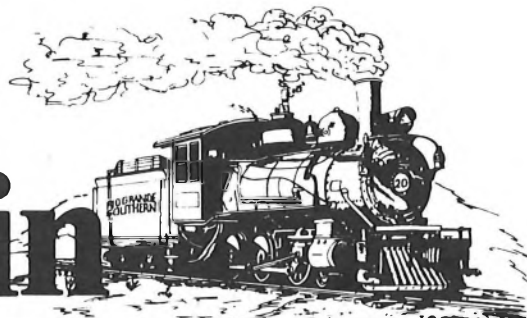


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 8, 1989 -- 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
Carl Carlson..... 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 10th 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, 1989..... No. 359
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 8 PROGRAM

Dan Straight, President of the Rollins Pass (Moffat Road) Restoration Association, will present a program, with slides, regarding the history and current restoration of the Rollins Pass Road.

Dan has spearheaded this restoration project for many years with one of the most recent accomplishments being the re-opening of the Needles Eye Tunnel.

Anyone interested in touring this road, which was an integral part of Colorado's railroad heritage, should not miss this program.
(Larry Lombard)

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9233) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

JULY PROGRAM

Rich Dais, Cyndi Trombly and Ardie Schoeninger reviewed, photographically, the Club's 50th Anniversary with special emphasis on trips, especially the two-week extravaganza in June of 1988, using multi-projectors for a very smooth transition of hundreds of slides.

As Cyndi mentioned, while happening only a year ago, it seems like forever since these events took place and it was nice to relive such a pleasant and important year in the history of the Rocky Mountain Railroad Club.

While Rich, Cyndi and Ardie presented the program, we need to extend our thanks to all who provided material for the program. These people included: Darrell Arndt, Zona Stephens Fowler, Jean Hickam, Tom & Cathy Lawry, Larry Lombard, Cyndi Trombly and Ardie Schoeninger.

1989 SCHEDULE OF EVENTS

Aug. 8	Regular Monthly Meeting
Aug. 19*	Argentine Central Hike
Sept. 2-4	St. Louis, MO/ Rail Exhibits and Excursion
Sept. 12	Regular Monthly Meeting
Oct. 7-8	North Platte, NE/ UP Rail Facilities
Oct. 14	Annual Banquet
Nov. 14	Regular Monthly Meeting
Dec. 12	Elections and Regular Monthly Meeting

*Note: This is a change of date!!

ARGENTINE CENTRAL HIKE

Join your friends in the RMRRRC on a hike on the scenic grade of the Argentine Central Railway from Silver Plume to Pavilion Point on Saturday, August 19, 1989 (not August 12 as previously scheduled). Come early for coffee and doughnuts before our 9:00 a.m. departure on a leisurely hike up the slopes of Leavenworth Mountain, arriving at Pavilion Point in time for another fine catered lunch, provided by Ranniger's Roadbed Commissary. After lunch, we will hike back down the mountain to Silver Plume, hopefully in plenty of time to catch a ride on the Georgetown Loop Railroad (on your own). The cost for coffee and doughnuts, barbecued beef lunch, and trip handouts is just \$8.00 per person; the spectacular scenery is free!! Don't miss this opportunity to enjoy a beautiful hike through the aspens on a historic railroad grade, not to mention the usual RMRRRC camaraderie and great food! Reservations are required, so send in the attached coupon with your payment as soon as possible.

ORDER FORM -- ARGENTINE CENTRAL HIKE

NAME _____

ADDRESS _____

TELEPHONE _____

_____ Number in party X \$8.00 = \$ _____

Send check or money order to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Richard Dais
1055 Logan Street, #706
Denver, Colorado 80203

[Information will be forwarded with your tickets regarding a meeting place for the hike. If reservations are not made prior to the hike, it will not be possible to provide space because of the necessity of providing food and handouts]

PRESERVATION FUND AND BOOK DRAWING

The monthly book drawing continues to be a popular event and the monies collected go for historic preservation and restoration. Many Club members have helped to promote preservation by providing prizes for the monthly drawings. These items include railroad books, posters, pamphlets, timetables, maps, etc. If you have some of these items and wish to donate them to the Club for use in the monthly drawing, please contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210 or phone (303) 722-4733.

