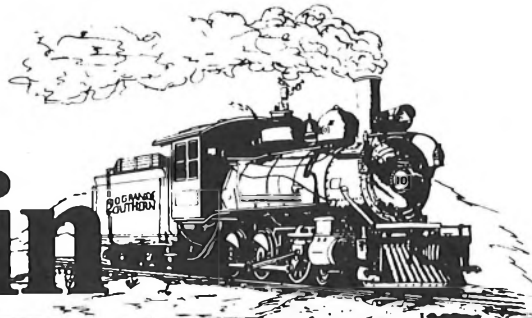


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

May 12, 1987 -- 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  
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.

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## 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

May, 1987..... No. 332  
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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## 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 for many benefits such as free entry to the Colorado RR Museum.

## MAY 12 PROGRAM

Back by popular demand!.....So you want to ride a passenger train?.....With trains arriving and leaving every fifteen minutes?

THEN go to Germany!!!

But, first, come to the May 12th meeting and let Erwin and Bobbie Chaim take you on a tour through Germany by train...looking "OUT A TRAIN WINDOW."

This program is set to music and presented with two projectors. Included in the program will be some do's, don'ts, and how to's to help you have your best time ever in Europe.

## APRIL PROGRAM

### A REAL SNOW JOB

That could be one way to describe Jim Ehernberger's program at the April meeting.....but do understand that as a complement!!! Jim shared with us his extensive and impressive collection of photos of snow removal operations performed by standard and narrow gauge railroads from the turn of the century to the end of the steam era. Tracing the evolution of the snowplow from small "wings" on early locomotives to the huge rotary plows that are still in use today, we were enlightened about what seemed to be a infinite variety of contrivances designed to clear the tracks including some rather preposterous looking machines using augers and paddles. Rounding out his presentation was coverage of the great blizzards of 1949 that closed the Union Pacific's main lines east of Cheyenne and later between Laramie and Rawlins for two weeks. Great photos of incredible drifts, huge steam engines frozen to the rails, transcontinental passenger trains immobilized and derailed equipment portrayed the awful struggle that railroads in Wyoming, Nebraska and surrounding states endured to maintain and restore service. Our thanks to Jim from coming down to give such a fine presentation! DTA

# Memo!

## TRIP CANCELLATION NOTICE—GRAND CANYON

The Trip Committee, after much deliberation, has decided to cancel the Labor Day Weekend 1987, Flagstaff-Grand Canyon-Amtrak Excursion. We are considering making this a part of our 1988 calendar of trips and activities, but nothing has been decided at this time.(Bud Lehrer)

## ANNUAL BOOK RAFFLE/EQUIPMENT FUND

Each year the Club offers chances to members to obtain special railroad books that are hard to find or cost hundreds of dollars to obtain as an incentive to support the Equipment Fund. This support goes far in preserving our historic RR equipment at the Colorado Railroad Museum. Bill Gould, out equipment chairman, has expressed his thanks to all who have contributed to the equipment preservation this past year through cash donations or physical help.

The results of the Raffle drawing at the April meeting follows:

1st Prize// Colorado Midland, RMRRRC, 1965.

Claude S. Hardin, Brashear, Texas

2nd Prize// Denver, South Park & Pacific, Memorial Edition, RMRRRC, 1976.

Bill Gould, Louisville, Colorado

3rd Prize// Pictorial Supplement to Denver, South Park & Pacific, Trowbridge Press, 1986, Donated

Mr. & Mrs. Gary A. Waite, Salem, Oregon

4th Prizes/ Steam Tramways of Denver/ The Colorado Eastern Railroad/ Denver, Longmont & Northwestern, RMRRRC, 1982.

Dr. Carl R. Bogardus, Edmond, Oklahoma  
J. N. Sargent, Merlin, Oregon  
Libby & Mark Schultz, Broomfield, Colo.  
Sister Mary Borgia, Denver, Colorado  
Doug Wilson, Denver, Colorado  
Guy Dunscomb, Modesto, California

This year's drawing raised over \$1300 for the equipment preservation fund. Our next drawing will be solicited with the annual dues notice in December.

## MANITOU & PIKE'S PEAK COG RAILWAY EXCURSION

A complete notice of information can be found in the April issue of the Rail Report. Should you wish to make this trip at the last minute, please contact Mat Anderson at 722-9460, area code 303.

Fare for this trip id \$16.00 for adults and \$8.00 for children, ages 5 through 11.

