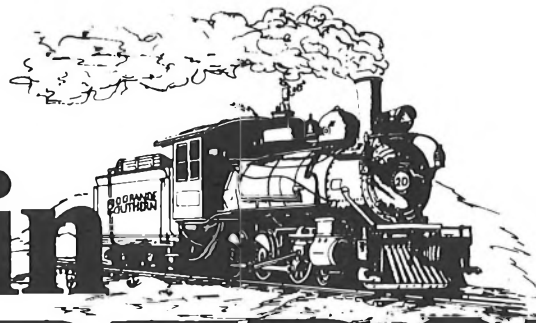


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 14, 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.

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

July, 1987..... No. 334
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.

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 Railroad Museum.

JULY 14 PROGRAM

The July Program will be a three-part presentation provided by Dave Gieskieng. Dave worked for the Golden Cycle Mill in Colorado City (Colorado Springs) after the Second World War and witnessed the end of the Midland Terminal (remaining Cripple Creek Railroad that also took over the Colorado Midland trackage up Ute Pass to Divide). Dave's program features the following parts:

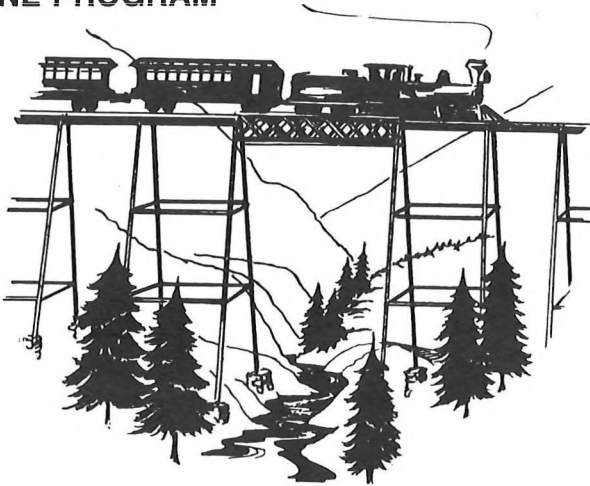
Part 1: Slides of the ore handling phase

of the Midland Terminal Railroad and the Golden Cycle Mill at Colorado City.

Part 2: 8mm movies of pacing Rio Grande passenger train #1 from Denver to Colorado Springs.

Part 3: Slides of flyover of old D&RG narrow gauge route between Salida and Montrose, with emphasis on the Black Canyon of the Gunnison.

JUNE PROGRAM



Our "surprise" program, arranged by John Dillavou, turned out to be a pleasant and well received presentation. The main program was by Dwayne Easterling and featured a look at the Georgetown Loop--its history, the rebuilding of the Loop and, finally, a ride over the line--all done to music, slides and narration by Dwayne via tape. Dwayne, a professional photographer, had to photograph a wedding and so he made arrangements for Steve Shoe to bring the program. Steve asked us to mention that this program is available to service groups. Our thanks to Dwayne and Steve for proving this fine program.

In addition to the slide show, Lindsay and Rose Ashby were in attendance (the train concessionaires at Georgetown) and Lindsay provided some updated information about the Loop as well as the latest on the rebuilding of a railroad in Central City.

First, the Colorado State Historical Society has finalized purchase from the BN of the narrow gauge ex-Colorado & Southern engine No. 9, business car "Leadville", the RPO car and the 40-passenger coach that has

been on display in the Black Hills since being retired. These are expected to be returned to Colorado (Georgetown) sometime this fall. If possible, the equipment will be restored and run on special occasions over the Loop.

No. 71, gondola and combine were sitting on some track in Blackhawk until the weekend of June 6th, when it was moved back to its previous display area in Central City. A group of men have been given a contract to run the No. 71 (another ex-Colorado & Southern narrow gauge engine) and equipment over the former Colorado Central/C&S roadbed previously open to tourist traffic a few years ago. The 71 has been steamed up several times, repairs made and a boiler certificate issued by the State of Colorado. The 71's tender wrapper has been repaired and it appeared that the complete underframe timbers had been replaced with new members. We should see No. 71 running on about 8,000 feet of track in the near future.

