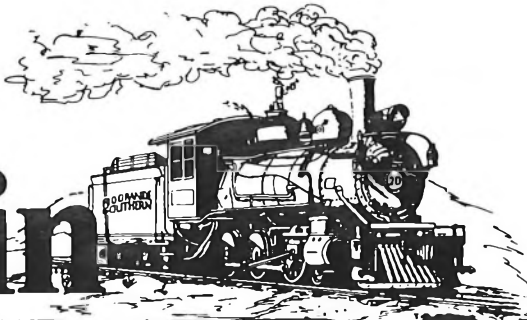


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 14, 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 in the December, 1989, Rail Report is due no later than NOVEMBER 1, 1989!!

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

November, 1989..... No. 362
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

NOVEMBER 14 PROGRAM

For those members who attended the snowy September 12th meeting, you had a preview of the November 14th program. Jim Ozment had just started his program on the Marysvale Branch of the D&RGW when the power failed and the Club was forced to vacate the building. So, on November 14th, Jim will again present his program on the now extinct Marysvale Branch, and, from the preview, it should be a very interesting evening. (Carl Carlson)

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) 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 members' dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

SEPTEMBER PROGRAM

As Carl has already noted, a power failure prevented Jim Ozment from finishing his slide program on the Marysvale Branch. It should be noted that members did not leave immediately, but enjoyed a "in-the-dark" discussion of many aspects relating to the Marysvale Branch with Jim fielding numerous questions from the audience. Our thanks to Jim for his efforts and for rescheduling this program for November.

1989 SCHEDULE OF EVENTS

Nov. 14	Regular Monthly Meeting
Dec. 12	Elections and Regular Monthly Meeting

PRESERVATION FUND AND BOOK DRAWING

The monthly drawing prizes are mostly provided by members, although, the Club does purchase new books to add to the many donations. As this monthly event has been very popular and the monies collected have been put to good use in the preservation of regional railroad history, we continue to request that members help in providing prizes, such as railroad books, pamphlets, timetables, maps, etc. If you have some of these items that you wish to donate, 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 September 12, 1989 meeting are as follows:

Sherm Conners / Colorado's Mtn. RR's
Robert White / Encyclopedia of Railroads
Hugh Alexander / Cripple Creek booklet
Peter Gilbert / Leanin' Tree Xmas Cards
Darrell Taylor / Budweiser Ski Train Poster
Darrell Taylor / UP Poster
Vin Cillcut (Visiting member from England)
/ Alaska RR Shirt
Russ Rigtrup / The RR That Came Out at Night
Gary Ellison (NY) / Set of RR Timetables
Allen Betts / Pennsy belt buckle
Joe Priselac / Wall plaque

Memo!

ELECTIONS

December 12th is the 1989 date for annual elections of officers and three of the six Board members. The nomination committee will still be accepting nominations, so, if any Club members have any suggestions for nominations to any position, please feel free to approach any of the three men on the nominating committee at the November meeting or through the Club's mailing address: P. O. Box 2391, Denver, CO 80201.

This year's nominating committee (consisting of the holdover board members) is composed of the following three men: Bill Gould, Bob Griswold and Tom Lawry.

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.

NEWSLETTER DELIVERY INFORMATION

DELIVERY INFORMATION SLIP

November, 1989

NAME _____

ADDRESS _____

_____ Zip _____

Day of the week and date Rail Report was

received: DAY/ _____ DATE/ _____

The newsletter mailing committee continues to request that all members fill out the "Delivery Information Slip" to help gather data about how and when the newsletter gets to the membership. Your cooperation in this matter is greatly appreciated.