## PRESERVATION FUND AND BOOK DRAWING

Support continues to be high for our monthly Preservation Fund book drawing. While members are securing some truly fine railroad books and artifacts, the Club continues to back and look for more preservation projects of railroad heritage. A large crowd is expected to be at Fleming on May 2nd to paint, nail, scrape, etc. on the old CB&Q depot that the town of Fleming has secured for preservation. Your donations have provided approximately \$700 for this project.

The following members won books or other railroad related items at the April meeting:

Irv August / Echoes of Como  
Kimberly Filip / Railroad Handbook  
Don Palmer / Colorado's Mountain Railroads,  
Sundance Publications, Ltd.  
Chuck DeSellem / For The Love of Trains  
Stu Anderson / 1987 UP Calendar  
Val Lamb / Santa Fe Playing Cards  
Dave Schumacher / C&NW Calendar  
Darlene Edgerton / "Rocket" Souvenir Plate

## RMRRRC EQUIPMENT WORK DAY AT THE COLORADO RAILROAD MUSEUM

May 30th has been designated as a work day at the Colorado Railroad Museum. ALL members are requested to participate in working on the Club's equipment. There are NO special talents required. General cleaning, as well as painting and general repair are the order of the day.

This represents a great opportunity to view our equipment, inside and out, as well as rub shoulders with many fine Club members. It also allows Club members to get involved in a most necessary Club activity!

Let's support equipment chairman, Bill Gould, and be present on Saturday, May 30th, at 9:00 a.m.

Lunch will be provided for those working on the Club's equipment this day.

## HIGH COUNTRY RAILROAD EXCURSION

Sunday, June 21, 1987, the Club will sponsor an excursion on the High Country Railroad. Joine us on Father's Day for a full day of two-foot-gauge railroading behind both rod and gear-driven steam locomotives.

High Country RR is located in Heritage Square on U.S. 40 (West Colfax Avenue), one mile west of the Sixth Avenue Freeway crossing in Golden.

Ranniger's Roadbed Commissary will be in operation aboard the Silver Commissary, the only two-foot-gauge diner in the country! Jim and Lil Ranniger will serve their famous Ballastburgers from 11:30 to 1:30 p.m.

Tickets are priced at \$7.00 each and include unlimited train riding in addition to the complete Ballastburger lunch. Admission to Heritage Square is free. Please use the order form with this announcement and send it, along with a selfaddressed, stamped envelope with your ticket order. Make checks or money orders out to "Rocky Mountain RR Club".

High Country RR will offer continuous action for riders and photographers alike. We are sure that you will find the price and atmosphere blend to make this an unforgettable outing for families of any size!

The High Country RR is operated by Club members Ed Gerlits, Stu Anderson, Dave Gross, and Jim Ehernberger.

### ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Please send \_\_\_\_\_ tickets @ \$7.00 each. I  
enclose \$ \_\_\_\_\_ as payment.

Send orders to: Rocky Mountain RR Club  
c/o Mat Anderson  
1117 South Clayton St.  
Denver, Colorado 80210

## FROM THE PRESIDENT

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*EDITOR'S NOTE: With so much material in April, I was unable to print your president's message for April. I will catch up this month and provide John's material for April and May.*

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APRIL, 1987

The month of April is going to have an extra long editorial because of a special, but sad occasion. This is because April is the 4th anniversary of the demise of our famous Rio Grande Zephyr. It does not seem that it could be just 4 years ago that this famous train was removed from the rails and replaced with an Amtrak train bearing the name of its famous founder, the California Zephyr.

The Rio Grande Zephyr introduced me to several new friends while I was out photographing it or riding the train. When the CB&Q and the WP dropped their sections of the Zephyr, we were very lucky and thankful to the Denver & Rio Grande for retaining many of the cars and turning "never on Wednesday" into a household name among railfans. To many of us in Colorado, it was "our" train, even if it did cross over into Utah and travel all the way to Salt Lake City. The sight of silver and orange/yellow "F" units and the silver coaches and domes, no matter what they consist, brought a touch of something special to the Colorado landscape. The train gave me my "high" and I wish that I only had more foresight to have been out there taking more slides and movies and riding it more as well.

The last four months of operation found me out on every Saturday with my movie camera set up on a tripod and my 35mm cameras slung around my neck, climbing up and down rocks from Tunnels 1, 2 and 3 to Pinecliff, to Crescent, to the East Portal along with 100's of others to get just one more photo. Then, on one of the trips in March, 1983, I finally pinpointed some of those back roads that paralleled the track on the other side of the mountains. Until the last day, I would drive over there to wait for the train to appear and begin the weekly ritual of the train chase. One time I took some

vacation leave and drove up on Thursday and took my wife with me. Needless to say, I doubt if she will ever go with me again to chase trains like this at all. I think probably I added to the age of my little Plymouth Horizon for which I am now paying for the wear and tear given the car. But you can not replace the thrill of putting the pedal to metal to pace the "Lady" of trains.