The Georgetown Loop Railroad continues to increase passenger ridership, reaching 67,000 passengers in 1986 and 1987 looks real good!

Second on the program for the night, we were treated to another fine presentation by President John Dillavou which featured historical sites around Colorado with emphasis on Railroad sites, along with mining structures and ghosttown sites. John's program was handled through slides with John narrating.

Our additional thanks to John Dillavou and Lindsay and Rose Ashby for an enjoyable evening.

ADDITIONAL JUNE MEETING PROGRAM NOTES

As has become expected, we also viewed two "newsreels." The first was presented by Darrell Arndt and photographically covered the Club's May 24th UP 3985 Excursion, beginning with some night photography in the UP, Cheyenne yards showing equipment, including the 3985, being serviced as well as freight trains comin' through. Darrell then moved on to the trip itself, showing runbys and members and guests enjoying themselves as well as many of the hard-

working crew at our "best"? (We'll get even, Darrell--remember, there is a sequel to the "Lone Rail Fan--Part I")

The second newsreel was also presented by Darrell and previewed the upcoming outing on the High Country Railroad at Heritage Square, on Sunday, June 21st.

NEW MEMBERS

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

Roland L. Angel	Denver, CO
William T. Diss	Denver, CO
Kimberly S. Filip	Lakewood, CO
Jim Jones	Lakewood, CO
Howard P. Hampton	Denver, CO
Michael F. Warden	Glendale, AZ

PRESERVATION FUND AND BOOK DRAWING

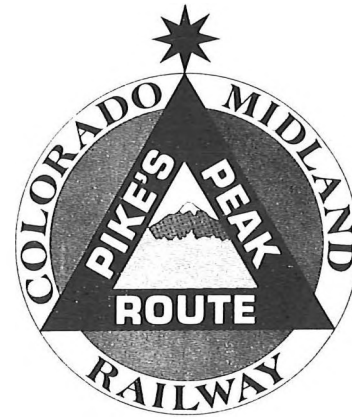
Winners of the monthly preservation fund book drawing are as follows:

Lanny Losasso / Rails in the Canadian Rockies
Jason Butler / Trains by John Westwood
Carl Carlson / Portraits of the Iron Horse
by Otto Kuhlner & R. S. Henry
Jim Fowler / Vanishing Vistas, Vol I--AT&SF
Jack Hettinger / Lima Super-Power Steam Locomotives
Keith Kirby / Howard Fogg Print
Omar Quade / Rock Island Belt Buckle
Ardie Schoeninger / Watch Fob--Rock Island
Mat Anderson / 1987 Georgetown Loop Pass

Our thanks to Ed Gerlits and Donald McKay for many of these prizes. Anyone wishing to donate books or other railroad items may contact Tom Lawry, 2013 So. Elkhart St., Aurora, CO 80014. (303) 750-2697. Members outside the Denver area who wish to become involved in the drawing can also contact Tom, who will send a letter describing how to participate.

CADILLAC & LAKE CITY RAILROAD EXCURSION

There is to be a special flyer accompanying this issue of the newsletter which gives the details on the C&LC trip.



HAGERMAN PASS FIELD TRIP

Information was not available on this trip at the time the newsletter went to press. We assume that details will be available in time for the August newsletter. Field trip chairman, Rich Dais, was waiting on pricing of food at the June meeting.

EVENTS SCHEDULE FOR 1987

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	RMRR Annual Banquet

HELP FOR CLUB AT RAILFAIR

Mile High Railfair will again be held this July (11th and 12th). The Club needs help from members to man our tables, handing out literature about the Club and fielding questions about "who we are", "what we do" and "how to become a member."

It is not necessary to spend a whole day--just a couple of hours. You could couple this with visiting the displays at the fair.

Won't you please help us out? Contact Erwin Chaim at 777-7682 or 560 Emerson St., Denver, Colorado 80218.

