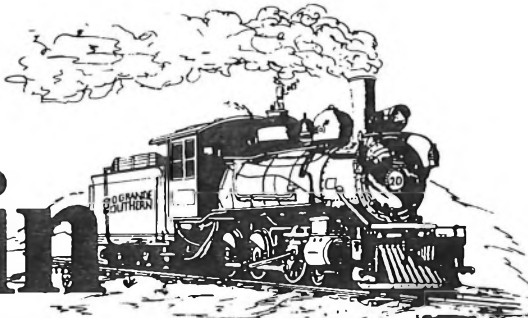


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 9, 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.

August, 1988..... No. 347
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

AUGUST 9 PROGRAM

Program chairman, Rich Dais, was unable to confirm the August Program by the time of the Newsletter deadline. We extend our apologies for not being able to advise you of the actual program.

However, there is no doubt that there will be a program and it will be good! Sometimes a little surprise is fun! So, don't miss the August meeting!!!



JULY PROGRAM

As usual, Jim Ozment did't disappoint us with his program "The Great Salt Lake vs. The Railroads".

As a construction engineer for the Denver & Rio Grande Western Railroad, Jim had the opportunity to visit, photograph and keep tabs on the rising of the Great Salt Lake and the effects it had on the railroads that crossed its waters, especially the Southern Pacific (which the D&RGW may eventually purchase). We were able to see the changes from shots prior to the "wet" cycle as opposed to the views during and after the "wet cycle". We saw the herculean efforts to raise the roadbeds out of the rising waters of the Great Salt Lake and the results of 5' waves on man-made beaches and causeways.

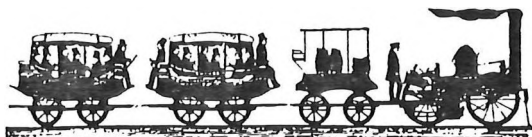
In short, we became involved in the less glamorous aspects of railroading, but learned what it takes to keep those trains rolling when times get tough.

Our thanks to Jim for sharing this program with us. We look forward to his next presentation. (Jim Trowbridge)

JUNE PROGRAM

The July newsletter was put to "bed" prior to the June meeting due to the two-week train excursion extravaganza celebrating the Club's 50th Anniversary.

Jim Stewart treated us to a "foreign" train program entitled "Two Weeks on a Britrail Pass". We saw trains covering the rails from London to Northern Scotland with many interesting views of countryside, rail facilities and train consists. Of particular interest was inside and outside views of the many well-known and classic London Train Stations. Everyone in attendance thoroughly enjoyed the program and we wish to thank Jim for this program. (Jim Trowbridge)



50th ANNIVERSARY COMMEMORATIVE ITEMS

Some items still remain, such as Plates and Calendars. 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. Prices of the above items are as follows: Plates, \$24.95 including postage; Polo Shirts, \$13.00 plus \$2.00 postage; and, *Close-Out Special* on Calendars, \$3.00 plus \$1.50 postage.

1988 SCHEDULE OF EVENTS

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

NEW MEMBERS

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

| | |
|---------------------|----------------------|
| Maleham C. Black | Boulder, CO |
| Don Elliott | Lakewood, CO |
| Thomas Fousek | Texas City, TX |
| Wayne E. Jones | South Sioux City, NE |
| Cathy Miller | Boulder, CO |
| David G. Paul | Ouray, CO |
| H. Ray Poulsen, Jr. | Cheyenne, WY |
| Scott Thomas | Emporia, KS |

**"SILVER RAILS AND GOLDEN MEMORIES"
50th ANNIVERSARY BANQUET PROGRAM
ON VIDEO**

The outstanding 50th Anniversary Banquet Program has been put on video by Club member, Ron Ruhoff. It features commentary and photographic insights of 50 years of railroad excursions by the Rocky Mountain Railroad Club. Available on either VHS or BETA formats, this 60-minute, multi-media slide presentation is priced at just \$24.50 with postage paid. \$10.00 of each sale will go to the Club's Equipment Fund for the preservation and restoration of historic railroad equipment owned by the Club and on display at the Colorado Railroad Museum.

Tapes may be ordered directly from:

Ron Ruhoff
P. O. Box 1361
Evergreen, Colorado

ORDER FORM

NAME _____

ADDRESS _____

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

GREAT WESTERN RAILWAY EXCURSION

A limited number of seats are still available on the Great Western trip. The fare for this excursion, including lunch, is only \$25.00 for adults, \$15.00 for children under 12. 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.

With time running out to obtain tickets by mail, we suggest you contact Darrell Arndt at (303) 572-7868.

MEMBERSHIP INQUIRIES

As stated on the front page of every Rail Report, we ask that address changes, new memberships, lost or missing pages of the newsletters and all other matters pertaining to membership be sent to our membership chairman, Tom Lawry, at the Club's post office address. Still, many members send such items and other items pertaining to Club activities (such as trips) to the Rail Report Editor. All that your editor can do is forward such matters to the proper persons and this only delays getting things done. Please...if you have something for the newsletter, by all means, send it to your editor, but, if you have non-newsletter matters, send them to the proper person. We can serve you better!!!

GRAND CANYON EXCURSION

A few more folks may be accommodated on the Grand Canyon Excursion. Please contact Al Miller, Alpine World Travel, 1555 South Havana Street, Aurora, Colorado 80012. Or, call: (303) 752-0900.

**GEORGETOWN AND THE LOOP—
50th ANNIVERSARY BOOK**

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 and handling. Colorado residents please add \$1.75 sales tax.

Send orders to:

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

ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

Enclosed is \$ _____ for _____ copies.

**PRESERVATION FUND AND BOOK
DRAWING — JUNE AND JULY**

Prizes and winners at the June meeting are as follows:

Alan Wise / Union Pacific Print
Jeanette Attaberkrone / Florence & Cripple RR, Colo. Rail Annual #13
Frank Gill / I Remember Pennsy
Foster Parriott / Classic Amer. RR Stations
Bob Fryml / The Katy RR
George Hinds / Trolleys
Gary Ellison (NJ) / Giants of the West
G. W. Pool / Whistling Through Dixie-Record
Gene Martin / Railroads at War
Bert Bidwell / The New York Elevated
Joe Priselac / Pacific Rail News Subscript.
Herb Berner / NYC Belt Buckle
Don Webster / 20 small post cards
Bill Cox / 12 large post cards
Hugh Wilson, Sr. / UP Calendar

[Editor's note: The July newsletter was completed prior to the June meeting]

Prizes and winners at the July meeting are as follows:

Jim Ranniger / Zephyrs Thru the Rockies
Richard Lehman / Detroit's Street Railways
Bill Kepner / Pictorial Hist. of Trains
Midge Braisted / When Beauty Rode the RYS.
Vance Hester / The Great Steam Trek
Gene Martin / Railroads in the Woods
Dave Waltrip / Rails Across the Midlands
Richard Lehman / Railroads--The Great American Adventure
Rich Dais / Cumberland & Pennsy RR
Erwin Chaim / Set of Model RR Magazines
Tom Caldwell / Set of 20 large post cards
Everett Rowe / Trolley Cars of Ft. Collins

As has been the case the past number of months, because of the generosity of fellow Club members, the Club has not had to purchase prizes; therefore, all monies collected for the drawing has gone directly to the Preservation Fund. Our thanks for the many donations. If you have something to donate, please contact Roger Callender at: 2573 So. Williams St., Denver, Colorado 80210. If you are out-of-state and wish to participate in the drawing, you may also contact Roger.

