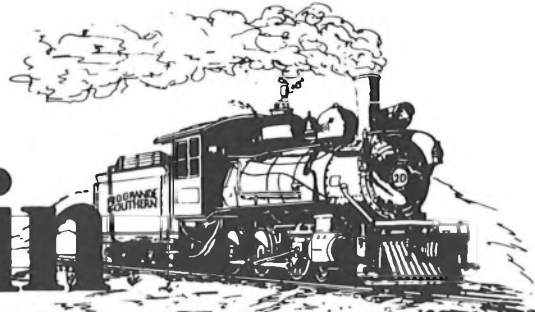


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 12, 1988 -- 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.

July, 1988..... No. 346
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, lost newsletters, etc. to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

JULY 12 PROGRAM

"The Great Salt Lake vs. The Railroads"
Presented by Jim Ozment

Jim's program will cover the rising of Utah's Great Salt Lake due to a "wet cycle" and the problems encountered by the railroads because of it.

Jim has presented several programs over the past few years and each one has been superb. Perhaps, though, our past program chairman, Erwin Chaim, destroyed his "Thistle" sign too soon. Perhaps Jim will make a few remarks about the status of this

challenging project which was the subject of one of his past programs. Jim is a construction engineer for the Denver & Rio Grande Western Railroad.

You will not want to miss this outstanding program...be sure to be at the July meeting!

JUNE PROGRAM

Due to the early deadline of the July newsletter, the regular monthly meeting of the Club in June came after the writing of this issue of the Rail Report.

Our program for June was to be entitled "Two weeks on a Britrail Pass" by Jim Stewart. The program covered rails from London to Northern Scotland. Our thanks to Jim for his efforts on our behalf. We will cover this further in the August newsletter.

**50th ANNIVERSARY
COMMEMORATIVE ITEMS**

Some items still remain, such as Plates and Callendars. Please refer to previous Rail Reports for complete details about the various items. All remaining items will be at the regular monthly meetings until they are sold out. Out-of-state members may drop the Club a line to inquire about the availability of cabooses and mountings or shirts.

1988 SCHEDULE OF EVENTS

- Aug. 18 Great Western RR Excursion
- Sept. 1-5 Grand Canyon/Flagstaff/Amtrak Excursion
- Oct. 15 Paramount Threatre--RMRRRC Night
- Dec. 13 Elections

NEW MEMBERS

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

- Jack Benham Ouray, CO
- Todd Eakins Hillside, NJ
- Matt Hutson Glenwood Springs, CO
- Russell Morse Arvada, CO

**"SILVER RAILS AND GOLDEN MEMORIES"
ON VIDEO**

The excellent program put on by Darrell Arndt, Jack Morison and Ron Ruhoff for the Club's 50th Anniversary Banquet, entitled "Silver Rails and Golden Memories" is to be made available to all Club members and friends. This 60-minute, multi-media slide presentation will be available in either VHS or BETA formats at a cost of \$24.50, postage paid. The narration track is the actual presentation at the April 16th banquet. Ron Ruhoff will be editing it into the slide portion of the video.

The presentation covered all fifty years of Club trips, including many field trips to old railroad locations. The material is outstanding. Those attending the banquet will certainly want a copy, judging from their applause; but, other Club members may also want the opportunity to see this spectacular program and become more of a part of the celebration.

Ron is responsible for the video and has announced that \$10.00 of each sale will be donated to the Equipment Fund for restoration and preservation of the Club's historic railroad engines and cars.

Tapes may be ordered immediately from:

Ron Ruhoff
P. O. Box 1361
Evergreen, Colorado 80439

ORDER FORM

NAME _____

ADDRESS _____

I enclose \$ _____ in check or money order for _____ Video Tapes. Please send VHS [] / BETA [] format.

BE SURE TO MAKE CHECKS OUT TO RON RUHOFF



The C&TS has been engaged in some major work on their K-36 locomotives this year and as part of that work, two engines have received brand new paint jobs, Nos. 488 and 489. We hope to have these two engines on the Club's special excursion on June 23rd. Here we see No. 488 with a caboose hop near "Lake Lobato". It is out for a test run after leaving the Chama shops. (Earl Knoob photograph)

GEORGETOWN AND THE LOOP— 50th ANNIVERSARY BOOK

ORDER FORM

Don't forget to order your copy of the Club's new book... Georgetown and the Loop.

