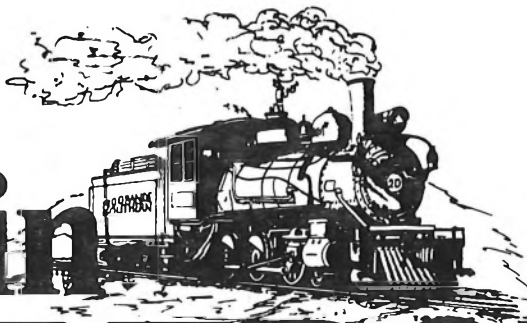


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

October 11, 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.

October, 1988..... No. 349
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

OCTOBER 11 MEETING—AUCTION

The Auction was well received last year and so we are again having an auction this year, limited to RAILROAD oriented items. Items can range from books to stock certificates, locks and keys to rail items, or models to photos and paintings.

Our auctioneer will be Erwin Chaim, who, by-the-way, will be acting vice president and program chairman through the end of the year while Rich Dais is in school, finishing some classes.

Sellers will want to arrive early to sign in and receive their sellers' number and display their goods. Each seller will be

assigned a "lot number" which will be placed on a small label and applied to each item to be sold. A minimum bid may be stipulated, although we suggest these be kept to a minimum or at least reasonable. The minimum will be announced before bidding begins. You may bid on your own item to increase the bid although you can end up buying back your own item!

The Club will charge 10% of the sale price on each item and retain this for Club projects. Should items be donated to the Club, all proceeds will be retained by the Club.

To speed up bidding and save Erwin's voice, we ask that bids be made in 25¢ increments up to \$5.00; 50¢ increments from \$5.00 to \$10.00; and, \$1.00 increments from \$10.00 up. Of course, feel free to bid in larger increments if you wish.

Any Club member may bid on items but we must insist that Dealers not participate to stock inventories. All buyers will have to register prior to the auction and receive a "buyers' number".

The above information represents your editor's understanding of auction rules, based on past auctions. Any changes will be announced prior to the start of this year's auction by the auctioneer or his representative.

SEPTEMBER PROGRAM

The two older films shown at the September meeting were both quite entertaining. While not as sophisticated as modern-day documentaries, the classic shots of steam and early diesel trains more than made up the difference in RAILROADIN'. Railroads serving the American economy was the story behind this film. It's too bad that the story isn't the same today!

Our second feature featured outstanding footage of snowplow operations around Corona on Rollins Pass, circa 1927. This footage was used in the MGM film "White Desert". In addition, the 1928 dedication ceremonies of the opening of the Moffat Tunnel were covered. Into this film, Club member, Ed Haley, proceeded to narrate--impromptu. His input certainly added to the silent film. Thanks, Ed.

1988 SCHEDULE OF EVENTS

The year is all but over. We have enjoyed an incredible number of events and train excursions. Our last two major events include 1) The RMRRRC Night at the Paramount Theatre, and, 2) Elections. We urge you to participate in both of these events.

Oct. 15 Paramount Theatre--RMRRRC Night
Dec. 13 Elections

NEW MEMBERS

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

Jack Bejna	Seminole, FL
Gladys Bradbury	Wheat Ridge, CO
Mary Sarah Bradley	Palo Alto, CA
Domenick Calbi	Denver, CO
James Lyle Chambers	Denver, CO
Mrs. Jim Hughes	Denver, CO
Norbert Lecher	Salem, OR
Jim Milroy	Omaha, NE
Alva Morrison	Concord, MA
Paul Taylor	Aurora, CO
Robert Wilson	Denver, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Clarence A. Nulph Lompoc, CA

ELECTIONS

Our annual elections are only two months away. An organization can only continue to exist and serve its members if good, qualified persons are found to lead the organization. With that in mind, the nominating committee has begun looking for candidates to serve as officers and on the board of directors of the Club. They would greatly appreciate hearing from interested persons. The nominating committee is composed of the holdover board members and includes Sidney J. White, Joe Niklas and Joe Priselac. You may contact any of these men at Club meetings or through the Club's mailing address or phone number.