**NO. 20 RESTORATION PROJECT AND
RAFFLE DRAWING**

Tom Lawry has announced that the drawing for the H0n3 (Sunset Models) brass model of the Club's No. 20, custom painted and lettered engine will be held at the September meeting. Chances to win this handsome model are only \$2.00 each or a sheet of 10 for \$18.00. Donations may be sent to:

No. 20 Raffle
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201
Make checks payable to the Club

A coupon is provided for your ordering convenience.

ROCKY MOUNTAIN RAILROAD CLUB

No. 20 Raffle Order Form

Please enter _____ chances at \$2.00 each,
or, _____ sheets (of ten chances) at \$18
each

I enclose check or MO for: \$ _____

NAME _____

ADDRESS _____

TELEPHONE () _____

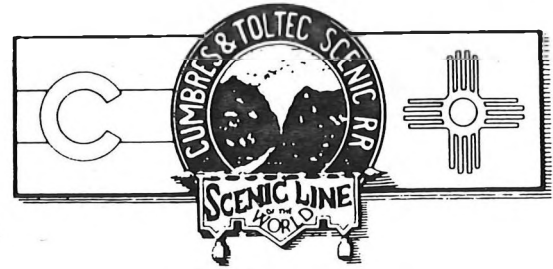
A photograph of the Sunset Brass engine was included in the May issue of the Rail Report. The funds received through this raffle will be used to preserve and restore the No. 20, possibly to operating condition. Complete details have previously been published in past newsletters (including the May issue) Don't delay...get your chances in today!

COLORADO LIVE STEAMERS INVITE RMRRRC MEMBERS TO "OPEN HOUSE"

The Colorado Live Steamers have extended an invitation to RMRRRC Members to attend an "Open House" at their facilities at Waterton, Colorado on Saturday and Sunday, August 13 & 14, 1988.

Our last visit was well attended and everyone enjoyed themselves. The Steamers have increased trackage since that time and we are sure everyone will want to check out the latest developments. There will be operating steam on 1" and 1½"-scale track as well as 3/4"-scale (which is elevated and now 2/3 completed).

Refreshments will be available (nominally priced) Should you have any questions, you may contact Leonard Lilly, 7613 East Phillips Cr., Englewood, Colorado 80112. Or, call: (303) 771-5005. A map is included to show directions and location of Waterton.



WORK WEEKEND ON THE C&TS

As has been our custom the past few years, members of the RMRRRC will be participating in the work weekend as sponsored by the FRIENDS OF THE CUMBRES & TOLTEC, August 18-19-20, 1988.

To participate, one must be a member of the "Friends" (\$15.00 per year) and pay a registration of \$10.00, which does include a first monies insurance coverage.

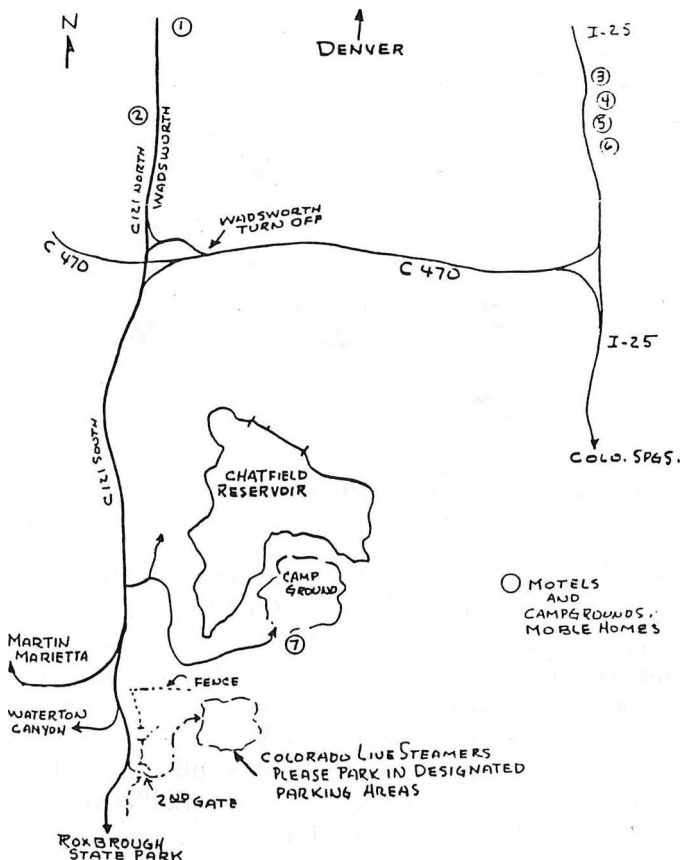
A large number of important projects will be undertaken. In order to maintain efficiency, the number of volunteers will be limited to 70 (on a first come, first served basis).

For more information, you may contact our RMRRRC liaison, Carl Carlson at 985-0975.

ELECTIONS

It is not too early to begin thinking about election of new officers and board members. The nominating committee has begun looking for candidates and have asked that anyone interested in serving advise them of their name and qualifications. Also, if you know of someone who would benefit the Club, let the nominating committee know their names. The nominating committee is composed of the three hold-over board members which, this year, include: Sidney J. White, Joe Niklas and Joe Priselac. Contact these men at the regular Club meetings or through the Club's telephone or post office box. Remember, the December elections are only four months away!

COLORADO LIVE STEAMERS





BOOK, VIDEO & AUDIO REVIEWS

VIDEO: "Silver Rails and Golden Memories".
WB Video Productions, 6447 S. Heritage
Place W., Englewood, Colorado 80111.
Price: \$54.95. Run: 72 minutes. Sound.

Another outstanding video by Bill Brown
of WB Video Productions. This is a tri-
bute to the Rocky Mountain Railroad Club's
50th Anniversary and features original
16mm, color footage by Cinematographer,
Irv August, covering history-making
excursions by the Club between the years
of 1952 to 1962.

The video begins with D&RGW narrow gauge
excursions from Alamosa to Durango, Silver-
ton and Farmington during 1952, 1956, 1957
and 1961. From there we go to the Great
Western/Colorado & Southern trips of 1958,
1960 and 1961. Colorado & Southern trips
are next during the years of 1958, 1959,
and 1962, including such specials as the
Owl Canyon branch and the last run of #638
to Trinidad to be placed on display. We
then catch the Manitou & Pike's Peak Cog
in 1957 showing the diesel Rotary Snow
Plow clearing the line and the last steam
train to the summit of Pike's Peak in
1958. Finally, we follow UP #844 over
Sherman Hill in 1960.