An order coupon is included for your convenience. The price of the book is \$27.50, plus \$2.00 shipping & handling. Colorado residents please add \$1.75 sales tax.

Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201

NAME _____

ADDRESS _____

_____ Zip _____

Enclosed is \$ _____ for _____ copies.



BOOK, VIDEO & AUDIO REVIEWS

VIDEO: "Narrow Rails Still Shine". Railway Productions, 3627 No. Rockton, #304, Rockford, IL 61103. Price: \$39.95. Run: 1-hour.

This video takes a different approach to covering popular subject: the Cumbres & Toltec Scenic Railroad and the Durango & Silverton NG Railroad. In most cases, we see mostly photo runby sequences. This tape differs in that it covers history with historic photographs as well as interviews with noted rail historians Bob Richardson of the Colorado Railroad Museum and John Norwood, former vice president of the Denver & Rio Grande Western.

Current information is derived from fine photography of both railroads and their operations as well as interviews with C&TS and D&SNG personnel.

All of this is pulled together rather well and keeps the viewer's interest. I would recommend this video as I found it quite interesting and entertaining. VHS or BETA.
(Jim Trowbridge)

[Editor's Note: Les Jarrett hopes to make another video on the Rio Grande NG from Alamosa to Chama and has asked if any Club members have 8mm or 16mm film depicting vintage operations of this line. If so, please contact him at the above address.]



VIDEO: "Silver Rails and Golden Memories". Ron Ruhoff, P. O. Box 1361, Evergreen, Colorado 80439. Price: \$24.50. Run: 1-hour.

The Rocky Mountain Railroad Club's 50th Anniversary Banquet Program has been put on video tape with the actual audio presentation added to the soundtrack.

Everyone attending the 50th Anniversary Banquet will want a copy of this video as well as other Club members who were unable to attend. For long-time members, it will bring back fond memories or past Club activities and newer members will find the historic material fascinating.

The presentation is excellent and the price is very reasonable. In addition, Ron has donated \$10.00 of each sale to the Club's equipment fund (representing most of the normal profit on such a tape). Don't miss this opportunity to have photographs of noted photographers at your fingertips, depicting 50 years of classic train operations and Club events. (Jim Trowbridge)

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.



Questions regarding the excursion may be directed to Darrell Arndt at 572-7868. (Darrell Arndt)

TICKET ORDER FORM

GREAT WESTERN RAILWAY EXCURSION

In conjunction with the Rocky Mountain Railroad Club's celebration of its 50th Anniversary, arrangements have been made for a special excursion over the Great Western Railway. Our all day trip will bring back many fond memories of the days when the Club had many memorable excursions over the "Sugar Tramp" line. Although diesels now provide the power, we can still relish the pleasure of riding in our own private train as it travels almost 100 miles through the rolling hills and rural atmosphere of northern Colorado. This excursion will allow time for participants to visit with one another, making new acquaintances and renewing old ones. The excursion's reasonable fare and its relatively close proximity to the Denver area make this a great opportunity for a reunion of all members on our own train. Whether you are a long time member, or have recently joined, we encourage your participation in this fun outing.

Our special train will depart the Great Western depot in Loveland at 9:00 a.m. and travel to Longmont and Eaton, returning to Loveland around 6:00 p.m. Photo runbys will be made for photographers. Equipment assigned to the train will include an ex-UP Harriman diner, coach "Poudre River" and ex-NP observation car "Yellowstone". A tasty hot picnic lunch will be provided by Ranniger's Roadbed Commissary. Enhancing the festive atmospher throughout the day will be talented members of the Gold Nugget Brass Band who will entertain us with a variety of tunes from their musical library.

The fare for this special excursion, including lunch, is only \$25.00 for adults, \$15.00 for children under 12. Space is limited so send your order soon. Need a ride?...Can you offer to give a fellow member a lift in the Denver area? Please call Carl Carlson at 985-0975 and we will coordinate this Ridesharing Program.