I shot at least 2 rolls of slide and 1 to 2 rolls of movie film a week, not knowing the results of my shots til the next week after development so as to know what needed to be reshot or retaken at a different angle. I took some 1600 feet of super-8 movie film and probably 35 rolls of 35mm film. I eventually put together a 400' reel of the movie film and a 140-slide tray accompanied by music as a program which every time I see it brings back memories to all that view it.

Once I was setting up cameras and another automobile grinds to a halt next to me. A young man hands me a hib cap and says "I think you lost this on the last big bump in the road." Yes, it was mine, and I did not know it. Yet they were kind enough to stop while chasing the train as well as to pick it up for me and retrieve it. Saying thanks to the people in that car proves that railfans do care for their fellow man. We met people from several states on those trips in those last few days. Once in a while we bump into them again when we are out sometimes in the middle of nowhere, waiting to get a train photo.

The CB radio played an important part in this ritual as well. Sometimes traveling in a high speed convoy of vehicles it became a safety valve for in the gravel and dirt road dust you could never see the car ahead or behind you. We could also give each other our locations in relation to the train as well as we jockeyed for camera set ups along the route. I don't think the local sheriff departments knew we were out there or if they did they left us alone. All I know is with the experience I had in those days of chasing the Zephyr I would be happy to teach those "good ole boys" how to run moonshine any day. But one thing I'll always cherish and certainly miss, is the dining car and that delicious french

toast and bacon breakfast along with the other great meals and the greatest dining car service anywhere. On April 24, 1983, at 9:00 p.m., however, it was all over for the last and final privately run passenger train, one of the best that the Grande ever ran. We will always miss her dearly.

MAY, 1987 "REFLECTIONS"

In 1988, this Club will mark it's 50th anniversary. It is a record in itself as many groups and organizations never see 10 or 15 year anniversaries. And in that time, think of just the time you spent perhaps in going to those monthly meetings. One never stops to think, however, of the amount of time spent by officers, the board of directors, editors, committee members and the others who offer to help on work days and trips. I find that I probably spend at least two hours a day involved in this Club by just answering correspondence, telephoning, setting up board meetings, drafting letters, etc. at a minimum, some days even more hours are involved.

No one, unless you have been involved in such, realizes the number of hours that go into the people who work on the committees, doing what they are assigned. I have no idea of how many trips this Club has been involved in totally over the years, but at the current rate it will vary from 8 to 12. The trip Committee tries to come up with trips that will appeal to everyone and they must be because everyone so far has been sold out on a first come, first serve basis in unbelievable time frames. And, yet, unless you have attended one of the Trip Committee meetings, I doubt if the general membership has any idea as to the amount of time that has to be spent on any trip.

There are calls to be made, arrangements, payment schedules, tickets, sometimes food, beverages, maps, brochures, routing and alternatives, etc. And if something little goes wrong, they catch the flak for it too when it may have been above and beyond their expectations or by a common term "An Act of God" such as wind, sleet, hail, rain, snow, or tornado. But that committee plods ahead and tries to give you, the members, something different in the way of

trips and still have some of the old time trips we used to take. Today, none of us can count on anything being repeated in the way of the trip because we are at the mercy of others and what they will or will not do. Cost is a factor in some of the trips and the Committee tries to have enough variety in the trips so as many can go if possible. I too wish I had ridden a great number more of the trips now as they will no longer be available to take.

One thing I would like to comment on from a personal feeling and that is on these trips we often have photo run-bys. Some people do not mind if people are in their photos, but I am one that does. I gather in talking to other people they feel the way that I do. I think when we have special trips like the 3985 steam trip, we may never have another chance to photograph this locomotive as it was meant to be photographed. We will not have as many people on this trip as we have had in the past, but there will be photo lines established for the run-bys. So, please be courteous to other people on the trip. Stay in those photo lines where designated so you do not get into someone's photo or video where they may not want you. Remember too, that today video is replacing many of us who still shoot movies and they are trying to record sound as well. So honor their requests too, it will be appreciated.