As usual, this tape is up to the standards
we expect from WB Video and is a must for
every RMRRC member. (Jim Trowbridge)

"SILVER RAILS & GOLDEN MEMORIES"— IRV AUGUST CINEMATOGRAPHY ON RMRRC EXCURSIONS circa 1952 to 1962

As part of the 50th Anniversary celebration,
arrangements have been made with WB Video
Productions to produce another selection
of Irv August footage, depicting RMRRC
excursions from 1952 to 1962. As a
special to Club members, a reduced
price is being offered through December.

The regular retail price of this tape is
\$54.95. Club members may obtain copies
through the Club for only \$43.00 plus
\$2.00 postage and handling. An order
coupon is included for your convenience.

ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

MEMBERSHIP NO. _____

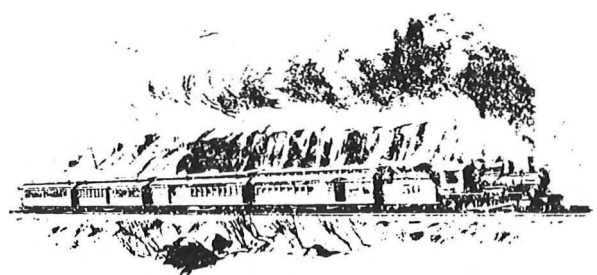
Please send _____ copies of WB Video's
"Silver Rails & Golden Memories. I enclose

\$ _____ in check or MO.

Make check payable to:

Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

*Colorado residents please add \$3.05 sales
tax or a total of \$48.05. Thank You.*



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.

50th ANNIVERSARY TRIP REVIEWS



On the return trip from Silverton, a photo stop was made at MP 490.0, site of the old railroad crossing and the remaining combination of thru-truss timber bridges and steel Howe-type bridges. Fortunately, we were able to have this runby before the heavens opened up and let sheets of rain pour down on us. This was typical of the many outstanding photo runbys on both the Durango & Silverton Narrow Gauge Railroad and the Cumbres & Toltec Scenic Railroad on June 23 and 25, 1988. The Club stands out for its excursions on the narrow gauge over the years and these two trips were no exception.

(Jim Trowbridge Photo)

The two-week extravaganza of railroad trips to celebrate the Club's 50th Anniversary is now behind us, but it will live on as the most ambitious undertaking ever made by the Club in such a narrow period of time. By all standards, it was a great success! We will be covering these trips this month and next month.

It goes without saying that these trips would not have come off without the hard work of many folks, but, we wish to particularly mention the trip leaders who were primarily responsible for the success of each individual trip. Our thanks goes to the following people: Pete West (UP 3985), Tom Caldwell (Georgetown Loop), Carl Carlson (Pike's Peak Cog), Jack Morison (Cripple Creek & Victor Tour), Alan Greene (Cadillac & Lake City), Bud Lehrer (Flying "W" and Durango banquet), Jim Trowbridge (Cumbres & Toltec Scenic RR), Darrell Arndt (Durango & Silverton NG RR), Tom and Cathy Lawry/Zona Stephens/Rich Dais/Ardie Schoeninger/Cyndi Trombly (Field Trips), and, perhaps the hardest worker, Mat Anderson, who handled all the tickets for all the trips and was the Club's liaison with the many hundreds of folks who rode the many trips.

In addition, we wish to thank the trip committee, composed of the following members: Mat Anderson, Alan Greene, Carl Carlson, Keith Kirby, Tom Lawry, Ardie Schoeninger, Rich Dais, Darrell Arndt, Pete West, and, trip committee chairman, Bud Lehrer.

We would also like to thank the many "support" people who acted as car hosts, etc. It required many folks and we appreciate their help. THANKS

50th ANNIVERSARY TRIP REVIEW— FIELD TRIP TRACKING

Over two years ago, when we started planning the week-long field trip to celebrate the Club's 50th Anniversary, we never expected the response to be very large. We thought maybe 20 cars; 30, at most. When the orders kept rolling in and the number of participants reached over 100, we had to do some rethinking and replanning. The parking spaces that would hold 20 cars would no longer do for 50 to 60 cars. When the dust settled that first day of the field trip, we had 101 adults (6 of them leaders), 9 children, and 55 vehicles in our "train". Three of those vehicles were leaders - Ardie Schoeninger and Cyndi Trombly in their new Colorado Red Jeep as the engine (hard to miss that lead car), Zona Stephens and Rich Dais in Zona's little Tracer as the helper unit in the middle, and Tom and Cathy Lawry in their grey and black Blazer as the caboose. There were times on those first two days when we were spread out for 5 miles and the helper unit had to relay messages from the engine to the caboose.

Despite all the people and vehicles, we had a great time! We arrived in Dolores to a billboard greeting the Rocky Mountain Railroad Club and a wonderful spread (lunch) that the town of Dolores put on for the group. Many thanks to Erma Morison and her sister in Dolores for arranging the great lunch. With full stomachs and Kodak smiling from all the shots of Goose #15, we headed on in a caravan as the Sheriff stopped traffic on US145 until we were all on the road. What a start!! On to Rico to see the old RGS water tank, where we attracted the attention of the local police, who again stopped traffic on the highway so we could depart as a group. Still following the RGS, we stopped at the top of Lizard Head Pass and then got to do some real grade driving, as we drove the grade to the Trout Lake Trestle, Trout Lake and the Trout Lake water tank, and on to Matterhorn. From there we headed for Telluride for a barbecue at Gorono on the ski mountain. The staff was surprised when most of us wanted to eat outside, in spite of the cooling weather, especially since about 70% of the group was from out of state. They didn't realize what a game group we had! Besides, who could resist that beautiful view, especially when great food was involved.

Early the next morning we gathered at the Telluride Depot to finish up the Rio Grande Southern Railroad trek. Back over Lizard Head Pass, we managed to squeeze 50 cars into a parking area and took off on foot for the Gallagher Trestle sites, many people hiking for the very first time. It was very exciting strolling along beside RGS ties and finding some Jeffrey spikes. After a tailgate lunch that

would have made the Broncos jealous, we drove back over the Lizard Head Pass for a stop at Ophir, trying to figure out the Ophir Loop. We were aided in our search by a guest of Bob & Connie Shaeffer's, a retired RGS fireman. We were also fortunate to have with us on the trip the Shaeffers, who had ridden on the Geese over the RGS, sharing their remembrances and even some photos. After stopping to see an old wrecked tender off of the Telluride Branch, the coal bin at Vance Junction was our next destination. Then we headed up the San Miguel River to Placerville and Leopard Creek to the Leopard Creek Trestle and Ridgway following or driving on the RGS most of the way. I'm sorry to report that no more Jeffrey spikes were found.