RMRRRC NIGHT AT THE HISTORIC PARAMOUNT THEATER

A REMINDER... the final event of the 50th Anniversary--the RMRRRC Night at the Historic Paramount Theatre--is upon us. The \$7.00 cut-off has arrived prior to your receiving this newsletter, so, it will now cost \$8.00. Tickets will have to be purchased at the door on the night of the finale, Saturday, October 15, 1988.

The Program features 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".

All this to be accompanied by the Dual Wurlitzer Consoles with a preshow performance by a renowned guest organist.

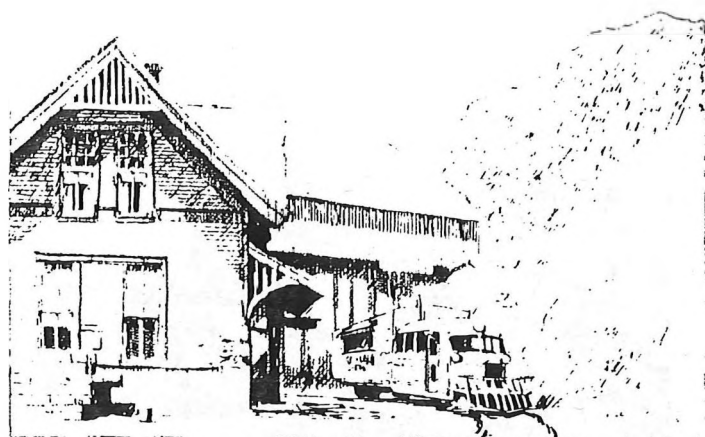
COLORADO RAILROAD MUSEUM INVITES RMRRRC MEMBERS TO OPEN HOUSE IN OCTOBER

The newsletter should be in local homes in time to remind everyone about the Open House at the Colorado Railroad Museum. (JT)

The Colorado Railroad Museum invites members of the RMRRRC to an Open House on Saturday, October 8, 1988 from 2:00 to 5:00pm. Join us to view recently refurbished steam locomotive No. 491 which is on long-term loan by the Colorado Historical Society to the Museum and one of the most recent additions to our narrow gauge displays. The engine was refurbished by volunteers of the Boulder Model Railroad Club.

One of the "Gallopings Geese" will be running, rolling stock will be open for inspection, refreshments will be served and it promises to be a good time to enjoy an autumn afternoon of railroading.

Club members are, of course, admitted without charge so plan now to come. The Museum is located at 17155 W. 44th Ave., just east of Golden. (Bill Jones)

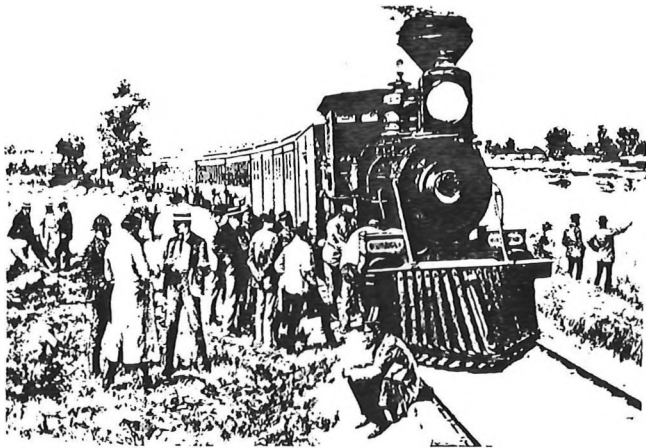


PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the September meeting are as follows:

- Martin Due / The Pictorial Story of RYs
- Bud Lehrer / Pacific Slope Railroads
- John Rus / Rails to Pittsburgh
- Olie Larsen / Repair & Operating Manual--
for Lionel Trains
- Doug Junda / Mexican Narrow Gauge
- Gary Lowry / South Pacific Coast
- Bob Wilcoxon / Uptown, Downtown--NY Subways
- Don Webster / The White Plume
- Russ Treptow / Video: Rio Grande of the
Rockies // donated by WB
Video Productions
- Don Zielesch / Focus--The RR's in Transi-
tion
- Roy Jessen / RR Belt Buckle
- Emil Sozin / California Zephyr Headrest
Cover (original CZ)
- Hugh Wilson, Sr. / Print: Colorado Eagle
on Monument Hill

A lot of fine prizes are being won by Club members at the monthly meetings and our Preservation Fund is benefitting from the funds received. Virtually all funds received each month are put into the Fund because of the continuing generosity of fellow Club members who have donated many great prizes. Should you have donations or wish to participate, please contact Roger Callender at: 2573 So. Williams St., Denver, Colorado 80210. Gary Ellison of New Jersey has collected a number of these prizes, showing that out-of-state members can also participate and WIN! So, don't let your location prevent you from joining in the fun. Roger can provide you with details. Again, we wish to thank the many donors and participants!!!