Prizes and winners at the July meeting are as follows:

Ardie Schoeninger / The Pennsy RR -- A Pictorial History
Gary Ellison (NY) / The Rio Grande Pictorial
Gary McMills (LA) / The Official Railway Guide--April, 1969
Wally Porter / Northwestern Album
Ray Wetmore / H0 Caboose Kit (D&RGW)
Brian Gould / Big Book of Real Trains and The Perky Little Engine
Jeff Rothlisberger / Set of Misc. Prints
Bob Griswold / Set of Timetables
Martin Due / Set of small post cards
Jim Jones / Locomotive Wall Plaque
Alen Betts / Print--City of San Francisco
Noel Hover / Print--Illinois Central Steam Locomotives



Challenger #3985 roars pass the photo line at MP 539.7 on June 17, 1989. The weather was almost perfect and recent rains had most of the scenery quite green and fresh. 3985 and its consist was looking very impressive this day. (Jim Trowbridge Photograph)



Boy! Could your editor have used these guys to get up the photo line embankment!! Tom Caldwell (left) and Bud Lehrer (right (Trips Chairman)), get our foot stool in place for passengers to disembark the Club's UP special for a photo runby. Tom and Bud are representative of the many fine Club members who volunteer their time and effort to see to the comfort and safety of passengers aboard a Club sponsored trip. Too often, we overlook the effort of these Club volunteers who are so very important to the ultimate success of the trip. Besides answering a myriad of questions from passengers, they are the personal representatives of the Club and their actions go a long way in developing good impressions of the Club. We would like to take the opportunity to thank each and every person involved in the car host group, and, a very special thank you to those involved in the commissary car operations. (Jim Trowbridge Photo)

UNION PACIFIC EXCURSION A GREAT SUCCESS!!

A month before the UP trip was to run, the Club was wondering if we could sell enough tickets to pull it off! An extra effort was put forth to create both paid advertising and general media exposure for the trip in local newspapers with such good success that the train sold out by the week of the excursion and everything went off in an exceptional manner.

The weather cooperated and the day was just beautiful! Thirteen photo runbys were held, including three runs of the last photo site due to the magnificent scenery and the awesome sights and sounds of the UP's 3985. Our thanks to Steve Lee for providing this wonderful opportunity.

The engine and passenger equipment was in exceptional shape and we had the privilege of riding in three of the newly refurbished cars. These cars have been completely overhauled from the trucks up. They are now headend powered with air conditioning that always works well; they have new paint jobs inside and out; they now have carpeting; they have new restroom facilities; they have new drinking (refrigerated) fountains; they have all new fixtures such as lights; THEY ARE GREAT! The UP can be proud of this equipment and the workers who refurbished them.

The Club probably has the distinction of having had the final excursion behind 3985 as a coal-burner. Plans are to have the engine refitted to oil over the next year to eighteen months. Hopefully, it will be ready for our next excursion. As an oil-burner, the engine



The RMRRC's excursion was privileged to have several of the newly and completely refurbished coaches that the UP had spent about \$500,000 per coach. Here, our members and guests are enjoying a break between photo runbys. (Jim Trowbridge Photograph)

will be able to travel just about anywhere, including Denver. Wouldn't it be great to take the 3985 from Denver to Laramie?!

The folks aboard this year's trip were, in your editor's opinion, about the best the Club has ever had. Everyone enjoyed themselves and were very cooperative in deboarding and reboarding the train and were very well behaved on the photo lines. The only "downer" came when your president and editor (acting as photo line organizers) were bounding up a somewhat steep embankment in their usual elegant gazelle-like manner when the embankment gave way and dropped both to their knees. Unfortunately, your editor hit a rock and ripped

open a gash below his knee, requiring six stitches when we reached Laramie. Fortunately, we had our "ever-ready" paramedics aboard to keep Ye Olde Editor from bleeding to death or some other such terrible fate. Your editor's personal thanks to Brian Gould and Joell Velotta for their help and to Brian, in particular, for having been available for the past number of years aboard the Club's UP trips as well as many others. This is just one more area where the Club has received expert help to maintain a well organized and safety-oriented excursion schedule.