Please send _____ tickets on the following basis:

_____ Adults @ \$25.00 ea. \$ _____
_____ Children @ \$15.00 ea. _____
Total \$ _____

Please include a self-addressed, stamped envelope with your order to help our ticket "agent". *Please print information!!!*

- [] I need a ride.
- [] I/we would be happy to provide a ride.

NAME _____

ADDRESS _____

_____ Zip _____

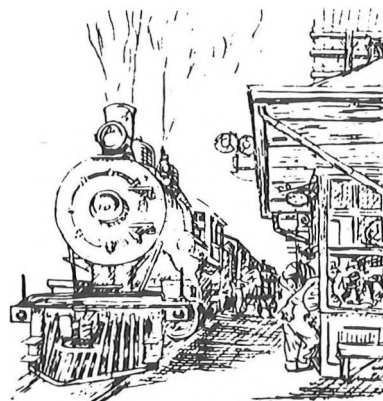
Phone _____

Make checks payable to:

ROCKY MOUNTAIN RAILROAD CLUB

Send ticket orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Steve Rasmussen
6453 Vrain Street
Arvada, Colorado 80003





GRAND CANYON EXCURSION

Return with us for a bit of the flavor of the days of Fred Harvey, The Santa Fe Super Chiefs and the "Indian Detours".

On Thursday evening, September 1, we will board our deluxe motor coach for a relaxing twilight trip to Trinidad, Colorado for our overnight stay at the Holiday Inn. Friday morning we board the Southwest Chief for a spectacular trip over historic Raton Pass and then an all day journey across the ranch and desert lands and Indian country of New Mexico and Arizona. We arrive at Flagstaff in the evening where we will headquarter at the luxurious Little America for three nights.

On Saturday, our deluxe Nava-Hopi coach will take us on a fabulous 220-mile circle tour visiting one of the world's great scenic features--The Grand Canyon of The Colorado. We will make numerous stops along the south rim plus a stop to view the spectacular Little Colorado River Gorge.

On Sunday, we descend the rugged and beautiful Oak Creek Canyon for nearly 2700 feet to the desert red rock country of picturesque Sedona where we will visit Tlaquepaque, a Spanish style complex of specialty shops and restaurants. After lunch, we cross the Verde Valley and upward into the mountains to Jerome, once a town of 15,000 people, which became a virtual ghost town with the closing of the copper mines. It is now a fascinating, restored town with shops, art galleries and museums. Late afternoon will see us on our way back to Flagstaff for a relaxing evening at Little America.

On Monday, we will have an early morning departure on the eastbound Southwest Chief for Trinidad. Once again we will be traversing this same beautiful route, only from a different perspective. Our bus will meet us when our train pulls into Trinidad and whisk us on to Denver with a late evening arrival.

These will be five days of magnificent and varied scenery; an opportunity to see another area of our historic west; enjoy modern train travel on the Superliner Amtrak equipment; and have one great time with the "Rocky Mountain Railroad Club". You don't want to miss this outstanding trip.

Trip costs include all rail and bus transportation, all transfers, all lodging, national park admissions and all applicable taxes. The cost is \$395.00/person, double occupancy. Single supplement is \$15.00 additional. Rates are based upon a minimum of 40 participants. Since this trip is scheduled over a holiday weekend, interested people should sign up as soon as possible. A meeting of the group will be held after August 1 at which time Al Miller will discuss and distribute the final trip itinerary.

Return the accompanying coupon to:

Al Miller
Alpine World Travel
1555 South Havana Street
Aurora, Colorado 80012

NAME _____

NAME _____

ADDRESS _____

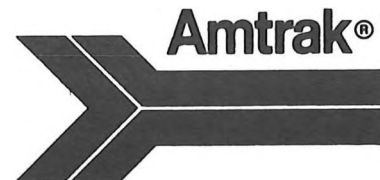
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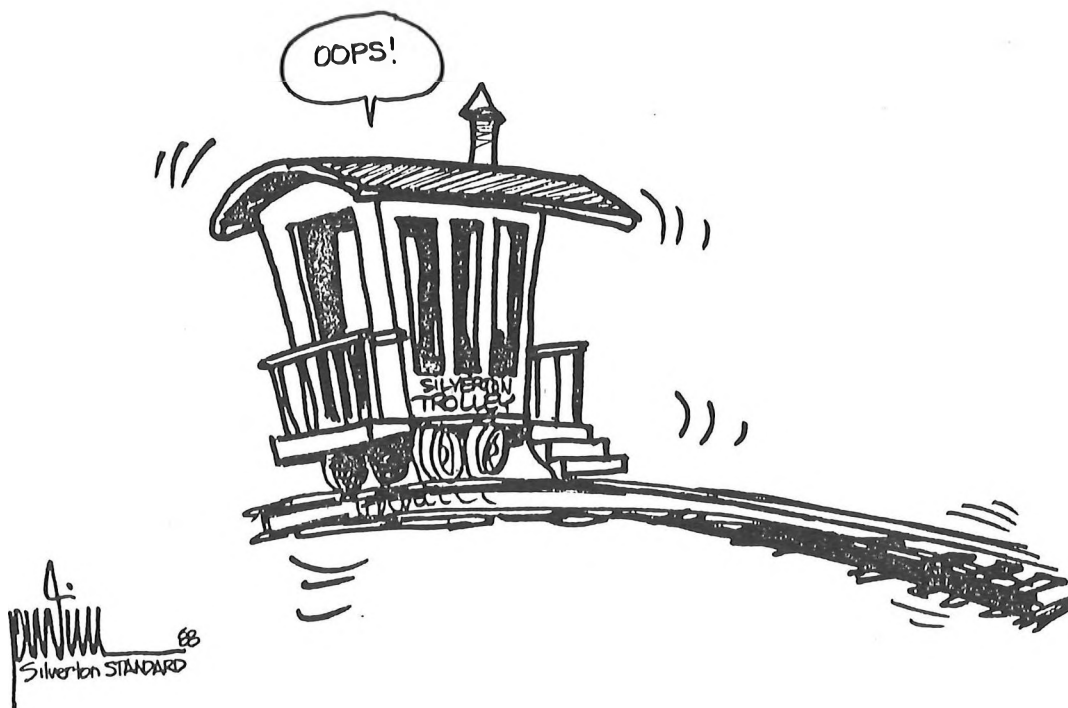
TELEPHONE _____

*NOTE: I am sharing with _____

_____ who is registering separately.

[] Double Occupancy [] Single Occupancy





SILVERTON STREET RAILWAY WILL NOT OPERATE THIS SUMMER

The Silverton Standard reports that the proposed Silverton Street Railway will not operate this summer. Don Stott, whose idea the trolley is, reportedly went before the Silverton trustees to request an extension on his time to complete the line.

Under the franchise agreement approved in late 1986, Stott had three years in which to begin construction and twelve months to complete construction once it is begun. Stott told the board that he needs more time because all the necessary rail is not available immediately from the D&SNG. While he needs about 2.6 miles of rail, Stott claims that the D&SNG has only about half that. The D&SNG will be replacing 65 pound rail with 85 pound rail once it is made available from the D&RGW which is replacing the 85 pound rail with continuously welded rail. Stott did not predict when that rail will be available.

Stott asked that the clause be changed to 18 months for completion so he can lay what rail he has and install poles, etc. this summer. After some objections, he was granted the additional six months under a compromise agreement which in-

cluded Stott donating \$1,500 toward dust control during his construction.

Controversy continues over the project with recent letters to the Silverton Standard from local residents including the possible increase in electric bills to residents because of underused electrical capacity that the trolley will require, as well as the aforementioned dust during construction.

HOW LONG WILL YOUR SLIDES LAST?

Erwin Chaim (via Bobbie) came up with some interesting information about the life expectancy of color slides. The original source has been misplaced, but we thought you photographers might find this interesting if, for no other reason, it makes you aware of how light affects your slides.

"Your slides--and color negatives--won't last forever, but they can last a lifetime. According to Henry Wilhelm, color image preservation expert, heat and humidity will change their color, so keep them in a cool, dry place. While some negatives and slides will only last five years even in a cool closet, recent Kodak negatives will survive 50 years or more; Kodak and Fuji

slides at least 75 years. Slides, however, usually don't stay in the dark forever, and the intense light and heat of the projector can eventually fade them. Fortunately, most of us are unlikely to push a slide beyond its limits since they're only shown for a few seconds at a time. Kodachrome slides, which last the longest in the dark without changing color (more than 100 years), have the shortest lifelong viewing time--about 30 minutes. Ektachrome slides can survive up to 90 minutes of screen time, Fujichrome about three hours."