(John Dillavou)

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## EVENTS SCHEDULE FOR 1987

- |            |  |
|------------|--|
| May 2      | Preservation Work Day/ Fleming, Colorado Depot (5/16 Alternative)    |
| May 9      | Manitou & Pike's Peak Cog Ry.  |
| May 24     | Union Pacific 3985 Excursion   |
| May 30     | Colorado RR Museum Work Day on Club's Equipment (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. 19   | Cadillac & Lake City RR Trip   |
| Oct. 10    | RMRRRC Annual Banquet  |

## REPORT ON THE DENVER UNION STATION TOURS

February 7th and April 4th saw two very successful tours of Denver's Union Station. Both tours were quickly sold out, the second tour being organized because of the demand on the first tour. Approximately 120 Club members and friends were treated to the sights of the Union Station main buildings as well as trackage, control tower and inspection and operation of an electric switch at the yard's throat.

In addition to the Station and yard tour, the HO and O-Scale model Clubs opened their layouts to the delight of all in attendance. Our thanks to the Denver Society of Model Railroaders and the Platte River Model RR Club.

The Station tours lasted about two hours and were conducted by Mr. Richard McSpadden, General Manager, Denver Union Terminal Ry. Company. We covered the building from basement to clock tower, seeing many fascinating things such as numerous varieties of 1800 wallpapers once adorning the main station walls before the ceilings were lowered a few feet. It was also great to see the control panel and receive demonstrations as well as information by Mr. Keith Deems, Train Director, while touring the control tower across from the Station. The Club wishes to thank these individuals for their time and hospitality.

Perhaps the Trip Committee can arrange another tour next year as it appears that there are still many who would like to participate in this outing.

## 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.

## REPORT ON THE D&RGW SKI TRAIN EXCURSION



*Denver & Rio Grande Western R.R. dome/observation/lounge Silver Sky was on the 7-car, D&RGW Ski Train for the next day's Rocky Mountain Railroad Club charter. This was Silver Sky's only usage on the Ski Train during the 1987 season. The Budd, 1948-built car was used on the original California Zephyr. The train was still steam heated. Photo taken at Denver Union Station, track 3, Denver, Colorado, March 27, 1987. (Chip Sherman Photo)*

Saturday, March 28, 1987, dawned with snow flurries in the sky and fresh snow of two inches or more on the ground as Club members boarded the Silver Sky at Denver's Union Station for a special excursion to Winter Park. The Budd-built stainless steel "California Zephyr" car Silver Sky brought up the rear of the Rio Grande Ski Train and contrasted sharply with the six heavy weight ex-Northern Pacific, 1915, built coaches. Since all of the six-wheel truck coaches



are painted Rio Grande's silver and Grande gold. There were six coaches in the consist, lead by steam generator No. 253, with Silver Sky rounding out the seven car train and adding a touch of class. This was to be the last run of the season as the Sunday Ski Train had been cancelled due to slow ticket sales.

Up front was something different from the usual GP-40-2's that had been assigned the Ski Train this season. A D&RGW marketing special from Denver to Salt Lake City had required GP-40-2 3118/3128. Their train consisted only of lounge car Utah and business car Kansas, and had departed North Yard at 7:30 a.m. Friday, March 27th. Thus, the Ski Train had GP-30 3017 and GP-40-2 3116!

Prior to our departure, Pat O'Connor, our cater, was busy with a memorable innovation in dome lounge dining. Hearty and tasty omelets were being whipped up and cooked to order for our 52 hungry passengers with fruit trays, coffee and beverages complementing this breakfast feast.

The snowfall intensified as our train began climbing the Front Range of the Colorado Rockies, and soon the tracks were covered in deep powder. However, our train came out of the clouds around Crescent, and every window in the car revealed a "winter wonderland" view.

Once at Winter Park, the group split up to take advantage of several prearranged options. Those who brought their skis headed for the ski slopes. Eleven members, led by Don Smith, boarded a snow cat for a 2,000-foot ascent of the Rollins Pass railroad grade. During this four-hour adventure, they explored sites rich in Denver & Salt Lake Railroad history. Visited was the townsite of Arrow, Ranch Creek Wye and Rifle Sight Notch. Others did a tour of the Winter Park Ski Slopes aboard another snow cat. The majority boarded a chartered bus to chase and photograph the Ski Train between Tabernash and Fraser.