MAKE YOUR '89 TRAVEL PLANS NOW!

Even though you may not have developed that last roll of slides from this summer's fabulous agenda of Rocky Mountain Railroad Club trips, it's not too soon to think about your '89 travel plans. The trip committee is already finalizing an interesting array of trips for next year. While the completed calendar has yet to be finished, we would like you to make plans now to join us on three very special trips.

The first will be a wintertime excursion on Amtrak to Glenwood Springs. This trip is tentatively planned for early spring, 1989. It has been a couple of years since the Club has taken this always enjoyable trip. Winter adds an exciting new dimension to what has been described as Amtrak's most spectacular trip. We're planning to stay at the classic Hotel Colorado. Included will be a banquet and free swimming at the world's largest hot springs swimming pool. Tentatively priced at around \$145, this trip will provide the perfect break to that mid-winter cabin fever.

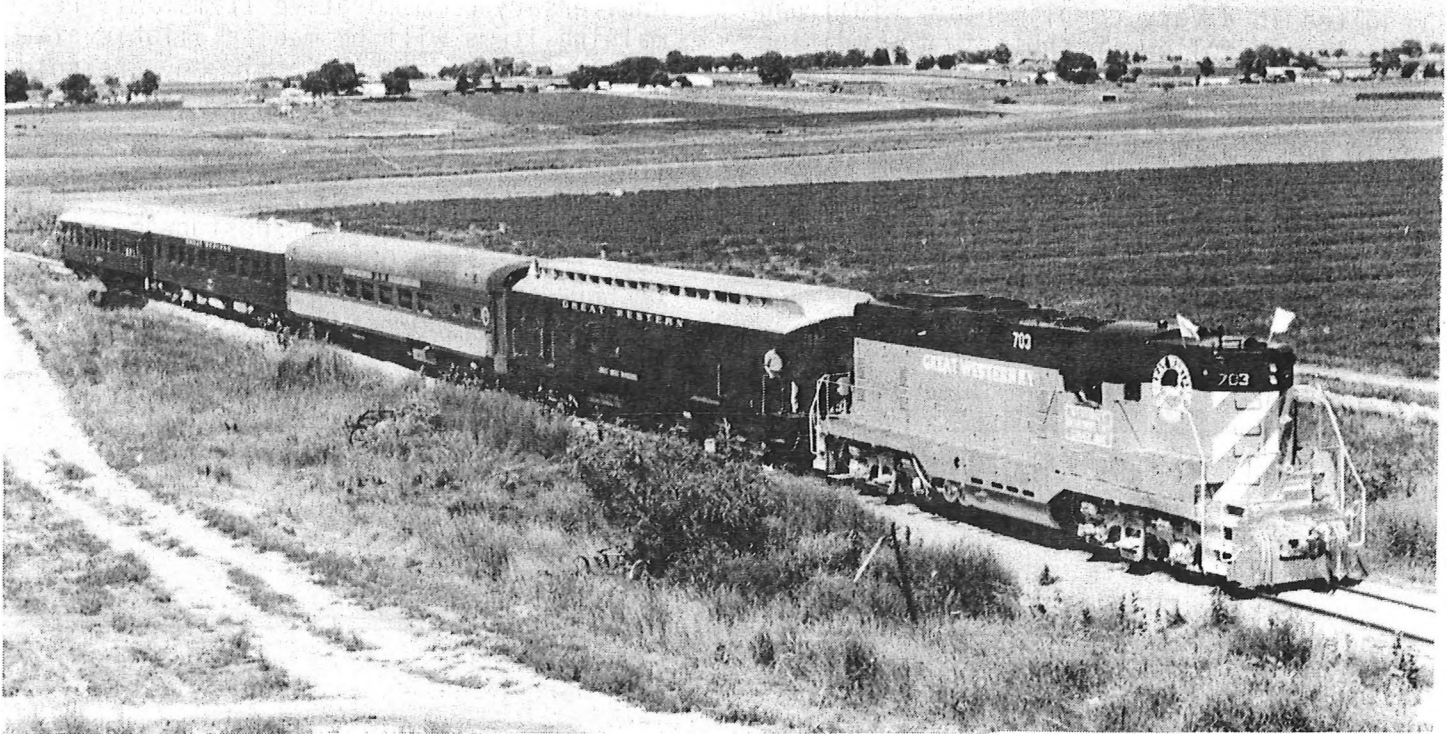
In the early part of July we're planning our most ambitious trip for 1989. Imagine classic Budd-built dome cars, tasty cooked-to-order dining car cuisine, served while passing through scenery that ranges from spectacular mountains to sweeping plains. Where, in this age of red, white and blue uniformity is this possible? In Canada! The Club is planning a spectacular trans-Canadian trip in early July. First, we'll travel to Vancouver, British Columbia. There we'll board VIA's famous "Canadian"