TRAIN ROBBERIES IN 1988?

Club member, A.F. Von Blon, Jr. of Waco, Texas sends this clipping from the Tribune-Herald: TRAIN BURGLARY FOILED IN LIMESTONE; 2 ARRESTED...

The Great American Train Burglary--That's right. It wasn't a robbery, with bandits on horseback stopping a train in its tracks. The two guys hopped on a slow-moving Southern Pacific train south of Thornton early Tuesday [March 3, 1988] and tried to sneak items from truck trailers being shipped to California. Train engineers stopped when they noticed clothes and other things flying from the train, and the two men, wielding "dagger-type" knives, fled into the woods. They were nabbed without incident several hours later.

It was not nearly as romantic as media representatives from around the state and beyond perhaps hoped when they called Limestone County Sheriff Dennis Walker for details. "They thought it was a revival of the old train robberies," Walker said. "But it was just a train burglary."

[Editor's Note: Just think of what you might read in future issues of the Rail Report when the D&RGW and the SP merge, perhaps becoming the, dare we say it, RIO GRANDE SOUTHERN and it becomes fashionable to "rob" trains again! This might provide material for your editor to take up where the (recently) late Louis L'Amour left off]

DISCOUNT ON VIDEOS AND OTHER INFORMATION

Lasting Impressions, 2707 Colonel Drive, Louisville, KY 40242, has offered Club members a \$5.00 discount off the retail of any of their videos through December 31, 1988, as their contribution to the Club's 50th Anniversary. [Editor's Note: Lasting Impressions donated videos entitled: "1218", "611", "Berkshire Through the Bluegrass" and "Clinchfield" as door prizes at the 50th Anniversary Banquet] Just state that you are a member when ordering your videos. [As per letter dated 4/6/88 by Ken Durham] (John Dillavou)

Your editor has reviewed several video tapes by WB Video and will be reviewing a new tape just out and composed of footage from the Club's IRV AUGUST 16mm movie collection. Please remember that the Club receives a royalty from WB Video on these tapes, and so, when you purchase one of these tapes, you are actually "donating" a percentage of the retail cost to the Club's Film Preservation Fund which consists of movies by Irv August, Otto Perry, The Union Pacific, The Norfolk & Western and others, and, makes funds available to purchase additional material. Titles include: Steam Over Sherman, Rio Grande of the Rockies and the Fifties Express. A current listing may be obtained by writing WB Video at 6447 So. Heritage Pl. W., Englewood, Colorado 80111.

Look forward to the newest IRV AUGUST tape, [as approved by the 50th Anniversary committee person, Cyndi Trombly] entitled "Silver Rails & Golden Memories". This tape will feature 100% RMRRC excursions! Copies should be available during the Club's two-week trip excursions and will initially be offered through the Club.





ANOTHER HISTORIC RAILROAD REBUILDING PROPOSED

The Denver, Leadville & Gunnison Railway, located offices at 1660 Wyncoop, Suite 850, Denver, Colorado 80202. Thus begins another attempt to rebuild abandoned narrow gauge railroad. In this particular case, we are talking about ex-Colorado & Southern tracks from Como to Breckenridge.

The principal backers of this project, already presented to the Summit County Board of Commissioners, are Dan Quiat and Rob Thompson. The former holds degrees in biochemistry and economics; the later is a civil engineer.

The new railroad has contacted twenty landowners on the Breckenridge side of Boreas Pass and seven on the Como side in an effort to obtain rights-of-way from these persons whose land will be transected by the railway. As compensation for the rights-of-way, the company is offering landowners a percentage of the net or stock in the company.

The proposed \$8 million, 24.5-mile railroad will mostly follow the old grade from Como to Breckenridge, although the development on the Breckenridge side precludes the use of the old roadbed. It appears that the following will be the actual route: Follow the historic route from Como to a point 6.3 miles above Breckenridge, known as Argentine Siding. From there the route would head north, passing east of Breckenridge Park Estates, and eventually linking up with the Sally Barber road. The train would cross French Creek east of Lincoln--and run adjacent to the French Creek road, crossing to the south side by way of a railroad grade. The Breckenridge Station, then, is planned

to be located near the electrical tower at the east end of Wellington Road.