To finish up the UP trip, we would want to express our appreciation to Tom Lawry for a job well done as the UP trip chairman.

The UP excursions represent the largest budget of any Club trips, and, consequently, the greatest risk. It also requires the most planning and organization of any event that the Club does each year. This was Tom's first year as UP Trip Chairman and he proved his mettle. (JRT)



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: Negative & Slide Collection Reduction Sale. 99.99% Steam, 1950's and 1960's. Sold as one lot to best offer. A list is available for \$1.00. Peter Gilbert, P. O. Box 16451, Denver, CO 80216.

WANTED: Photos of UP 3985 putting out heavy black smoke as it prepared to leave Cheyenne on the Club's June 17th trip. Will gladly pay for copies. Vernon Lohrentz, Box 252, North Newton, Kansas 67117.

SEPARATE FLYERS IN THE NEWSLETTER MAILING

While our new second class mailing permit allows for more volume to be sent for a single price, we do have some limitations due to the number of helpers to put this material together and the physical limit of the Club's staplers. We have noticed a problem developing over a period of time with additional material being brought to the mailing session without prior notice, and, therefore, must state a new policy to become effective immediately... ALL ADDITIONAL MATERIAL (including trip flyers) to be included in the newsletter mailing MUST BE APPROVED PRIOR TO THE MAILING SESSION. With everyone's cooperation, the mailing committee will have an opportunity to prepare for additional pieces with people and equipment and preclude any problems. (John Dillavou)



THE "SPIRIT OF ST. LOUIS" EXCURSION

Join us this Labor Day (September 2-4, 1989) for an unforgettable trip to St. Louis, MO. By 1900, St. Louis had become the nation's second most important railroad hub. Of key importance, was the completion, in 1894, of the spectacular Union Station. Once threatened with destruction, this beautiful building is now the center of a hotel/shopping complex. It will be our headquarters as we explore St. Louis. A high point of our trip will be a visit to the National Transportation Museum. The museum contains one of the most extensive collections of steam, electric and diesel locomotives in the country. Your deluxe tour will include the following: 1) Round trip air fare--Denver/St. Louis; 2) Two nights at the Hyatt Regency Hotel in Union Station; 3) Tour of the Anheuser-Busch Brewery; 4) A day-long visit to the National Transportation Museum; 5) A visit to the Gateway Arch; 6) Continental breakfasts; and, 7) Dinners, including a dinner Cruise on the "President" Riverboat.

The price for this first class trip is only \$509.00. This price is subject to a minimum of 30 people and is based on double occupancy. Payment must be made by immediately. For information about single occupancy or air fare from departure points other than Denver, contact Allen Miller (303) 752-0900. Please make checks payable to: ALPINE WORLD TRAVEL, and send to: Alpine World Travel, 1555 South Havana, Aurora, CO 80012, Attn: Allen Miller.

ORDER FORM

NAMES _____

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PHONE () _____



A view of the new dining facility at Osier, Colorado on the Cumbres & Toltec Scenic Railroad the day of dedication, June 30, 1989. You are looking to the east with the westbound Chama Train awaiting the order to leave for Chama. (Carl Carlson Photograph)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

NEW OSIER DINING FACILITY:

On Friday, June 30, 1989, 224 invited guests boarded a special train on the Cumbres & Toltec Scenic Railroad out of Antonito to dedicate the new \$600,000 Dining Facility at Osier, Colorado. Aboard, were members of the Railroad Commission, local and state officials from both Colorado and New Mexico, along with local businessmen, ranchers and people who have contributed to or promoted the C&TS.

On arrival at Osier, Leo Schmitz, Secretary

for the Railroad Commission, acted as the Master of Ceremonies. After a number of dignitaries made their speeches, a ribbon cutting was held and between 500 and 550 people entered the Dining Hall for lunch. Ports of Call, the local caterer, still has an excellent Mexican or Barbecue lunch for \$6.30.