for the incomparable ride through the Canadian Rockies. After spending a couple of days touring Banff and Lake Louise, we'll reboard our train and continue eastward across Canada to Ottawa. There we'll tour the picturesque Canadian capital city before proceeding to Montreal. In many ways our tour of Montreal will be like a visit to an European city, but without the miserable transatlantic flight. When not on the train, we'll stay in some of Canada's most famous hotels. This deluxe, eleven-day tour promises to be one of the most delightful trips we've ever presented. Tentatively priced from \$1800 per person, it won't be inexpensive. But when you see what all is included, we think you'll agree that it will be worth it.

Finally, over Labor Day weekend, September 2, 3 and 4, 1989, we're planning a very unique tour that will provide us with a glimpse into the glorious age of railroading. We're going to St. Louis for a visit to the National Museum of Transport. Those who visited this extensive collection before St. Louis County took it over are in for a real surprise. There are over 70 steam locomotives. The original G.M. FT-diesel demonstrator, the Burlington's shovel-nosed "Silver Charger" and a G.M. AeroTRAIN locomotive are also part of the collection. County ownership has led to a dramatically improved display. In addition to the railroad displays, there are motor trucks, aircraft, streetcars, buses, fire trucks and automobiles. Have you ever seen a 1963 Chrysler turbine car? As part of our look at the past, we'll be staying at the beautifully restored St. Louis Union Station Hotel. We've arranged for a variety of additional experiences while there. The view from the famous Gateway Arch is not to be missed. Tentatively priced at \$550, this will be a first class trip. But when you see what all is included, we think you'll agree it is a real value.

So plan to join us for these exciting excursions. Watch the upcoming issues of the Rail Report for details and order forms. If you have any questions, call Allen Miller at Alpine World Travel, (303) 759-0900, for details. We hope to see you in '89 on one or more of these great trips!

(Keith Kirby)



*Here we see the Great Western excursion train on one of the many fine photo opportunities.
(Mat Anderson Photograph)*

A NOSTALGIC RETURN TO THE GREAT WESTERN

For some members, it was a return to a line with many fond memories of previous excursions; for others it was a first time experience seeing a portion of northern Colorado by rail. All in all, a great time was had by everyone during this unique excursion between Loveland, Longmont and almost all the way to Eaton on Saturday, August 13. The weather could not have been more perfect for this four-car special. The picnic in the park at Johnstown was absolutely delightful as once again, Ranniger's Roadbed Commissary insured that we "stuffed to the gills" with Ballast-burgers and accompanying selections. Members of the Gold Nugget Brass Band kept us entertained both on the train and in the park during lunch.