WORKDAY AT THE COLORADO RAILROAD MUSEUM



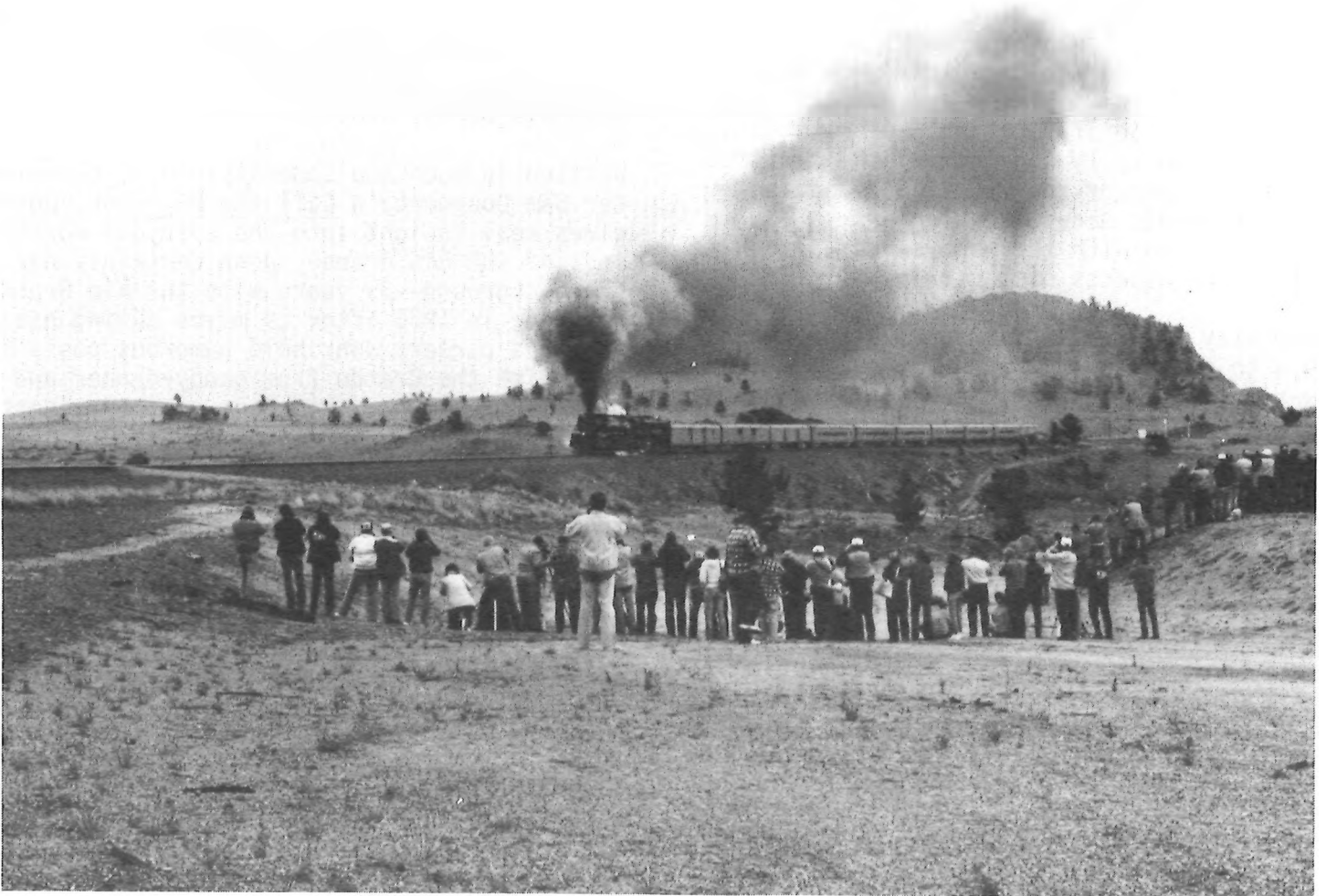
The workcrew at the Club's Equipment Workday at the Colorado Railroad Museum, May 30, 1987. From left to right we see Mat Anderson, Joe Priselac, Dick Palmer, Lloyd Crews, Merle Dorsett, Charlie Max, Bill Gould (Equipment Chairman), Bud Lehrer, John Holzman & Dave Waltrip. Not pictured but active this day was Bill Gordon. (Mat Anderson Photograph)

A small, but hardworking group met at the Colorado Railroad Museum on Saturday, May 30th. Major work accomplished this day included repainting the locomotive portion of RGS No. 20; scraping and repainting the roof portion of Interurban No. 25. In addition, general housecleaning was accomplished in and around all of the Club's equipment. Grass and weeds were cut down around the equipment and windows were washed, floors swept and interiors dusted.