The Dining Hall has been talked about for a number of years, but the Railroad Commission just recently obtained \$170,000 from the state of Colorado and an equal amount from the state of New Mexico. In addition, the balance of the monies needed to complete the project was donated from private foundations. A plaque was installed to acknowledge these donors. The Dining

Facility is a two-story building with the dining hall on the second story, at track level. The lower floor has a kitchen, gift shop, restrooms, and, an overflow dining room. The architect who designed the building strove to blend it in with the D&RGW buildings, and, it is a very handsome structure. During the past few years, the Cumbres & Toltec Scenic Railroad has seen many improvements, but this building is an important step in making the railroad a major tourist attraction. (Carl Carlson)

THE GENE AUTRY ENGINE, K-27 NO. 463 IS DONATED TO THE C&TS RAILROAD COMMISSION:

The Town of Antonito has recently donated

Engine No. 463 to the Cumbres & Toltec Scenic Railroad Commission. The Commission plans to restore the engine to service in 1991 if funds can be made available. It is currently being listed in the 1991 budget. Restoring this engine to operation would not only provide additional motive power for the railroad, but, because of its class, size and vintage, it would also be ideally suited for movie productions. Built in 1903, this engine is one of only two K-27 class engines left in the world.(Chip Irwin)



After the dedication ceremonies, everyone headed for lunch in the new facility which served between 500 and 550 people this day, June 30, 1989. You can see the relationship of the new facility to the old section house and water tank as these stand out in the background above the crowd.

Carl Carlson Photograph)

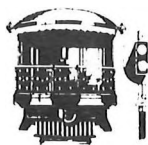


Inside the new Osier Dining Facility, folks can enjoy a good, hot meal without worrying about the wind, rain or other natural hazzards. This is one of the most needed improvements on the C&TS and should go a long way in impressing tourists with the railroad and its appeal as a tourist attraction.

(Carl Carlson Photograph)

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.



NEW MEMBERS

With a number of members out of town on the Club's Trans-Canada excursion, including Tom and Cathy Lawry, a list of new members and deaths was not available prior to the writing of the August newsletter. July's list will be included in the September Rail Report.



FROM THE PRESIDENT

During the last week of June, my wife and I decided to take our 22-month-old grandson with us on a trip to Iowa to visit relatives. We planned our trip around things to keep him interested so as not to get fussy. Things went far better than we had hoped...thanks to the BN and UP railroads.

I get tired of driving I-80 with its 10-trucks-to-the-mile and its thunka-thunka pavement. On I-76 to Sterling, we met a couple of coal trains. Then, at Sterling, we got to see a lot of action on the north end of the yards. We even got to see some cabooses!! We decided to take US 138 up to old US 30 because, not only does it parallel the railroads, but it is a much more pleasant drive...through small towns with little parks adjacent to the tracks where we could stop in some shade and relax. After Sterling, the only time the car air-conditioning was shut off was at these rest stops. I could have irrigated the lawns in each of these parks with the water that dripped off the condenser from the humidity.

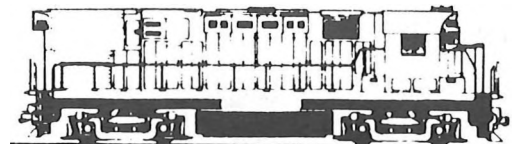
The Union Pacific never let us down going east. There is nothing like having lunch stops with a variety of action nearby including double stacks, auto racks, mixed freights and grain trains going by us. The RED on the end of a box car does not do much for me compared to a caboose! All of the motive power west of North Platte was big UP power like Dash-8's, SD-60's and an occasional SD40-2 (these numbers always drive the steam fans bananas).

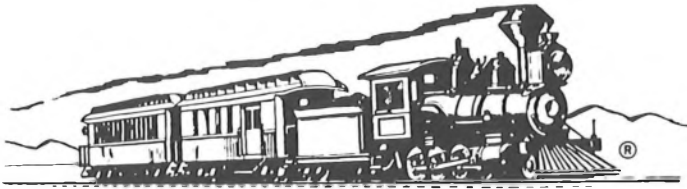
East of North Platte, the motive power was more mixed pool power. It was dull for a while, but then all heck broke loose. Train after train went by! West of North Platte, we must have had 12 to 15 trains go by. East of there we have to have seen no less than 20 trains, probably more. It was good to see autoracks with American trucks and cars on them as well as a variety of other freight. Grain trains were moving in both directions, and, the locals were moving the grain cars into the spurs and sidings in the small communities to await the harvest season. At one grain elevator, we counted