After an overnight at Ouray, where we were again greeted by at least one motel sign saying "Welcome Rocky Mountain Railroad Club", most everyone followed their fearless leaders, with Rich at the helm in the Red Jeep, up the Million Dollar Highway and into Silverton Railroad territory. Undaunted, this hearty group followed the leaders who fearlessly crossed a log across the Creek as 4 people held ropes along each side of the log for people to use for balance. Ardie stood by in the Jeep ready to take anyone across who was hesitant to cross on the log. But everyone walked across and climbed up to the Joker Tunnel Boarding House, crossed the pond on boards, and hiked up to the grade. For a while, we were on a Jeep road that had been made out of the grade. When that ended, we had to start bushwhacking, but the grade was usually easy to find with its 100+ year old ties. After a short walk, we arrived at the remains of the Corkscrew Gulch Turntable. Remarkably, after all this time (last used in 1902), there is still a lot there. Group photos were taken in the drizzle and we headed back to the cars and lunch in Ironton Park. The recent rains had made the road into the ghost town of Ironton impassable by car, so we parked the cars along the road and walked down into town. As we headed back up Red Mountain Pass and in spite of a constant drizzle, we again pulled the caravan off the road and piled out of the Jeep to point out the mines in the rich Red Mountain mining area that the Silverton Railroad served. Most everyone gathered around the leaders to see some of the most stunning old headframes left in the state. Up to the top of the Pass and past the site of Red Mountain Town and Summit, we then went to Silverton by way of the Chattanooga Loop, another of the engineering wonders of the Silverton Railroad. We got to Silverton in time to photograph a couple of the D&SNG trains leaving town, to see Silverton, and to shop. Don Stott, a longtime Club member who lives in Silverton, very kindly arranged a

delicious roast beef dinner for us at the Bent Elbow Restaurant in Silverton, followed by a short and exciting talk about the trolley Mr. Stott will be putting into Silverton next spring. In spite of numerous stops to take photos on the way back, we all managed to make it over the Million Dollar Highway in daylight for another night in Ouray.

The next day we headed back to Silverton to cover Otto Mears' other Silverton railroads, the Silverton Northern and the Silverton, Gladstone and Northernly. North out of Silverton, we passed the ghost town of Howardsville and at Eurika we all piled into high clearance vehicles for the short ride to Animas Forks, the final terminus of the Silverton Northern Railroad at over 11,000 feet. Along the way we saw Otto Mears' ill-fated snowshed (destroyed in its first season), crumbling mills, the old turntable pit, and a riot of wildflowers just having burst into bloom. The weather again was not cooperating, but that didn't stop most of our trippers from scampering around this classic ghost town snapping their shutters. After a tailgate lunch at Eurika and some more classic photos of the Durango & Silverton leaving town, we formed up to follow the SG&N to Gladstone. Since we had missed a stop at the Chattanooga Loop and Red Mountain Town the day before because of the weather, we decided that we would investigate these areas on our way back to Ouray. Because of steep muddy roads, the trip to Red Mountain Town was accomplished by ferrying people in 4-wheel drives -- another new experience for many of our out-of-staters.

Because the Park Service has only one boat in service, we had to split into three groups on Thursday in order to keep our appointment with the Rio Grande Narrow Gauge in the Black Canyon of the Gunnison. Each group had an opportunity to stop at Cimarron to see the Park Service display of old RGW stock cars and a stock pen recreation and the #278 and cars on the Cimarron Canyon trestle near the Morrow Point Dam. Then on to the Pine Creek Trail and 234 steps down to the old Rio Grande Narrow Gauge grade through the Black Canyon. After about a mile walk down the grade we boarded a cruiser for the rest of the journey since the grade is now buried beneath the waters of Morrow Point Lake. What a spectacular trip! The weather was perfect, as was the sighting of Golden Eagles. Of course, the main attractions for us were drifting by the Curecanti Needle and Chipeta Falls, made famous by the Rio Grande emblem in years past. We all made it up those same 234 steps and made tracks for Gunnison.

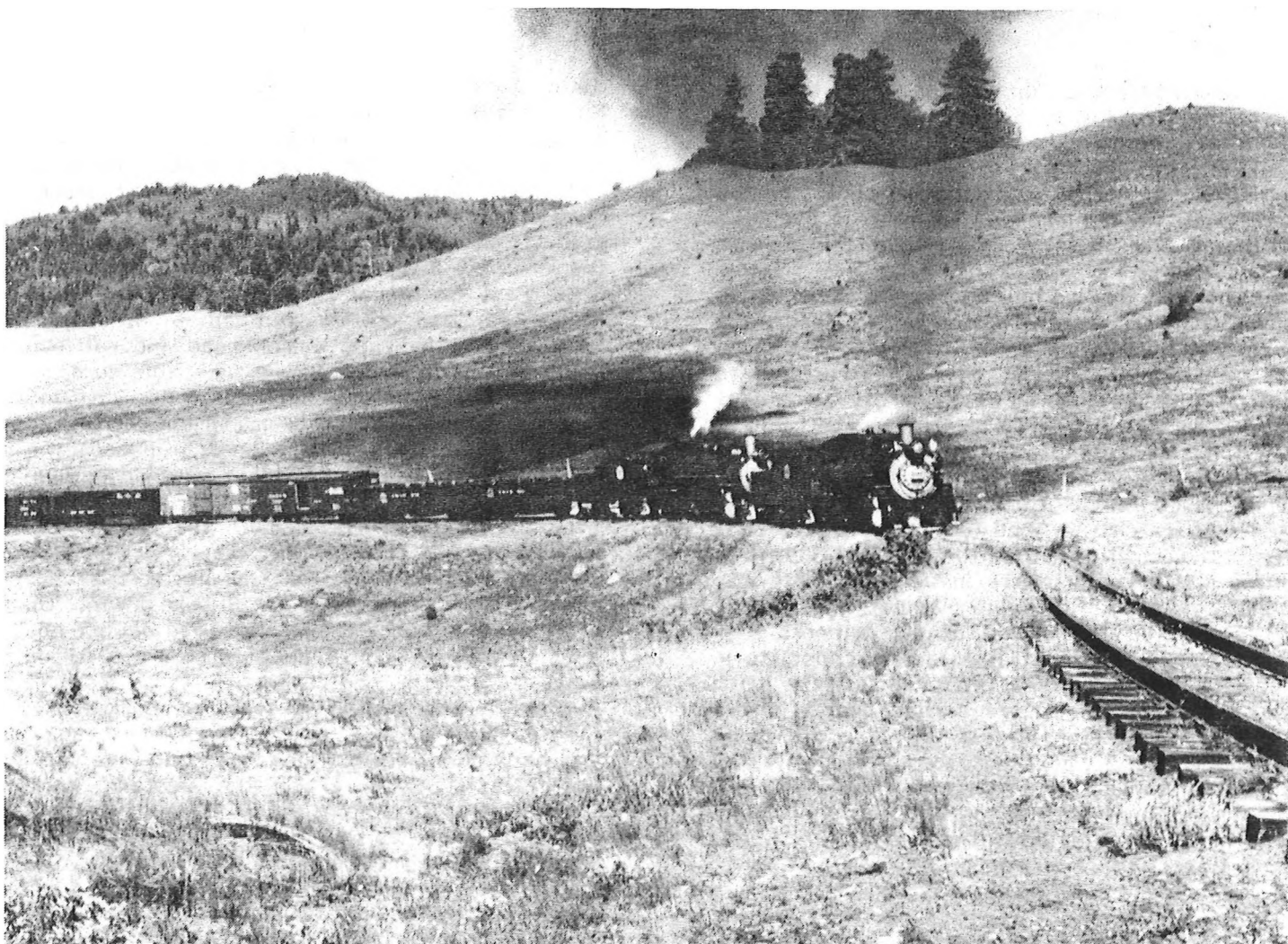
Friday was another bright, beautiful day to search out "ghost grades". This time it was the Denver, South Park & Pacific out of Gunnison to Baldwin and the dream to cross Ohio Pass into