Bill Gould, equipment chairman, wishes to thank those who turned out for this work

day and mentions that there is still much to do. Many Saturdays are spent by Bill and other members in working on our equipment. Why not join them? Bill would be delighted with additional help. While the workday's group did accomplish much, there is much, much more to do as the size of this group was insufficient to get everything done. Remember...as a member of the RMRRC, you own this equipment! Couldn't you find an hour or two to give to the upkeep of your railroad equipment? Why not contact Bill through the Club telephone or write to him at 1808 Garfield, Louisville, CO 80027.

UNION PACIFIC 3985 EXCURSION



One of the many photo runbys on the Club's recent 3985 UP Excursion, showing a very well-organized photo line, recording the magnificent Challenger thundering by! (Jim Trowbridge Photograph)

After a two-year lull, the Club, once again, found itself behind the UP's 3985. This year's excursion traveled from Cheyenne to Laramie, Wyoming over famous Sherman Hill. The train's capacity was limited to approximately 250 passengers due to the sale of most of the UP's passenger fleet to the National Railway in Mexico. Never-the-less, this group was treated to an exceptional day of rail-fanning!

The weather, unlike most of the Club's past trips, was very overcast, seeing at least one photo runby in heavy fog and several in rain on the way back. The rain was light during runbys and the fog and general overcast skies provided a very different look at the Challenger and,

judging by many photos seen at the Club's June meeting as well as at friend's homes, those riding the train received some exceptional exposures.

One of the more interesting departures from previous trips was the "stationary" photo runby of 3985. This allowed for ten minutes of uncluttered shots of the challenger in the open country and ten minutes of close inspection and shots of favorite parts of the engine (drivers, air pumps, rods, etc.) as well as poses of people around the engine. After the "stationary" runby, we backed up for the more typical action runby.

Lunch was included on the trip and the box-lunch contents were good and well

received. Service in the lounge car was also appreciated.

A total of twelve photo runbys were made during the day. The locations were varied nicely and John Dillavou and Darrell Arndt did a fine job of locating the photo lines, especially considering the confined areas at some of the locations. Judging from comments made by passengers, all were pleased with the runbys, as well as all other aspects of the trip.

Our stay in Laramie was somewhat delayed due to the changing weather. An extra hour was needed to hook up steam lines to our varnish for the comfort of our passengers.

The only really bad weather (rain) was encountered while in Laramie. The Laramie Plains Historical Society opened the old UP depot and allowed our passengers to get in out of the rain as well as enjoy the waiting room of the depot.

All-in-all, this was an exceptional trip and everyone had a truly fine time. While many Club members gave of their time, we must single out Pete West as the mastermind behind the operation. Pete spends uncounted hours during the year before the trip negotiating with the Union Pacific, holding numerous organizational meetings and working out logistics from food to photo runbys. All this work and you "live or die" on the basis of one 12-hour day's results! As usual, Pete did a superb job and the Rocky Mountain Railroad Club wishes to express its thanks to Pete (and his wife Bonnie for "loaning" him to us each year).

WIDOW OF CLUB AUTHOR DIES

Cleta H. Poor, widow of M. C. Poor, author of "Denver, South Park & Pacific" and co-author of the "Pictorial Supplement to Denver, South Park & Pacific" died at the age of 83, after open heart surgery in Baylor Hospital, Dallas, Texas, on May 29, 1987. Cleta was well known to many members of the Rocky Mountain Railroad Club as she and her husband Mac attended all the Club's meetings and rode most of our excursion rains, from 1952 when they moved to Denver, until Mac's death on April 17th, 1973. Cleta will be sadly missed by her many friends.

(E. J. Haley)

BOOK REVIEWS

Rio Grande Narrow Gauge Recollections by John B. Norwood. Heimburger House Publishing Company. 310 Lathrop Ave., River Forest, Illinois 60305. \$38.95.