A number of "Thank You's" are in order for

those who made this special event a success. Pete Asher, president of the Great Western Railway was most accommodating in scheduling our system-wide tour and his wife Jane permitted use of the private car Great Smoky Mountains to be included in the consist. Conductor/Trainman/Brakeman/Switchman/Repairman/Counselor/Tour Guide/Etc./Etc. Dave Pitts went out of his way to insure our adventure was enjoyable and Dave Lafferty, General Manager and engineer for the trip was very helpful with his suggestions and satisfying our requests. Don Smith and the Gold Nugget Brass Band added much to the festive atmosphere. Jim and Lil Ranniger outdid themselves again. They were helped by Carl Carlson in moving materials and setting up and Jack and Erma Morison also provided important assistance. Erwin Chaim, Ardie Schoeninger, Cyndi Trombly and Bob Griswold took care of souvenir items and other chores both on and off the train. Car hosts Mat Anderson, Everett Rowe and Hugh Wilson made in-

valuable contributions to assure a smooth operation. Steve Rasmussen handled the responsibility of ticket sales. The Rocky Mountain News sent reporter Gary Massaro and photographer Linda McConnell which resulted in a very complimentary, full page article and follow-up photo in tow editions of the News. Of course, a big thanks is due all those members who came out and supported this wonderful return to the rails of "Colorado's own railroad"!

(Darrell Arndt)



50th ANNIVERSARY COMMEMORATIVE ITEMS

Time is running out to obtain 50th Anniversary Commemorative Items. All remaining items will be made available at regular Club meetings until they are sold out; however, out-of-state Members may obtain these by sending a check or money order for their cost as follows:

PLATES (\$24.95, includes postage)
POLO SHIRTS (\$13.00 + \$2.00 postage)
CALENDARS (CLOSE-OUT SPECIAL: \$3.00+
\$1.50 postage)

Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB
Commemorative Items
P. O. Box 2391
Denver, CO 80201



*Carl Carlson and Jim Ranniger rest after serving up lunch on the Great Western Excursion.
(Mat Anderson Photograph)*

EVERY CARLOAD COUNTS

For two years Conoco had been trying to figure out how to get the low bid to supply JP-4 jet fuel to Kirkland Air Force Base near Albuquerque. The problem was that the Conoco refinery is located in Denver, and the transportation costs by truck put Conoco out of the bidding.

Conoco wanted the 5.1 million gallon contract, and so the obvious solution was the Santa Fe Railroad. The two companies got together and worked out the transportation costs so that the Conoco bid could be competitive. Spotlessly clean cars to haul the product had to be located as the government had extremely stringent quality requirements for the JP-4. The next problem was altering the Denver tank car loading facilities at the refinery to handle the jet fuel. By working with the Santa Fe and solving the delivery problems, Conoco got the contract.

If you see red TGOX tank cars on the Santa Fe between Denver and Albuquerque, you will know that they are related to the monthly shipment of 420,000 gallons of JP-4. By shipping the JP-4 (#1863 on the hazardous material placard) on the railroad, shipping costs are about 40% less than by truck. (Details from May issue of Conoco World via member P. R. "Bob" Griswold)

FLAGLER ROCK ISLAND CENTENNIAL

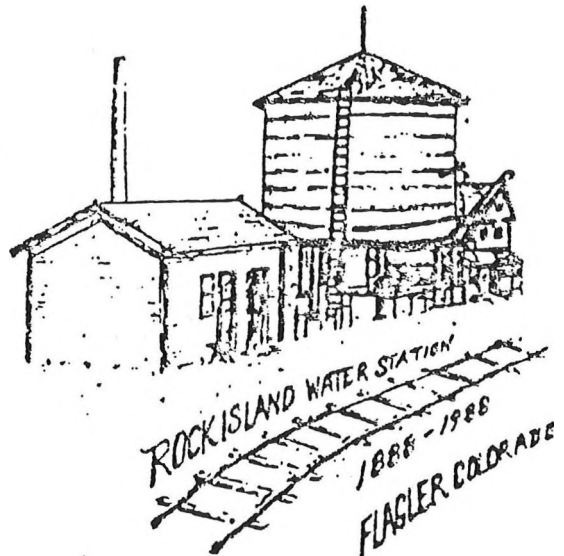
[Editor's note: With all the 50th Anniversary coverage, I was unable to use this article or "Every Carload Counts" until this issue. I thought it would be of interest to members and so the delay in printing]

With the theme "Prairie Trails and Shiny Rails," Flagler, Colorado celebrated on July 4th its centennial and the arrival of the Chicago, Kansas, and Nebraska Railway one hundred years ago. Since the founding of the town coincided with the arrival of the railroad that was a predecessor to the Rock Island, Flagler properly centered the centennial events around the railroad theme. Based on old photographs in the Flagler Historical Society files, the centennial logo featured the original rail-

road pump house, water tank and two-story depot. The logo appeared on T-shirts and a very attractive commemorative coin.