the coal-rich regions of Irwin and Crested Butte. First stop Baldwin, for all practical purposes the old end of track on this branch of the DSP&P, and now one of the premier ghost towns in Colorado. Again, we made Mr. Kodak proud. Further up Ohio Pass, the DSP&P did a lot of grading but never laid tracks. Bob Richardson of the Colorado Railroad Museum rediscovered this Ohio Pass Extension in the 1950's and soon afterward the county put in a dirt road following the original wagon road and railroad grade over Ohio Pass. So we were able to drive some of the grade to the "Palisades of Ohio Pass", a magnificent stone monument similar to the one near the Alpine Tunnel. On foot, we then proceeded to the partially finished balloon loop with its twin fills and handmade (without mortar) stone culverts. Again the wildflowers regaled us with their summer finest. Over Ohio Pass, we were again in Rio Grande territory for lunch on the banks of beautiful Lake Irwin. On to Crested Butte, where we gathered outside the "Rio Grande Purple" Depot for some Crested Butte information and reminiscences by Merle & Audrey Dorsett, who had spent 30 summers in Crested Butte. Back in Gunnison that evening we had our farewell banquet at the new Aspinall-Wilson Center on the Western State College campus. Again, a scrumptious meal was enjoyed by all, as was the birthday cake that Gary Ellison, a member from Mt. Pleasant, NY, shared with us. We topped the evening off with a rousing lecture and slide show presented by Duane Vandenbusche, Professor of History at Western State, on the importance of railroading in Colorado.

Meeting at the Pioneer Museum in Gunnison the next (and last) morning, we toured the old Sargents Depot and again took lots of shots of the Mears Junction water tank and D&RGW locomotive #268 at the museum. In spite of the length of the trip and a couple of days of less than wonderful weather, we still had over half of the original participants with us on that last day. What a group!! From the museum, we went to visit some of those places whose relics we had seen there, first Sargents and then over Marshall Pass to Mears Junction, where we regretfully ended the trip, leaving all of us with a passel of wonderful memories, exposed film, and new friends.

We, the trip leaders, can't say enough about the wonderful group of people who joined us for our week of "ghost railroading". Most had never caravanned, many had never hiked. Most of us had never met. The field trip participants are really the people who made the trip a rousing success. We salute you!!

ARDIE, CATHY, CYNDI, RICH, TOM, & ZONA



Engines #488 and #489 charge up grade at MP 339.50, East Dalton Whistle Post/Hurley's Curve with the RMRR special in tow, consisting of 21 cars, including a complete freight train on the head-end. The #488 was in helper service while the #489 was road engine.
(Jim Trowbridge Photograph)

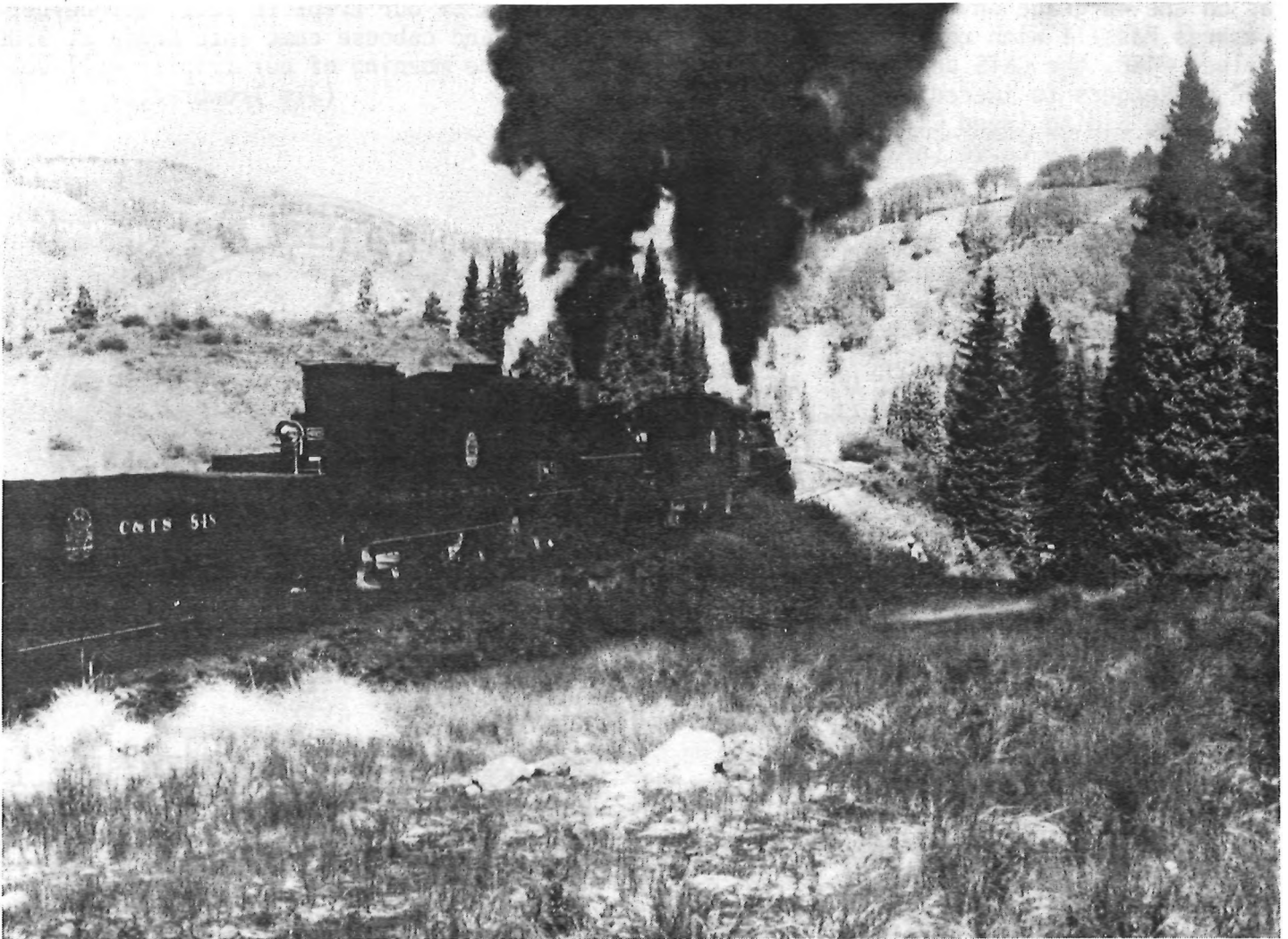
America's Longest & Highest Narrow Gauge Steam Railroad

**50th ANNIVERSARY TRIP REVIEW—
CUMBRES & TOLTEC SCENIC RAILROAD**



Being the first part of a classic RMRR narrow gauge excursion, most passengers arrived early on Wednesday and, after touring the 1930's-era yards of Chama, raced to Los Pinos to pace the regular Chama Train back to Chama via Cumbres Pass.