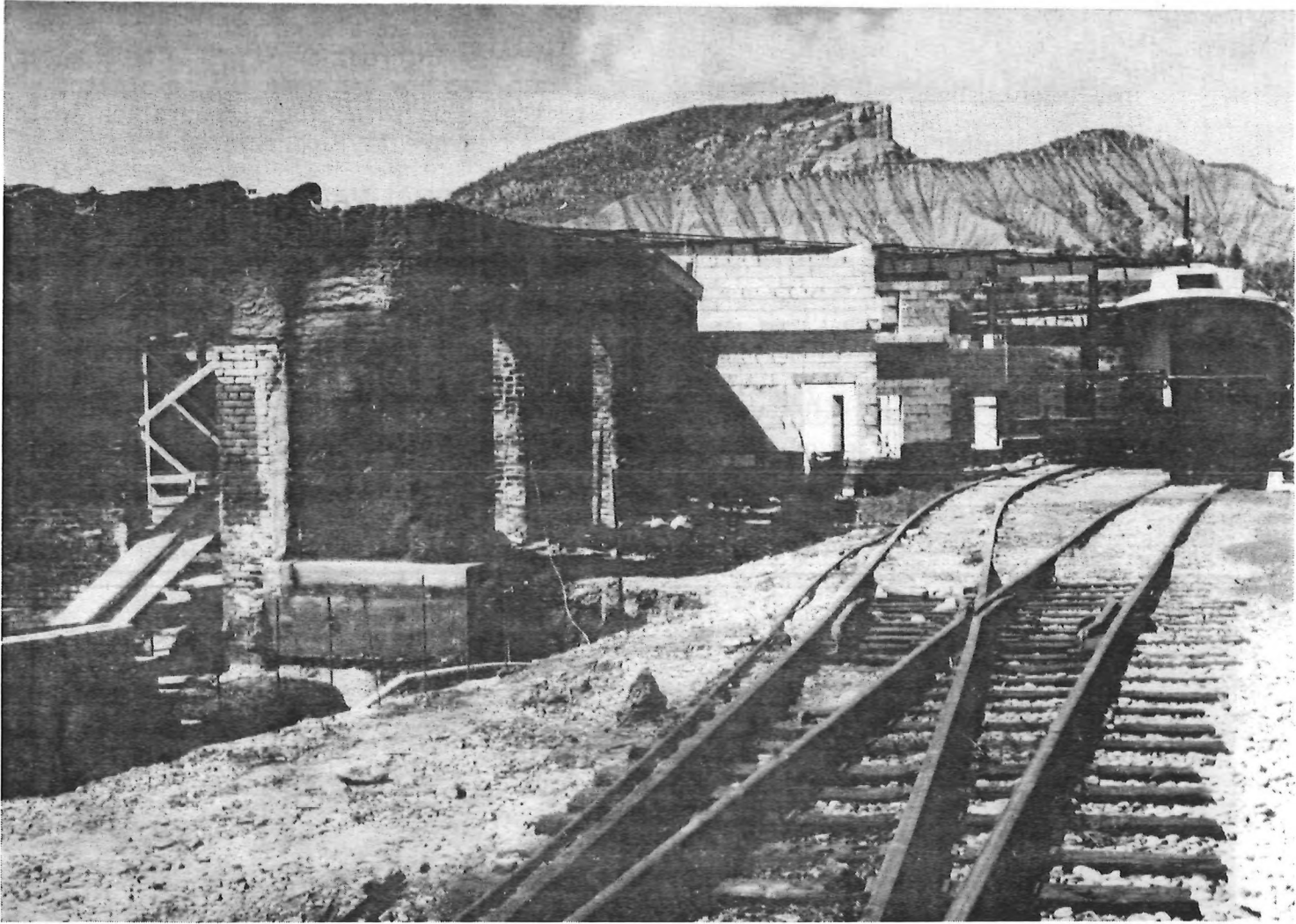
9th NATIONAL NARROW GAUGE CONVENTION AND THE DURANGO & SILVERTON NARROW GAUGE RR

About 1,000 folks showed up in Durango the week of September 17th for the 9th National Narrow Gauge Convention. Special trips were held for convention registrants on both the Cumbres & Toltec Scenic Railroad and the Durango & Silverton Narrow Gauge Railroad. Great weather and superb dedication by the personnel of both railroads were responsi-



Old tender tanks can be found resting around the yards of the D&SNG on account of construction of new tender tanks for many of the railroad's engines. All of the D&SNG's tenders are without the traditional "dog houses." They look naked and unnatural, but, Amos Cordova tells your editor that the dog house will be back soon.

(Jim Trowbridge Photograph)



Looking west, the remains of the old roundhouse are being readied to fit into the new construction. To the left of the private car Nomad, the new shop facility with its overhead crane can be seen. This new machine shop area is directly behind the middle of the engine stalls.
(Jim Trowbridge Photograph)