Written in much the same style of Club member Sam Dougherty's Call the Big Hook, John gives real insight into the everyday workings of the Rio Grande. John certainly has the background--39 years with the Rio Grande, retiring in 1975 after 29 moves during his railroad career. John held numerous positions with the Grande from gandy-dancer and traffic manager to assistant vice president of operations and assistant to the president. John's candor and humor bring to account the hard life of a railroader on the narrow gauge system, noting the harsh lifestyle and demands of the job. Through all of this, John's fondness for the narrow gauge comes to the fore and makes for the kind of reading that you just can't put down. Check this book out--you'll find it well worth your while. (Jim Trowbridge)

CUMBRES & TOLTEC SCENIC RAILROAD PRESERVATION WEEKEND

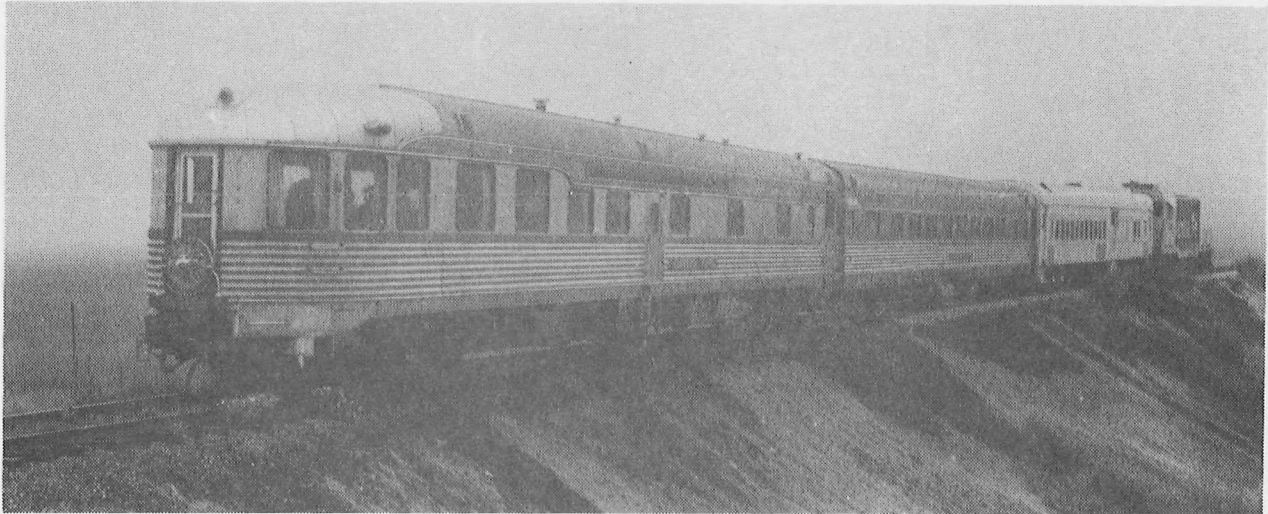
The New Mexico Railroad Club has scheduled a work weekend on the C&TS equipment on Saturday and Sunday, August 15 & 16, 1987. If there continues to be interest in this project by RMRRRC members, we will again arrange to join the NMRRRC in this venture. Please contact Jim Trowbridge, 502 So. Cody Street, Lakewood, CO 80226 (303-988-2267). I will make contact with Bill Lock and coordinate our efforts. Anyone interested in carpooling should let me know. Generally speaking, we start early Saturday morning, work all day and, after dinner, get together for a program that evening. Sunday work schedule depends on everyone's timing to get home. As a protection to the railroad, workers must be members of the New Mexico Historical Society (allowing workers to write off their expenses as donation to a non profit organization) which costs \$15.00 per year and must sign a waiver stating that they have their own insurance coverage. If sufficient interest is generated, further details will be printed in the August newsletter.