The excitement built as folks were advised of the ultimate night photo session--a night train to Cumbres! Due to the new flue sheets not being completely install-



Our doubleheader (engines #488 and #489) roars past us at MP 332.30. The C&TS has adopted a 1930's-type D&RGW lettering scheme for their engines and it looks great! Earl Knoob is the "official" engine painter and letterer on the C&TS and does an outstanding job. Earl takes great pride in the C&TS engines. (Jim Trowbridge Photograph)

ed on the 487, the regular Chama Train would begin at Cumbres the next day, allowing its road engine to be the Club's helper engine up to Cumbres the day of our excursion. With Club member Bill "Moose" Anderson at the throttle, the 150+ pacers experienced the ultimate narrow gauge show as the train worked its way up to Cumbres. The night was dark and the air was crisp! The exhaust from the hard-working K-36 reverberated across the hills and canyons and the sparks flew from the stack as we thrilled to the dancing glow of the fire-box light on the steam above the engine whenever the fireman opened the fire box door (which is quite often charging up the "hill"). The group followed the train all the way to Cumbres, stopping numerous

times for impromptu photo runbys, and, watching as the crew set out the Chama cars, wye the engine, and return to Chama.

Precisely as ordered by your editor (and C&TS trip leader), the day dawned bright and sunny. This beautiful weather remained with us throughout the day until just outside of Chama on the return trip when the rain came--and how! We were only 5 or 10 minutes out of Chama, but it rained so hard that the Chama yards were absolutely flooded! Fortunately, the years of cinders being spread about the yards eliminates the mud.

A doubleheader is always impressive, but, nowhere does it put on quite the same show

as on the 4% grade on the west side of Cumbres Pass!!! With road engine #489 and helper #488, the C&TS personnel thrilled 248 passengers to incredible photo runbys at Lobato Siding (Weed City), Lobato Meadow, Hurley's Curve (near Dalton Crossing), Coxo Siding and Cumbres.

At Cumbres, our helper engine, with Engineer (and Manager of Operations) Russ Fischer and fireman Les Salazar uncoupled to let our train go ahead and then hook up to the regular Chama Train. Our special train, with a very special crew (TO OUR KNOWLEDGE, THE ONLY TIME THAT AN ENGINE CREW OF ALL RMRR MEMBERS WAS IN CHARGE OF AN EXCURSION TRAIN FOR THE CLUB) headed to Osier and points east. That special crew was made up of Engineer Earl Knoob and Fireman Bill "Moose" Anderson!!!

We were already out five hours when we arrived at Osier for a delightful lunch, served up by Pat's Port of Call--a choice of Bar-B-Que beef or Mexican combination. After our lunch break, we again boarded or special to sprint to Big Horn where, after the first photo runby, we watched our freight portion of the train turned and then photographed a "freight-train-only" runby. Before reboarding, everyone lined up at the commissary car to get a soda pop and snack to sustain us on the return trip. (Have you ever seen or heard a group of adult(?) railfans herd together and "moo" for their snack? Well, it isn't a pretty sight!)

The scenery along the C&TS is breathtaking and everyone enjoyed themselves. The trip's final runby was held at Tanglefoot Curve where Earl put on quite a show. Having taken on water at Los Pinos, we passed the Cumbres water spout and drifted down into Chama to end a truly superb day of railroading.

Additional C&TS personnel we wish to thank include our conductor, Henry Gallegos and brakeman Gerald Blea. Again, a special thanks to Earl Knoob who was the railroad's liaison with the Club and did such a fine job of working out all the details. This was not an easy job with a movie company burning down Fergeson's trestle, the #489 breaking a side rod and the #488 burning out a trailing truck bearing--all within

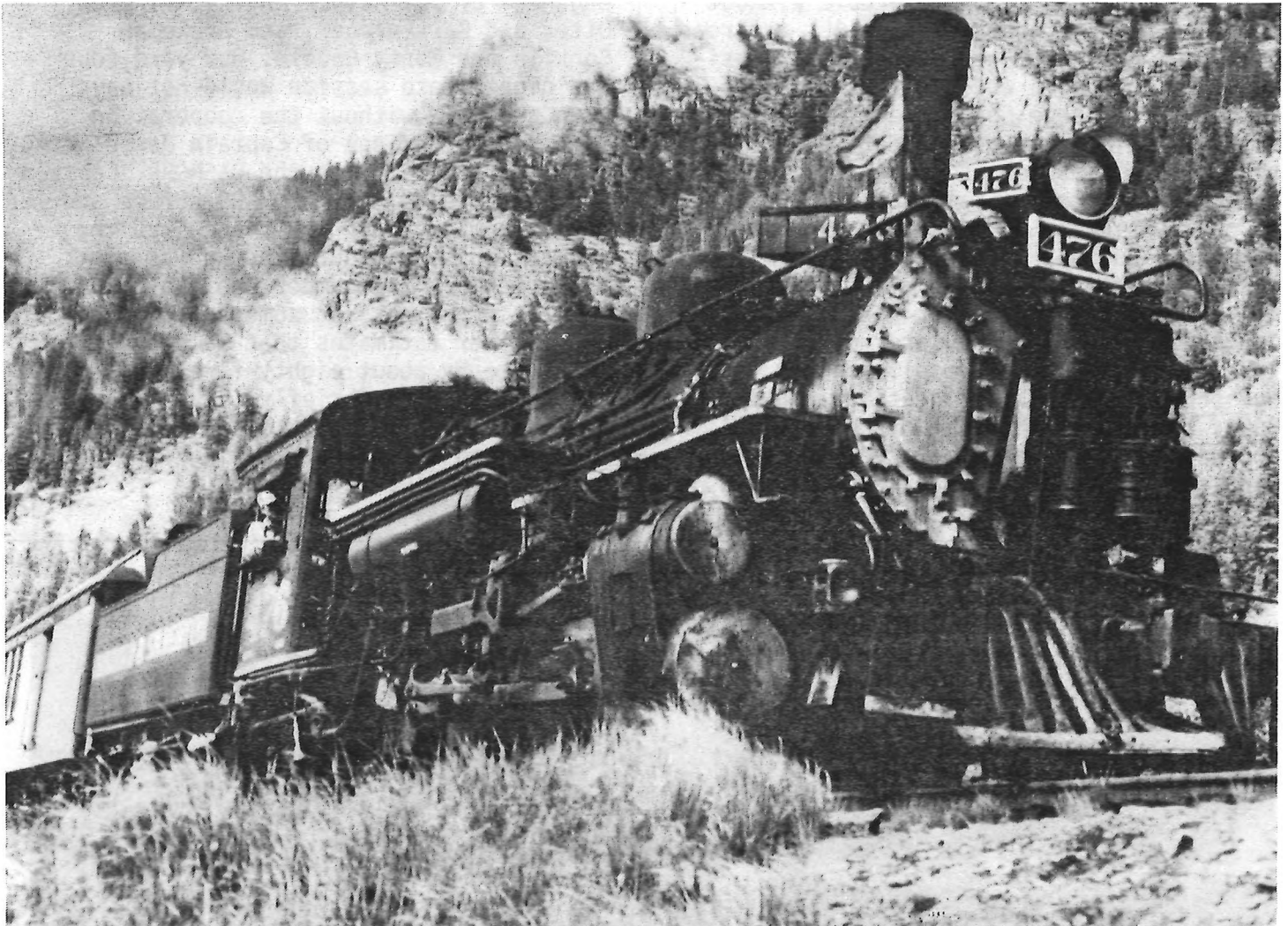
ten days of our trip! In fact, our helper engine and caboose came into Chama at 3:00 a.m., the morning of our trip!!! Well done, Earl.
(Jim Trowbridge)