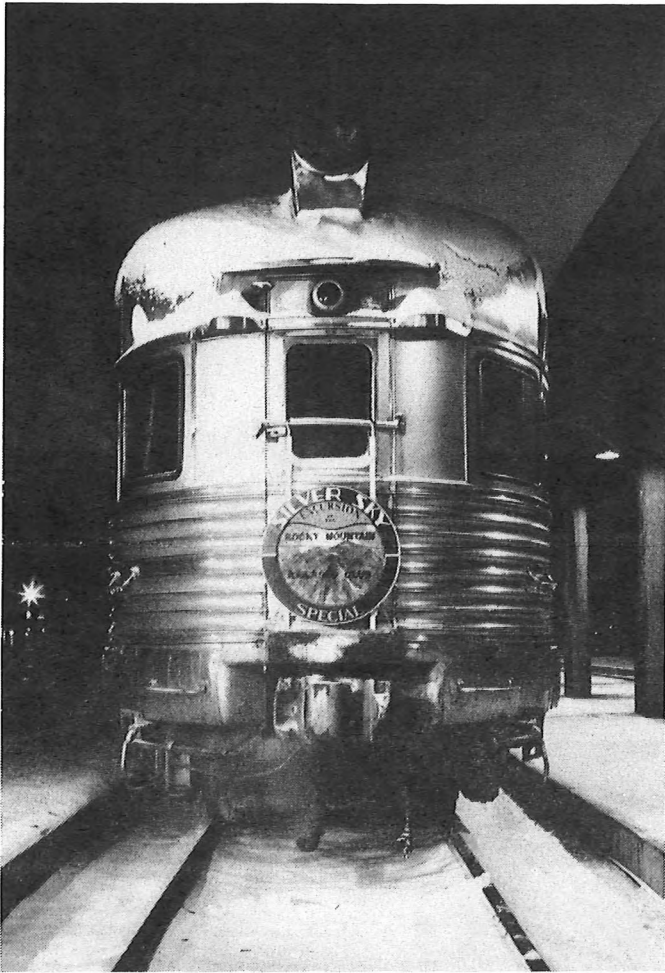
Upon return to Winter Park, our group was rewarded by several D&RGW trains: eastbound coal load 742, eastbound freight 136, and Amtrak's westbound "California Zephyr" running late with D&RGW 3095 on the point.



*D&RGW's dome/observation Silver Sky was chartered by the Rocky Mountain Railroad Club on what turned out to be the last D&RGW Ski Train of the 1987 season. The seven-car, west bound train had GP30 3017 and GP40-2 3116 up front. Silver Sky was built by Budd in 1948 for the D&RGW as part of their California Zephyr contribution. It saw many Rio Grande Zephyr trips too, until that train's discontinuance in April, 1983. Here we see the special excursion in Coal Creek Canyon, northwest of Arvada, March 28, 1987. (Chip Sherman Photo)*

The finale was D&RGW westbound freight 187 sporting Burlington Northern and Southern Pacific pool power.

Between all this action, we enjoyed several Irv August 16mm films from the Club's film library. Depicted were D&RGW and Union Pacific steam and diesel action scenes in Colorado in the early 1950's. Highlighted in the footage were D&RGW articulated steam helpers assisting freights between Tabernash



*It's dark, quiet and cold at Union Station the night before the Club's special excursion to Winter Park, but the steam generator is keeping the Ski Train and the Silver Sky nice and warm for the upcoming trip.*

*(Darrell T. Arndt Photo)*

and Winter Park in October, 1956. Bill Locke of Albuquerque, NM, then presented a slide program showing the Railroad Club of New Mexico's equipment restoration efforts on the Cumbres & Toltec Scenic Railroad.

About 3:30 p.m. our train returned to Winter Park from its Fraser layover to reload passengers. On the advertised, we departed Winter Park at 4:00 p.m. Car attendant Kimberly Filip was once again serving beverages and posing for our numerous photo requests!

Bob Fryml won the informal Moffat Tunnel Pool and was duly honored. He had been the closest in guessing our time through the Moffat Tunnel on our trip west.

Descending the Rio Grande's 2% grade, our train again entered snowy weather. We lost some time, but pulled into Denver only fifteen minutes late, arriving at 6:30 p.m.

The success of this special excursion required the participation of numerous Club members. Contributing toward this effort were Mat Anderson, Darrell Arndt, Irv August, Erwin Chaim, Alan Greene, Bill Locke, Don Smith, and Cyndi Trombly. Dave Schumacher and Joe Harris were most cooperative in arranging for the use of the Silver Sky and preparing the car for our trip. Caterer Pat O'Connor's enthusiasm and ideas for meeting the challenge of preparing and serving many hot breakfasts on the car will not be forgotten. Car attendant Kimberly Filip's consistent attention to the passenger's comfort rounded out what was truly a "class act." (Darrell Arndt and Chip Sherman)

**ROCKY MOUNTAIN**



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