THE
ROCKY MOUNTAIN RAILROAD CLUB

PRESENTS A SPECIAL EXCURSION OVER
THE CADILLAC & LAKE CITY RAILWAY



between Falcon and Limon, Colorado
Saturday, September 19, 1987



A previous Rocky Mountain Railroad Club C&LC Ry. Excursion - Photo by Warren "Mat" Anderson

The Rocky Mountain Railroad Club has made arrangements for a special passenger train to operate over the Cadillac & Lake City Railway. This all day, 122 mile round trip will take us over most of the ex-Rock Island's Colorado Springs branch which was once served by the famous ROCKY MOUNTAIN ROCKET. Our journey will take us as far east as Limon where the C&LC Ry. crosses over the UP's Denver-Kansas City mainline and meets the Kyle Railway's line from Kansas. Our special train will consist of a heavyweight combine, the ex-CZ/RGZ coach SILVER PINE, a cafe car and an ex-New York Central streamlined lounge-observation car. A number of photo run-bys are scheduled in each direction for photographers. Included in the fare will be a hearty hot lunch served from the cafe car plus a beverage throughout the day. Additional food and drinks can be purchased on an individual settlement basis.

Departure from Falcon, which is located on US 24 about 15 miles east of Colorado Springs, will be at 9:00 A.M. with a return around supper time. Friends and guests are most welcome to join us on this unusual rail experience.

Fare for this all day trip is \$29.00 per person and includes a hot lunch and beverage. Directions to Falcon will be enclosed with your tickets. Questions regarding this excursion may be directed to Alan Greene at 693-7922 or Darrell Arndt at 572-7868.

Name _____ Street _____ Apt. _____

City _____ State _____ Zip _____ Phone _____

Number in party @ \$29.00 per person = \$ _____ . Mail to: Rocky Mountain Railroad Club

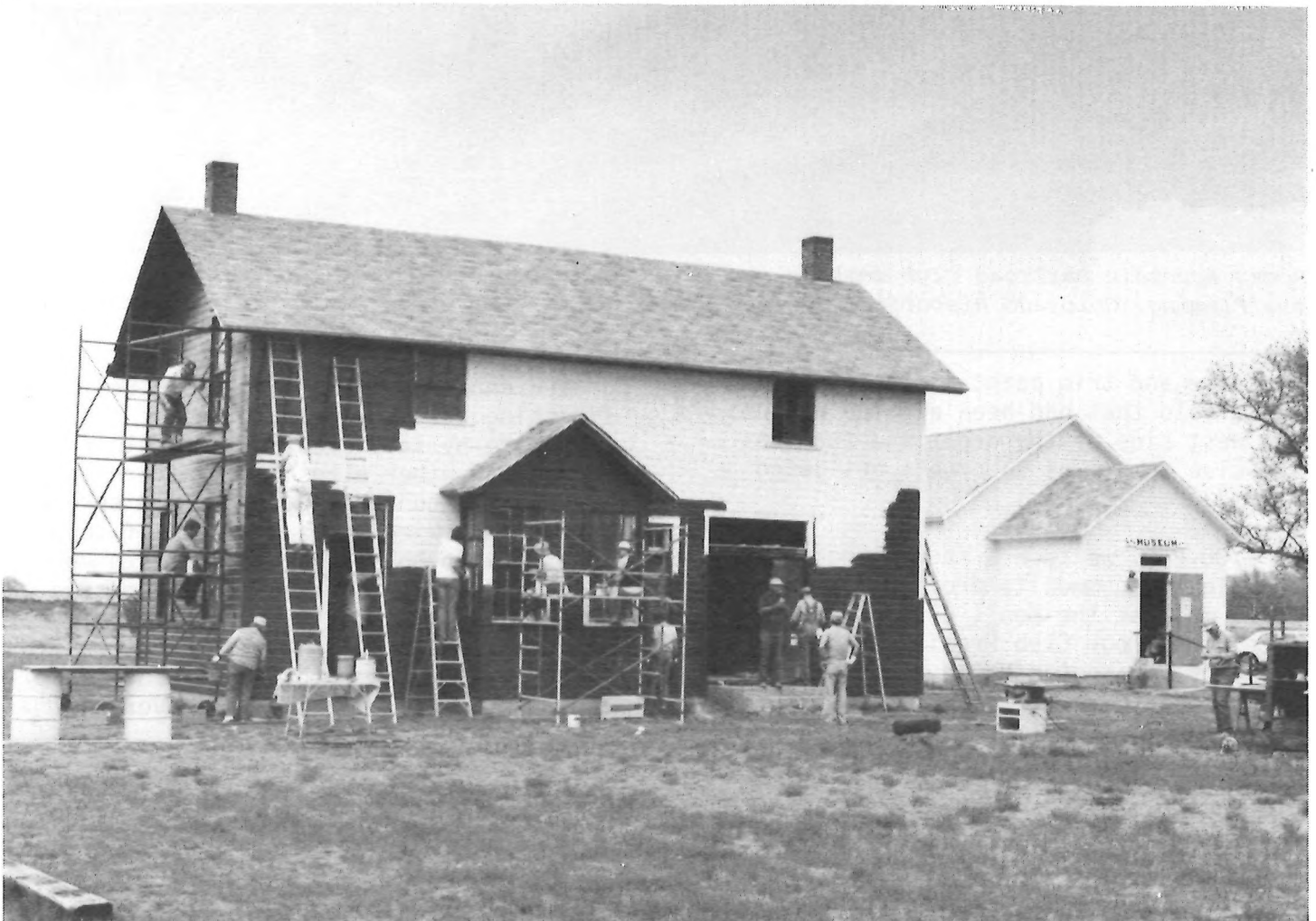
c/o Warren M. Anderson
1117 South Clayton Street
Denver, Colorado 80210