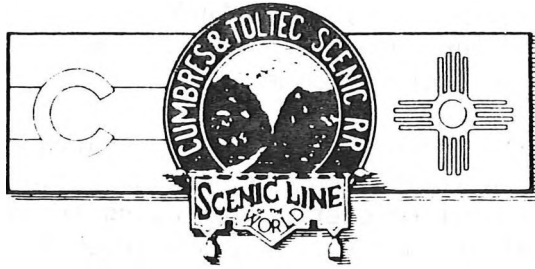
The afternoon program on the Fourth began with an interesting display of antiques in the school cafeteria. Following the informal antique viewing, Bob Griswold presented the Rock Island history program featuring several dozen slides of the days when the Rocky Mountain Limited and the famous Rocky Mountain Rocket kept the rails through Flagler mighty shiny.

To complete the celebration, the members of the Historical Society presented an evening fireworks display at Flagler Lake; as spectacular as any in the big city. Of special interest to the railfan was the stationary fireworks display of the steam locomotive with moving wheels; it so closely resembled the 4-4-0s on the old Rock Island. (Bob Griswold)



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.



"INDIANA JONES" MOVIE FILMED ON THE C&TS

The last part of August and first of September found Steven Speilberg's movie company in Antonito to film most of the train work to be used in the latest episode of "Indiana Jones." A complete circus train was made up from engine to caboose with a new railroad being formed...The Pueblo & Chama RR.

Cars were decorated with flags, placards, paintings, etc. to simulate a typical circus train that advertises on billboard-type pieces of rolling stock. They proclaimed everything from "Raging Rhinos" to the "Lion's Den" and were, in your editor's opinion, very well executed. If ever the Rio Grande ferried a circus train across its narrow gauge trackage, this is probably what it looked like! In fact, it may get modeled!!! Engine No. 484 was used and painted for The Pueblo & Chama RR. It received the usual hollywood treatment, but was kept somewhat more toned down than other hollywood paint jobs.

Perhaps your editor will have to bring some slides along to the next meeting as "seeing is believing".

This makes two major motion pictures shot on the C&TS this summer. In June, Willie Nelson was filming a made-for-TV movie which got too realistic and burned down Ferguson's Trestle outside of Antonito. Of approximately 25 days of total shooting, 22 days were on the railroad. This is definitely a "Train Movie" and is supposed to air this fall sometime. It is called: "Where the Hell is the Gold?" Check your TV listings. The "Indiana Jones" movie is supposed to be released next March.

It was interesting how the Speilberg group was trying so hard to keep the filming a

secret even during filming when the Colorado Film Commission gave out their schedule to the Rocky Mountain News prior to filming. Having walked onto their "closed" set, I can attest to the friendly and courteous handling of visitors who strayed onto the set. Being just outside of Antonito on a public road and in full view of the main crossroads made secrecy somewhat difficult. The balance of filming was completed nearer to Chama.

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

Bob Griswold advises Club members that half of the "Georgetown and the Loop" books have been sold. If you have not ordered your copy as yet, we suggest that you do so now.

The cost of the book is \$27.50 plus \$2.00 for postage and handling. Colorado residents please add \$1.75 sales tax for each book.

Send orders to:

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

ORDER FORM

NAME _____

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Enclosed is my check or MO for \$ _____

to cover the cost of _____ books.

_____ Copies @ 27.50 \$ _____

Postage @ \$2.00
per book _____

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Tax/book _____

Total \$ _____



NEWS COVERAGE ON CLUB'S 50th CELEBRATION

The Rocky Mountain News, Monday, August 22, 1988, page 46, Lifestyles, gave the Club quite a piece of publicity, particularly covering our Great Western excursion.

Complete with photos of this trip, past trips and the insertion of our 50th Anniversary logo, the Club received very good coverage. Our schedule for this year and general information were presented and our telephone number listed should readers have any questions.

ROAD CLOSURES TO CRIPPLE CREEK

August was tough on travel to Cripple Creek. The two main roads were both shut down due to tunnel failures. All the tunnels were old railroad structures. July 31st saw the single-lane "Waters" tunnel caved in by a heavy boulder that crashed down the mountainside which, in turn, led to a second and third tunnel collapse. Repairs were expected to cost the State about \$250,000.