50th ANNIVERSARY TRIP REVIEW— DURANGO & SILVERTON NARROW GAUGE RAILROAD

Our memorable stay in Durango began on Friday evening when many of us gathered together for a buffet dinner at the Red Lion Inn. We should note that this establishment was very helpful and cooperative in preparing for our visit, providing a reasonably priced meal, served in a comfortable dining facility. After dinner, a few words were heard from our Club president, John Dillavou, followed by Cyndi Trombly and Ardie Schoeninger, who chair the 50th Anniversary committee. We then had the pleasure of learning more about Colorado's most famous narrow gauge railroads as Earl Knoob of the Cumbres & Toltec Scenic Railroad and Charles Bradshaw, owner of the Durango & Silverton Narrow Gauge Railroad spoke about their operations. A question and answer session followed each speaker and was very informative.

The next morning, many in our group began the day by participating in the yard tour. This rare opportunity allowed us to not only view and photograph motive power and other equipment at the facility, but to



A closeup of Engine #476 and engineer John Coker at MP 490.0. One of the first (and the nicest) things Mr. Bradshaw did after purchasing the Silverton was to remove the fake movie stacks on the K-28's and reintroduce the straight stack. (Jim Trowbridge Photo)

see the inside of the roundhouse and the magnificent carshop. Many were even able to film power being serviced on the turntable. Then, at 9:45 a.m., we were all aboard our doubleheaded special train as we departed town with great anticipation for a full day of narrow gauge activity. We were not disappointed! Although Mother Nature threw weather at us that ranged from perfect, sunny skies to downright mean, nasty, monsoon-type stuff (totally uncalled for, thank you!), the changing skies did add a wide variety of "atmosphere" to all our runbys. At Tacoma, we caught a glimpse of the Railbus of the Animas River Railway. This colorful, two-car train operates out of Rockwood and offers a great opportunity to enter the canyon to spend the day hiking and photo-

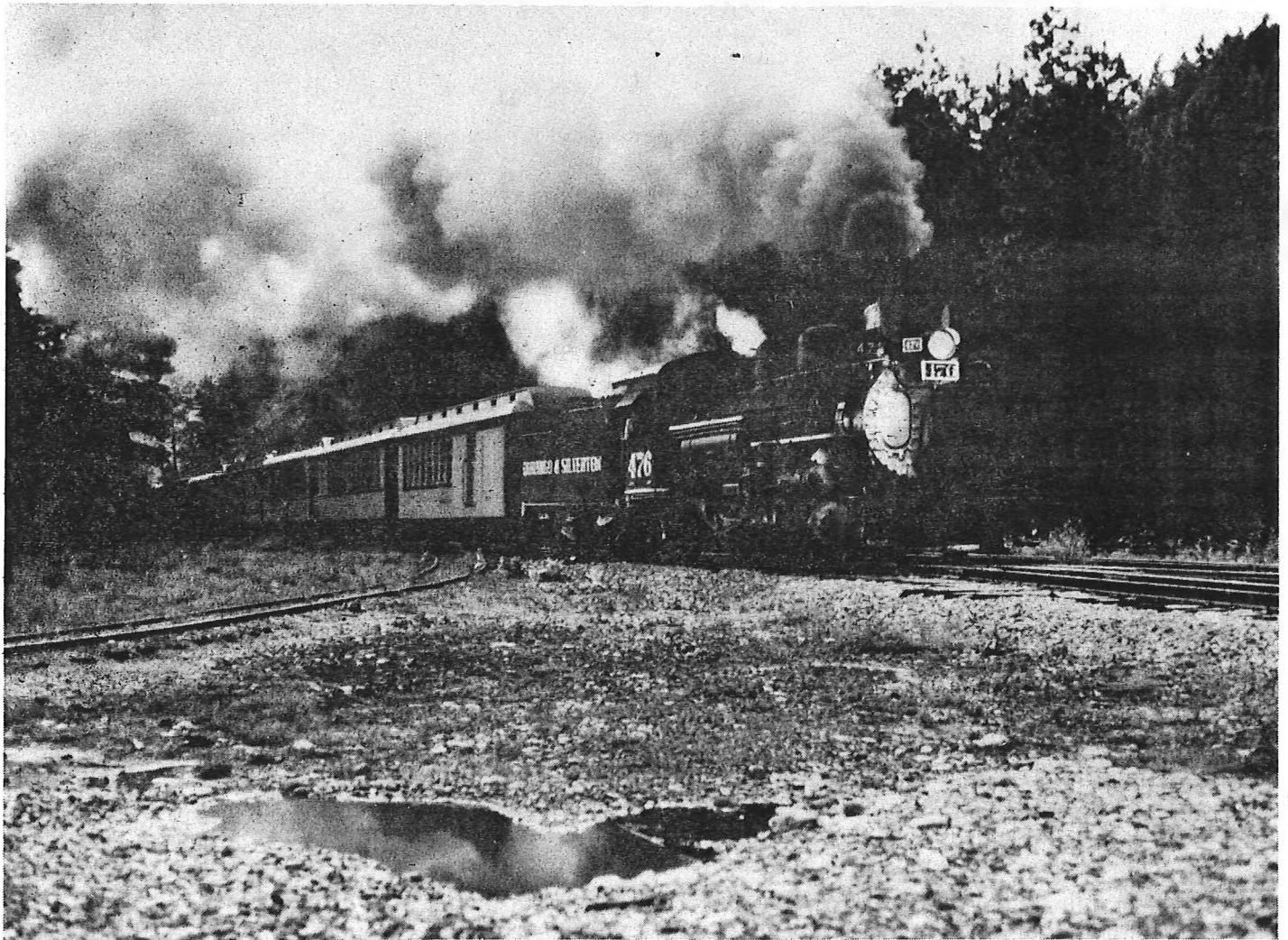
graphing trains. Conditions in Silverton were excellent and a great photo opportunity was provided when we shot the departure of the regular train as it passed our motive power parked on the wye.