Please: Include a self-addressed, stamped envelope.
Make checks payable to "Rocky Mountain Railroad Club".
Print or type on this ticket order form.

THE FLEMING TRIP — A GREAT SUCCESS

We are pleased to report that the Rocky Mountain Railroad Club's work day at the Fleming, Colorado depot on May 2nd turned out to be a very rewarding and successful venture. Our caravan of club members arrived in Fleming around 10:00 A.M. and we warmly greeted by members of the Fleming Historical Society. These fine people included Mrs. Helen Lambert, Curator of the Fleming Historical Society, Mrs. Dessie Monroe, Secretary/Treasurer of the Society, Phil Lambert, Kay and Francis Morison and other members of the Society. As coffee and rolls were served to us we could sense a feeling of warmth and gratitude by members of the Fleming community as conversation about the day's activities were discussed.

Everybody was anxious to begin work on this old two story Burlington depot which once served trains on the Sterling, Colorado - Holdrege, Nebraska line of the CB&Q. (Although we kept hoping, we were not to be blessed with any activity on this well maintained trackage.) The building is no longer adjacent to the tracks, having been moved a short distance from the right of way. Although it had received a new roof and all new siding last year, a lot of things still needed to be done including scraping, sanding, window repairing, washing of inside walls and, of course, painting the outside of the building a dark red with dark green trim. While we were getting organized, Carl Carlson was already scraping away



AT WORK! Members of the Club assist the Fleming Historical Society with painting and other repairs to the ex-CB&Q depot in Fleming, Colorado.



Rocky Mountain Railroad Club members pause for a group photo during the Club's workday at the Fleming, Colorado Historical Society's CB&Q depot, May 2, 1987. (Darrell Arndt Photo)

old eave and trim paint at the top of a scaffold that had been erected against the west side of the depot and that was the clue to all of us.. "Lets get going folks".

At 1:00 P.M. we took a short lunch break. The Fleming community provided us with a tasty meal at the Men's Club building. After lunch our Club President, John Dillavou, presented Helen Lambert, Curator of the Fleming Historical Society, with a check for \$500 from the Rocky Mountain Railroad Club to be used by the people of Fleming for continued restoration work on the depot.

By 2:00 P.M. we were hard at work again, Soon the white primer coat on the depot walls was giving away to our application

of red and green. We had high hopes of finishing the outside painting of the structure by late evening, but Mother Nature had other plans. All afternoon we watched thunderstorms grow and spread across the skies south and west of town. (Ever try to hold a paintbrush with your fingers crossed?!) Even so, we enjoyed beautiful weather till late afternoon but at around 6:00 P.M. "all heck broke loose" as thunder, lightning, wind, dust and rain all came at once and everyone scampered to put things away.