On August 23rd, the second road to Cripple Creek was closed following a cave-in at a tunnel along the Gold Camp Road on the south side of Pike's Peak (This was the Colorado Springs & Cripple Creek District RR's route, while the Waters Tunnel was on the Midland Terminal Ry.) Access was still available to Victor and Cripple Creek via Lower Gold Camp Road and Old Stage Road as well as the old F&CC route from Florence. The cave-in was at Tunnel No. 3, one of six area tunnels controlled by the Forest Service's regional office. The cave-in was caused by heavy rain on the mountain, which rotted the tunnel's support timbers. No one was injured, but inspection crews will examine the other five tunnels.

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CALENDARS (*CLOSE-OUT SPECIAL*: \$3.00+
\$1.50 postage)

Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB
Commemorative Items
P. O. Box 2391
Denver, CO 80201



NEWS FROM THE COLORADO RAILROAD MUSEUM

Just a reminder that the Museum's newest Merchandise Timetable No. 29 has been made available. It contains hundreds of items from books to "railroad paper". Should you wish to have a copy, please write the Museum (and perhaps send a dollar to offset postage) at:

Colorado Railroad Museum
P. O. Box 10
Golden, Colorado 80402

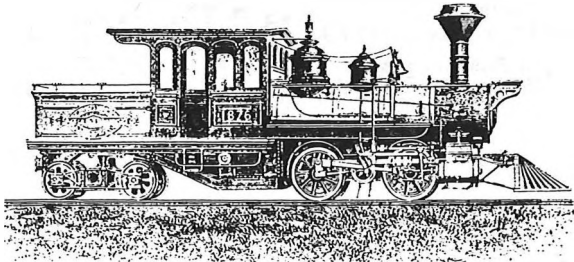


SWAP 'N SHOP

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: Five Canadian Pacific Railroad blankets with logo. 35 to 40 years old in very good to excellent condition. Light brown with dark brown stripes. All-wool with the "wear-like-iron" weave. \$70.00 each, or, will consider offer for entire lot. Bruce Luedeman. (303) 353-8840.

FOR SALE: 2 copies of Pictorial Supplement to Denver South Park & Pacific, 1959, by Kindig, Haley & Poor. Copy #3564 and complimentary Copy, both signed by authors. 1 copy of Rails Around Gold Hill, 1955, by Morris Cafky. Complimentary copy, signed by author. All books in new or excellent condition. Will sell to highest bidder. Everett L. Dandurand, P. O. Box 25, Cedaredge, Colorado 81413.



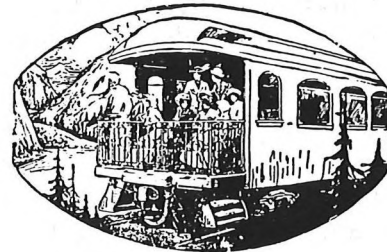
MISCELLANEOUS

REWARD!!!

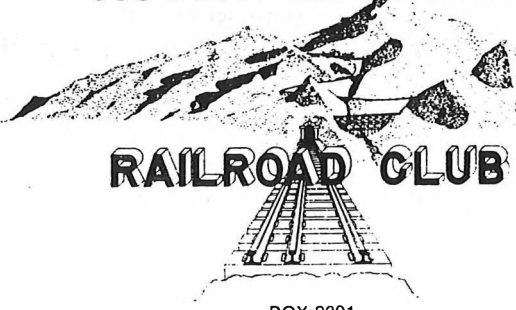
The Clear Creek Board of County Commissioners has offered a \$250.00 reward for information leading to the recovery of the original train bell and whistle stolen in the late 1970's from the Colorado & Southern Engine #60 on display in Idaho Springs. Please contact Mike Horner, Box 1553, Idaho Springs, Colorado 80452. (303) 567-2362

RAILROAD THEME LOGO

The Monte Vista, Colorado Historical Society has adopted as their logo a drawing of the 1881 Denver and Rio Grande water tank which was the first structure at the site of the future town. Monte Vista joins Flagler, Colorado in using a significant railroad theme to recognize the important role of the railroad in its heritage. (P. R. Griswold)



ROCKY MOUNTAIN



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