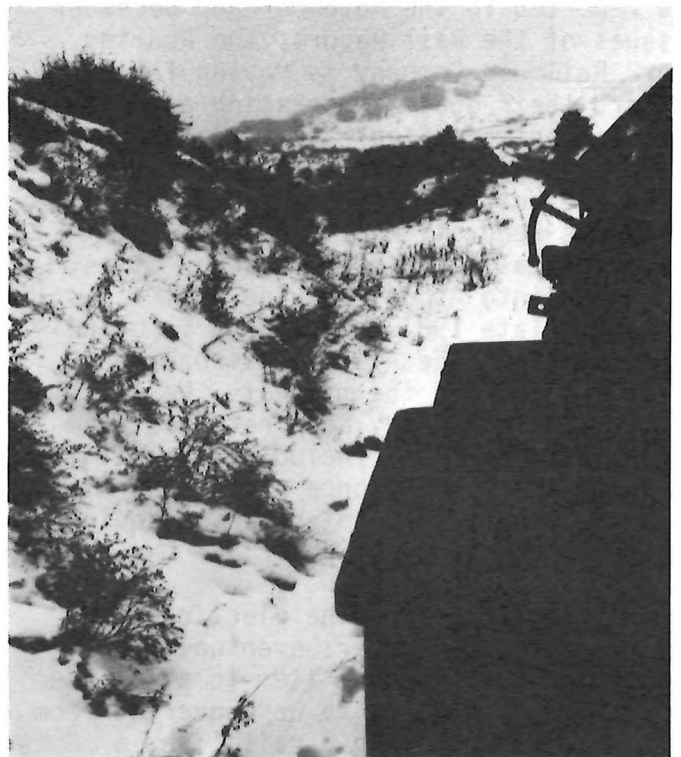
crossing, cattle began showing up on the right-of-way for miles. Earl leaned far out his window, Bill fired and I leaned out the fireman's window, watching the cattle running just ahead of the engine. Earl kept applying air, but on more than one occasion, we had to come to an emergency stop and then recharge our air. At one point, Bill got off the engine to chase cows off the tracks, succeeding with one small herd, only to have another herd drop down on the tracks in front of us.

Finally outrunning the cows, we drifted into Chama, about six hours after leaving that morning. A cold, long trip up the hill and back, but well worth any discomfort! Any complaints from passengers? Well, judging from the beaming faces, excited chatter and laughs, I don't think so. In fact, I think there are about sixty to eighty people out there who wouldn't hesitate a moment to jump aboard a C&TS train and do it again!!!

Earl and I had jumped off the engine to get a photograph of the #484 pushing its huge pile of snow toward us. This pile would sometimes get to be five or six feet high and fifteen to twenty feet long. (Jim Trowbridge Photo)

At Cumbres, our passengers received another rare experience as they watched track crews clear the line as 484 backed up the leg of the wye (some 3% grade) to turn around for the trip down the hill. What an experience! Drivers slipped again and again as Earl urged 484 up the wye. Deep snow and icy rails required all his experience to be brought to the fore. As we came down the other leg of the wye and passed the train, passengers yelled and waved to show their pleasure.

The trip down the hill was beautiful. The new fallen snow was just splendid. The elements were no longer holding us back, but herds of cattle were! Once past Coxo



Cattle became such a problem as we descended Cumbres that Bill had to leave his post as fireman (into the capable hands of your editor) and try to chase this herd off the tracks. No sooner had he accomplished this when another crazed herd came down onto the tracks just ahead of this spot and the game started all over again. (Jim Trowbridge Photo)

NEWS ABOUT THE ROARING FORK RAILROAD

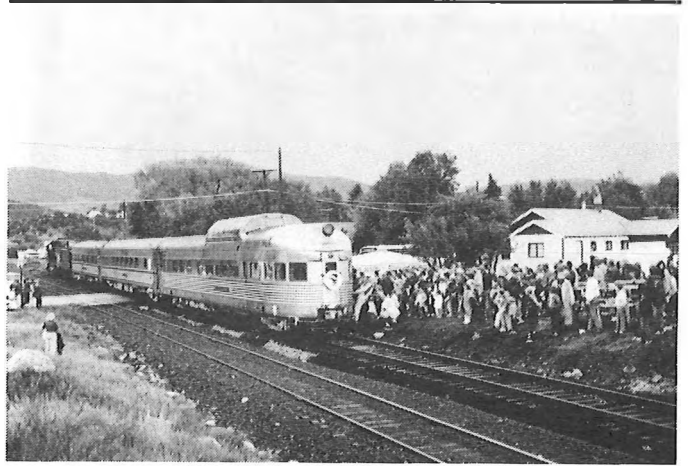


The Roaring Fork Railroad Company special charter passes a familiar sight, the Glenwood Springs depot, as it slows for the switch that will turn it south to Carbondale. (Darrell T. Arndt Photograph)