While this route deviates somewhat from that of the historic railroads, it is similar to the initial route considered by the Denver, South Park & Pacific Railroad, the first company to run the course from 1884 to 1889. The DL&G plans to utilize some 14 miles of the original Colorado & Southern Railway (1899 to 1937) right-of-way, beginning the route in Como and restoring the depot, roundhouse and train yard in that small town. It also plans to rebuild summit facilities on Boreas Pass, including a restaurant to be constructed in turn-of-the-century fashion.

Financing will be the major problem and has as yet to be worked out. Options include: 1) public stock offering; 2) private placement of majority ownership; or 3) mortgage the entire railroad.

The Railroad has already purchased two original C&S narrow gauge flat cars as well as a narrow gauge rotary snowplow (from the WP&Y, we believe). Two locomotives have been found and will be rebuilt, and an additional two units will be built new by Mammoth Locomotive Works in Durango.

Construction cost breakdowns indicate that laying track will amount to \$1.3 million, with track materials costing approximately the same as the construction. Cost of the route, including the grading of nearly nine miles and bridging French Gulch, would be around \$2 million bringing the total construction cost to \$4.6 million. Equipment costs have been estimated at nearly \$2 million with locomotives, passenger cars, gondolas and tank cars included.

Additional costs include monies to be spent on railroad facilities in Breckenridge and Como. The total estimate for the project comes in at two figures--\$7 million if a contracted firm is employed and \$6.5 million if the railway uses its own construction firm. An additional \$1 million-plus has been allotted to the budget for contingency purposes.

(Park County Republican & Fairplay Flume--by Kathy Gauss as reference)

MISCELLANEOUS

BURLINGTON RELOCATING TO INVERNESS

The Burlington Northern Railroad will relocate its regional headquarters from downtown Denver to the Inverness Business Park in Arapahoe County. Burlington officials have signed a 10-year lease for about 50,000 square feet in Building 373 of Inverness. Its current offices contain only 38,000 square feet in the Guaranty Bank Building at 1331 17th Street. The reason for moving was given as a need for more space for future expansion.

AMTRAK TIMETABLES

Amtrak will be issuing three timetables per year, instead of two. New national schedules will take effect May 15th and September 19th, 1988 and January 15th, 1989. In May, running times will be lengthened to accommodate the longer consists and higher passenger counts of the summer vacation travel season. (Carl Carlson)

ROCKY MOUNTAIN RAILCAR MOVING

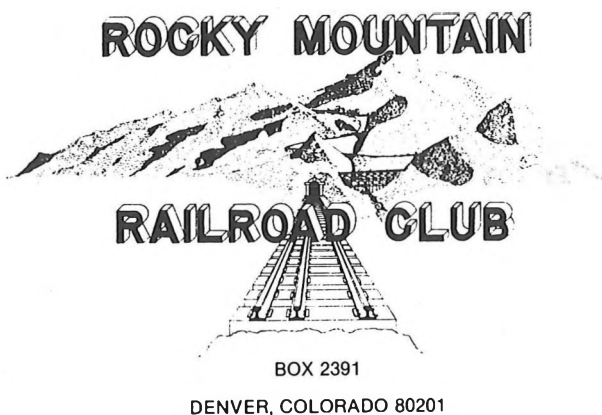
The Rocky Mountain Railcar, Inc. plans to break ground this month for a new boxcar maintenance and repair facility to be built near the Weld County town of Hudson, located about 30 miles northeast of Denver.

The company will move from its current facility at the Rocky Mountain Arsenal to its new 25,000 square-foot building the first part of September.

It currently employs 40 people with a full potential of 100 people. Its largest customer is a Houston power company which hauls coal south through Denver.

NEW DIESEL AND CAR ORDER

The Union Pacific has ordered 100 new diesel-electric locomotives and 300 freight cars. The \$116 million locomotive order will be divided between the Electro-Motive Division of General Motors and General Electric Company. GE will build 75 DASH 8-40C models, and EMD will furnish 25 of its SD60's. Last year, UP ordered the same number from each builder. The new locomotives will be delivered between June and December of this year. (Carl Carlson)



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