Jack Morison's mother graciously opened her home to ten of us that evening to spend the night and have a delicious meal prepared by Erma Morison and the other ladies in our group. Conversation, relaxation and camaraderie were at their best that rainy evening. Our hopes of

finishing the outside painting were dashed Sunday morning as the rain continued to fall. So we packed our things and headed for home, grateful for the one good day. We later found out that the rain continued and Fleming recorded some nine inches of rain over the following two weeks.

Jack Morison should be commended for all his hard work in getting this project organized. We want to thank Jack's mother for opening her home to those of us who spent the night. A big note of acknowledgement is also due all of our members who have supported our preservation fund (managed by Tom Lawry) by

participating in our monthly drawings, making outright donations to the fund or contributing prizes for the drawings. Finally, we want to thank the following Club members who volunteered their weekend to do this undertaking. Without them this project would have never been a reality: Jack and Erma Morison, Chuck Morison, Cyndi Trombly, Ardie Schoeninger, Bill Kepner, Carl Carlson, Zona Stephens, Darrell Arndt, John and Barbara Dillavou, Merle and Audrey Dorsett, Tom and Cathy Lawry, Darlene Edgerton, Roger Callender, Keith Kirby and Frank Wilson.

(Hugh H. Wilson)



It's a tight fit as the Rocky Mountain Railroad Club's Manitou & Pike's Peak Cog Railway special "rounds the bend" during a photo runby. We expected a snowy trip this early in May and weren't disappointed! (Darrell Arndt Photograph)

**EXCURSION ON THE
"COG ROUTE" SUCCESSFUL**

Another successful Club excursion over the Manitou and Pikes Peak Railway took

place on Saturday, May 9th as a full car of Club members rode to the top of the famous 14,110 foot peak. Scheduling of this trip in early Spring added a new demension to the experience as we passed through snow filled cuts and walked to the summit house through shoulder high drifts. Enroute we encountered railway crews removing snow from the tracks and had an opportunity to view their maintenance train at the top. A storm the previous week had closed the line and it was reopened only a few days before our excursion. Hot lunch was enjoyed in the summit house as well as the beautiful view outside. We were reminded during the excursion that the "Cog Wheel Route" was the site of the Rocky Mountain Railroad Club's first excursion, a trip with M&PP steam engine No. 3 on August 27, 1939.

Out thanks go out to Martin Frick and his staff for another memorable outing on this unique American railway that included several fine photo runbys during the return to Manitou Springs. DTA

50th ANNIVERSARY UPDATE

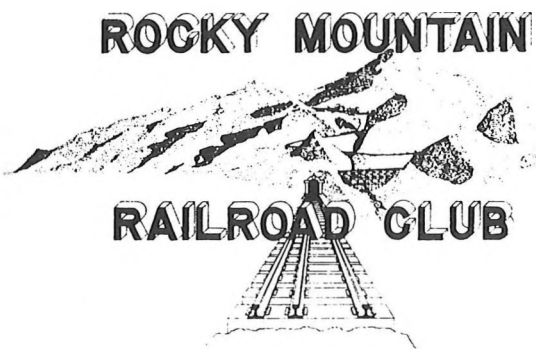
As preparations for the Club's 50th Anniversary year continue, a variety of projects are being undertaken to acknowledge this milestone. One such endeavor is the gathering of additional data about the organization with one of these items being the photo documentation of

the Club's past. A foundation from which to work already exists thanks to the efforts of Ed Haley and Dick Kindig. We would like to elaborate on their work with additional photos to complement the ones they have collected plus bring us up to the present.

Darrell Arndt is coordinating this effort and is interested in hearing from members who might have prints or slides depicting past Club activities. He has already heard from a number of members who he will be working with and will be contacting others regarding specific subjects. There will be no need for your slides to leave your possession as Darrell can visit you at home, review the photos with you and immediately copy them on site. B&W prints or their negatives may have to be borrowed for copying.

All photo copies will become part of the Club's permanent collection for documentation purposes and possible use in future programs. No photos will be published without the photographer's consent (except for the newsletter, displays or slides programs about the Club) and in all uses, regardless of applicaton, the photographer will be acknowledged.

If you have something to contribute and/or suggestions, please contact Darrell Arndt. He can be reached by phone at 572-7868 in the evenings till 10:30 P.M. and on the weekends. Darrell T. Arndt



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