That evening, a group of avid, "never say die", photographers met at the yard for a night photo session that was enhanced by the unselfish contribution of a number of volunteers who offered to help coordinate the large group and provide flash power. We are particularly indebted to Pat Barry of California and Steve Barry of New Jersey. Steve brought many of the bulbs used that evening.

Needless to say, our experiences on the Durango & Silverton would not have been

nearly as successful or memorable without the outstanding cooperation of ALL railroad personnel with whom we worked. Vice President, Amos Cordova and Superintendent of Operations, George Conner were most receptive and helpful in accommodating our special. This is not as simple as in past excursions since the railroad now operates four trains each way in summer plus three roundtrip Railbus movements, and our operation was scheduled during the height of the season. Trainmaster Dan McCall and Conductor Dave Schranck were most helpful in executing necessary modifications to our schedule and photo locations. John Coker was at the throttle of our special and he graciously accommodated our suggestions at runbys as did Dennis Schilthius,

engineer of the helper engine, firemen Otter and Bartenloger, and brakeman Conklin and Monty Caudle. Our yard tour and night photo session would not have been possible without the cooperation (and understanding) of Captain Jesse Scott, Chief of Security for the D&SNGRR. Captain Scott has welcomed the RMRRRC before and once again made our experiences on the grounds quite pleasurable. He was most flexible when the number who showed up for the night session somewhat exceeded the earlier estimates that we provided to him (like by about eighty-five). It was also good to see (briefly) Club member Neal Reich who is now a dispatcher for the D&SNGRR and was on duty during our special.
(Darrell Arndt)



*The rains subsided to allow us to have a photo runby at Rockwood, MP 469.4. This cut is probably most famous for its use in the movie "Around The World In 80 Days". The cut was papier-mached into a tunnel!
(Jim Trowbridge Photograph)*

FROM THE PRESIDENT

One week of solid train and field trips and then a solid week of following the old railroad grades had come and gone. Half of June, 1988 was spent traveling around Colorado and Wyoming, riding the various trains and following and hiking railroad grades. About 75% of these were people from out of state and out of country. We had people from New Zealand, Germany, Sweden, England, Australia, Japan and Canada. Some came to ride only the trains and just one or two of those. Several came to go the full two weeks and probably allocated their entire vacation time just to be with us.

We had glitches here and there, but overall it was a 99 and 44/100th% a success. After the 1st runby of 3985 up in Wyoming, I asked of the one Englishman how he liked that. He replied: "We do not have anything like that on our fan trips at all. JOLLY GOOD SHOW OLD CHAP!" And we do put on a jolly good show. The Rocky Mountain Railroad Club has always tried to put on a good show and we are proud of that record. We also have an outstanding safety record on our trips as well. We certainly over the years have increased the value and return on the investment of KODAK stock.

I am still getting letters of praise and thanks, and, of course, thanks to those who hosted the trips. Over the months to come, I hope that we can have some write-ups about each of the trips to fill those of you who did not make it. We have already had inquiries about if we are going to run the same trips next year because they want to set aside their vacation time to come out again. In talking to the Sojourn leaders, I gathered there at the end when they parted, there were a few tears in the eyes as people had to leave and go back to their homes and regular daily lives.

I just want to thank all of the people who were involved in each one of these trips; in the planning, preparation, scouting (which turned into 100's of hours), the meals, snacks, printing, typing, tickets, badges, the car hosts and safety people, the train crews of the various railroads involved, because you are the ones who made

it all happen. The field trip leaders are just as important because they showed a lot of people a lot of Colorado's history of railroads, where they went and the towns they served. Without these people the trips would have never come off like they did. All of this has been in the planning stages for a year and a half.

Maybe for the 60th anniversary of the Club we might do some more of this again, I doubt whether or not we can wait for another 25 years. At least some of these trains will still be around then. Someone asked Mr. Bradshaw at the Banquet in Durango, what would happen to the Silverton line if anything happened to him? His reply was he was working on a situation where the line would go into a foundation where those trains would still be running 200 years from now. That certainly brought applause from the audience. That means that my grandson's great grand children still will have a chance to ride a steam train in Colorado as it was in the early 1900's. (John Dillavou)

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for Sale or Trade or Wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Octogenarian wishes to dispose of entire narrow gauge library. Send SSAE for list. No reasonable offer refused. William C. Parks, 2804 West 91 Terrace, Leawood, Kansas 66206-1864.

FOR SALE: One copy of COLORADO MIDLAND-Cafky-1965 and one copy of COLORADO ON GLASS-Mangan. Write to B. F. Wilson, 1805 South Balsam St., Lakewood, CO 80226 or call (303) 989-8742.

WANTED: Does anybody know what Robert Ramsey charged for a Ramsey Transfer? The Ramsey Transfer was the principal devise for putting standard gauge cars on narrow gauge trucks. Most installations were eastern, but the UP had them at Pocatello and Salt Lake City. George W. Hilton, Professor, University of California, Los Angeles, Dept. of Economics, 405 Hilgard Ave., Los Angeles, CA 90024-1477.

FOR SALE: Original DENVER SOUTH PARK & PACIFIC (1949)-Poor-No. 22. This was M. C. Poor's personal copy with a special color binding. To highest bidder over \$275.00. Also, same book, copy No. 359, autographed by Mac Poor to his mother--has a few marginal notes. For sale to highest bidder. Also copy No. 64 of the PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC (1959)-Kindig, Haley & Poor in original box. For sale to highest bidder over \$250.00. Write to D. M. Shelton, 2618 Woodrow Avenue, Greenville, Texas 75401 or call (214) 455-5667.

Cost: \$7.00 before October 1st, \$8.00 the day of the performance. Mail your request and check to:

Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

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**RMRRRC NIGHT AT THE HISTORIC
PARAMOUNT THEATER**

As a grand finale to the Club's 50th Anniversary Celebration, we offer "A Railroad Night at the Historic Paramount Theatre" on Saturday, October 15, 1988.

FEATURING: A classic Buster Keaton comedy, "Our Hospitality". Starring in this movie is Buster Keaton, Natalie Talmage (his wife), Buster Keaton Jr., and Joseph Keaton (his father), and, also a replica of the Stephenson Rocket (which is now in the Smithsonian).

Also on the bill: a Helen Gibson episode of "Trial Run".

We will also feature the Dual Wurlitzer Consoles and a world renowned guest organist.



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