As reported in the November and December issues of the Rail Report, the Roaring Fork Railroad Company is moving forward toward their goal of operating passenger service between Stapleton Airport and Aspen. Numerous hurdles remain to be overcome but if they can be, which includes renovation of the equipment and reinstallation of some seven miles of track into Aspen, service will begin in late 1987. Equipment is being acquired from the Alaska Railroad and from a source in the midwest. Nearly 20 cars have already been received from the Alaska Railroad including, ironically, several domes which once ran on the Rio Grande Zephyr. The intent is to equip the cars for head end power.

About a month before the elections in which Aspen area voters eventually supported a referendum item to allow the old grade into Aspen to be converted from a bike path back into a rail line, a special train was operated between Denver and Carbondale to demonstrate what such passenger service could be like. Invited guests rode the train and it was open for display while parked in Carbondale over the weekend. Cars used were the round end observation business car COLORADO, recently refurbished lounge car UTAH and ex-CZ/RGZ dome-lounge-observation

car SILVER SKY. The train left Denver about 10:30 A.M. on Friday, October 3 and arrived at Carbondale about 5:00 P.M. Some 150 to 200 people were on hand to welcome the train. The engine and caboose left the train until Sunday night when it returned to take the train back to Denver. (Darrell T. Arndt)



The special train backs into the siding at Carbondale as local inhabitants cheer, a band plays, children dance and fire sirens scream. (Darrell T. Arndt Photograph)

REMINDER

CLUB MERCHANDISE AVAILABLE

- CLUB T-SHIRT (s-m-l only)..... \$5.00
- CAPS (one size fits all)..... 4.00
- CLUB EMBLEM (fits any bumper or suitcase)..... .50
- CLUB PATCH (fits anything at all!).. 1.00

Please add \$1.00 per order if ordering by mail on large items or include a stamped, self-addressed envelope if just a patch or self-sticking decal is ordered.

Items may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB
 c/o Erwin Chaim
 560 Emerson St.
 Denver, Colorado 80218



A' COMIN' and A' GOIN'. By Neal R. Miller. 1½-miles west from Buford, Wyoming on Sherman Hill, July, 1952.
Union Pacific Steamers 4005 & 5019, 3994

NOTICE

TOUR OF DENVER UNION STATION

Our first trip activity for 1987 will occur on Saturday, February 7th, when we tour the Denver Union Station. Stationmaster Richard McSpadden is generously giving of his time to show us this beautiful and historic structure at 17th & Wynkoop St. We will have the opportunity to see the seldom visited nooks and crannies and to hear stories about its history. There will be some rather strenuous step climbing. We hope to also include a visit to see the great "0"-Scale model railroad in the basement and the Switch Tower which may soon be history.

Our tour will be limited to sixty (60) people. Tickets will be sold at the January meeting or from Mat Anderson, 1117 S. Clayton, Denver, CO 80210. The cost is \$1.00 per person. Tickets ordered by mail must be accompanied by a self addressed, stamped envelope. ALL tickets are on a first come, first served basis!!!

We will meet in the station's waiting room at 9:00 a.m. and will divide into two groups. We should conclude by 12:00 noon.
(Bud Lehrer)

MISCELLANEOUS

Effective December 1st, freight trains no longer passed through the tracks of Denver Union Station. A double track bypass track has been installed in the middle of the valley which allows all traffic from the south to avoid the depot area. The mainline D&RGW connection to Burnham Shops had been previously cut by the new Walnut Street viaduct and now the connection to the BN main is to be removed and the depot will become a stub station. Most of the train sheds and two of the remaining five tracks are to be removed as part of this past year's effort by the BN to remove as many rail facilities from the valley as possible. The city is now drawing up plans on what viaducts can now be removed or shortened and their plans reportedly (and if so, incredibly) do not show tracks going into the depot!! DTA



The Silverton Standard and the Miner reports that ridership figures for the Durango & Silverton Narrow Gauge Railroad's 1986 operating season total 164,114 passengers, including the Cascade Canyon run. The figure is 2,000 higher than 1985. Good for them!!! DTA

ROCKY MOUNTAIN



BOX 2391
DENVER, COLORADO 80201

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

BRYAN BECHTOLD
940 E. 8th AVE.
DENVER, CO 80218 -3327

First Class Mail