96 cars on one siding alone, with probably another 50 cars on other tracks nearby. It was good to see so many piggyback freights hauling truck trailers. My grandson, Phillip, kept laughing at that, and saying, "truck on train", but, we didn't know why he found this to be so funny or of interest. Later, when we called our son, we mentioned this. He said that there was a flat car on the train set we gave Phillip for Christmas and he (Phillip) kept putting toy trucks on this flat car when he was playing with his train. Seeing this in real life, Phillip thought that it was funny that the railroads had copied his idea! I'll have to wait a couple of years to explain to him that this idea has been around for a number of years.

Coming back, we saw a number of the "Hog" cars that the UP has constructed. These were spotted at a number of sidings and spurs for the shipping of pigs to market. One of the most interesting trains was an all-gondola train, with a CNW and two Conrail motive units. This was a coiled sheet steel train. The only caboose we saw (Missouri Pacific) was on the end of a long, empty coal train west of North Platte, powered by one SD-60 locomotive. In Colorado, we are used to seeing 4, 5 or 6 units on the front end of most coal trains, with two or more helpers on the rear!! East of North Platte, anything more than two units was an oddity. I noticed more women engineers and crew members which is a good sign.

Phillip was fascinated by farm equipment such as tractors and combines. But, the trains seem to be the most interesting to him. He can name: engine, caboose, tank car, coal car, flat car, and, box car. It is going to take some time to break that box car category down a bit; refrigerator, grain, etc. I figured we can do that on a trip to Iowa next year. (John Dillavou)





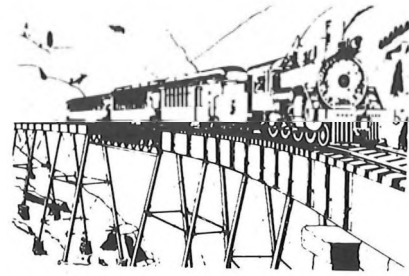
RMRRC MEMBERS INVITED TO ATTEND AN OPEN HOUSE BY THE COLORADO LIVE STEAMERS

The Colorado Live Steamers cordially invites Rocky Mountain Railroad Club members to attend an Open House at their trackside facilities at Waterton, Colorado, on Saturday, August 12, 1989, from 9:00 a.m. to 5:00 p.m.

Steam and other motive power will be running on the 3½", 4 3/4" and 7½" tracks. Food will be available.

Many enjoyable times have been had in the past at this outing and we urge Club members to make arrangements to attend this event.

Questions may be directed to Leonard Lilly, Secretary, CLS, 7613 E. Phillips Circle, Englewood, Colorado 80112. (303) 771-5005.



GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

The 1989 printing of "Georgetown and the Loop" has arrived. Our records indicate that several of our members delayed too long to obtain a copy last year, and now that the new printing has arrived, this is the time to purchase your copy. The new printing is slightly different with photos of Colorado & Southern #9 which is now on the tracks of the Georgetown Loop Railroad. If plans materialize with sufficient funds, #9 and three passenger cars will be reconditioned by the Colorado Historical Society so that they can be operated on the Georgetown Loop Railroad. At present, all four pieces of rolling stock are in poor condition. In the new printing, some of the photographs have been upgraded.

The price of the new printing of "Georgetown and the Loop" is \$29.95 plus shipping (and tax for Colorado Residents)

ORDER FORM

NAME _____

ADDRESS _____

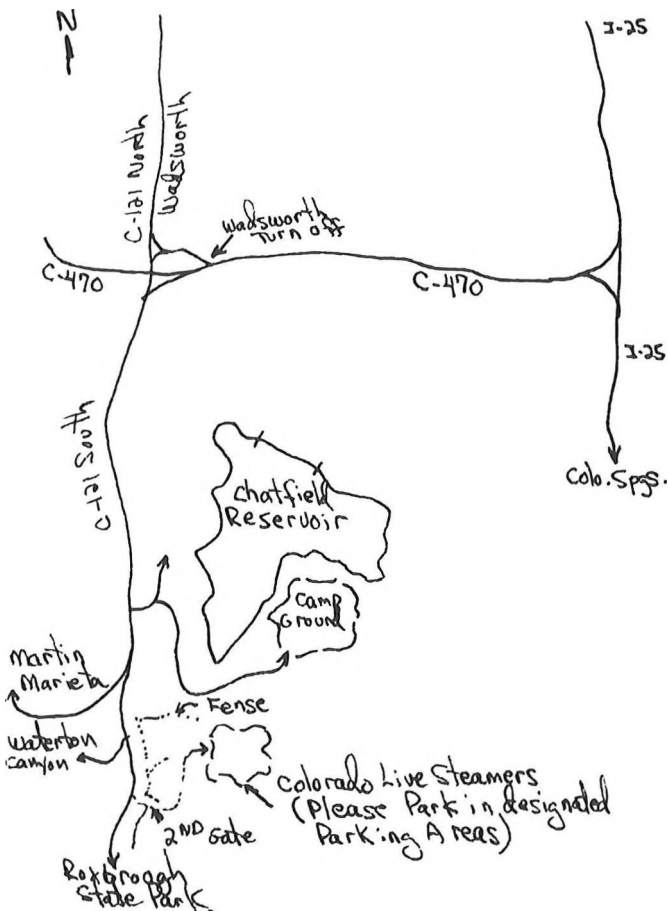
CITY _____ STATE _____ ZIP _____

Enclosed is \$29.95 plus \$2.75 shipping and [] \$2.15 sales tax for a Colorado Resident.

Order From:

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

(Bob Griswold)



MISCELLANEOUS

MOFFAT ROAD EXHIBIT

A very informative and well researched exhibit on the Moffat Road (D&SL) is on display at the Grand County Museum, located in Hot Sulphur Springs, Colorado during the summer. Hours are from 10:00 a.m. to 5:00 p.m. (Closed for lunch from noon to 1:00 p.m.) Should members be heading in this direction, information can be obtained by writing to the Museum (Zip Code 80451) or calling (303) 725-3939. (R. M. Black)

GRANDPA'S DEPOT & CABOOSE MOVES

Grandpa's Depot has moved into the 1920's Barbershop on the main floor of the Denver Union Station. The shop will be open at Train Times, by appointment and by chance!

TROLLEYFEST '89

The Denver Rail Heritage Society is featuring the return of a "Seeing Denver" style trolley from July 1st through September, 1989. The trolley is operating daily from 11:00 a.m. to 7:30 p.m. along the Platte River Greenway on the railroad track from Confluence Park at 15th Street to old West Colfax Avenue with stops at Forney Transportation Museum and the Children's Museum. Round-trip tickets are available at the Forney Museum, My Brothers Bar, Maxfield & Friends, Ironworks Bar & Grill, and, on the

Trolley from the Conductor. Fares are \$1.00 for children and \$2.00 for adults. For additional information call: 860-8060 or 455-3933. Excursions and group rates are available.

ANNUAL BANQUET

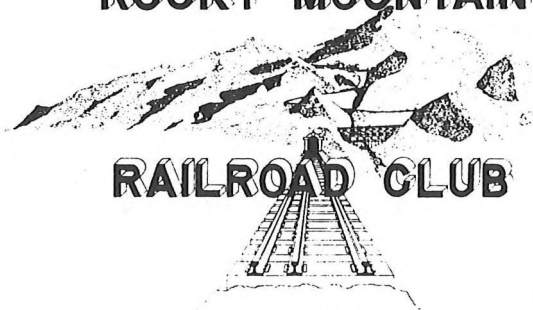
It's not too early to start thinking about the annual banquet for the Club! This year's banquet will, once again, be held in a central location--in downtown, at the Denver Athletic Club. We intend to have a choice of two entrees, giving you a choice between chicken and steak. The Denver Athletic Club has free covered parking adjacent to the building where the cars can be safely parked, and, in case of bad weather, one only has to cross the alley to obtain access to the dining facilities.

The date for the banquet is October 14th. More details will follow in coming issues of the newsletter. We can tell you that the price will be \$20.00 per person and will include the meal, tax and tip and feature a program presenting a very special movie that we have been trying three years



ALL ABOARD

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

SECOND CLASS