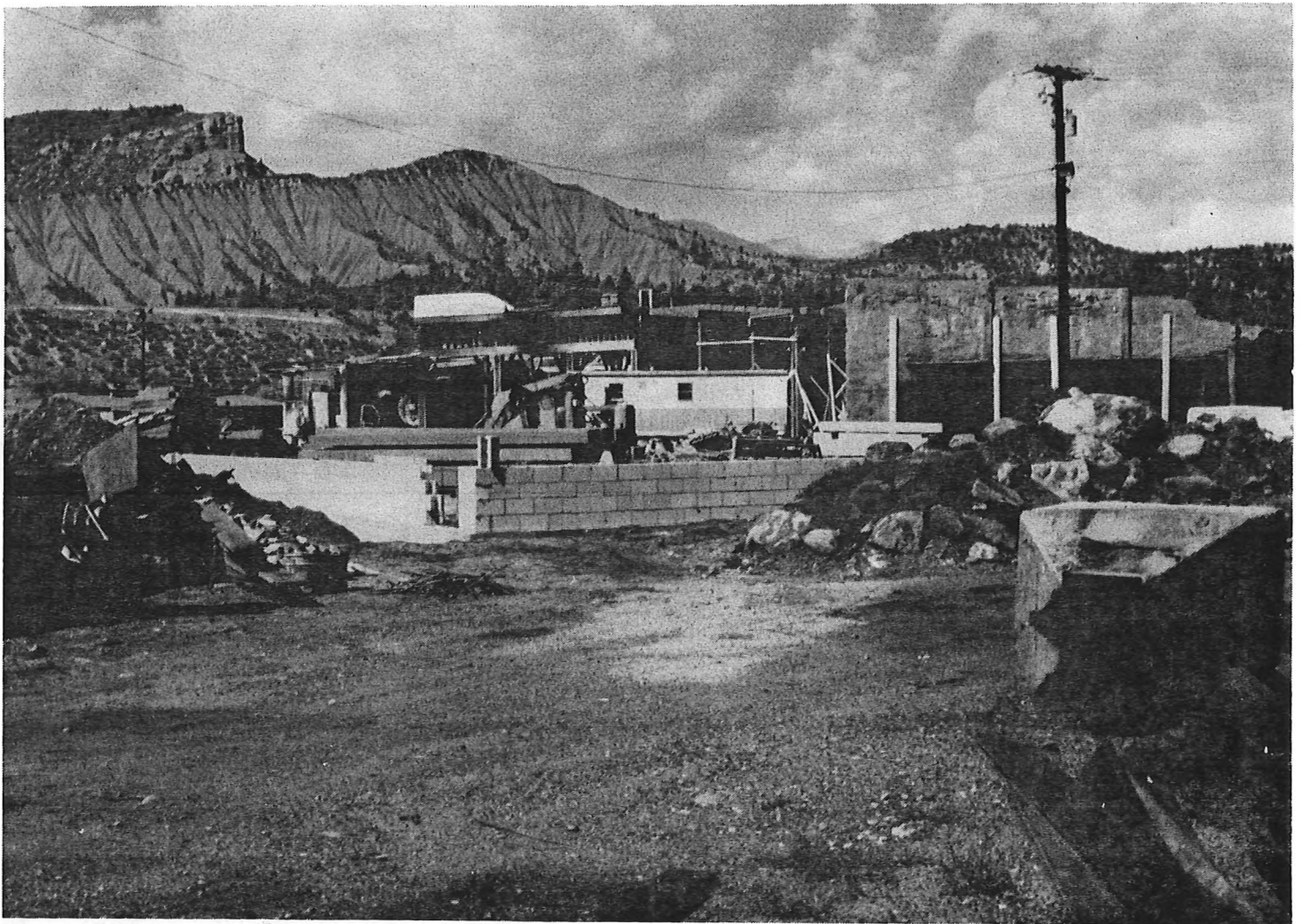
ble for overriding what your editor considered a very poor rendition of the narrow gauge convention.

In particular, the D&SNG kept things going in Durango with three yard tours each day and the many trains rolling out and back into Durango. Many of the regular trains were doubleheaded and virtually every train had a private car on the end for the many groups of narrow gauge fans that wanted to experience that extra special event.

The yard tours were well received and your editor was able to take a number of photographs depicting the current state of affairs in the Durango yards; in particular, the rebuilding of the roundhouse and the

new shop facilities. These photographs are being distributed throughout the newsletter for your pleasure.

Amos Cordova confirmed that the new roundhouse will have fifteen stalls (seven for engines and eight for storage) and between the stalls and the new shop area with its overhead crane, a total of 36,000 square feet of new construction will ultimately be completed during the rebuilding. One has to be there to appreciate the new complex and we recommend that Club members make plans to get down to the D&SNG next year to ride the train and inspect the new roundhouse site.



You are looking across the new storage stalls towards the old engine stalls now being re-constructed. The cinderblock will be faced with brick to simulate the look of the old roundhouse.

(Jim Trowbridge Photograph)

CORRECTION: COLORADO TOURIST RAILROADS

Club member, Martin R. Frick, President and C.O.O. of the Manitou and Pike's Peak Railway Company, advises us that we had listed an incorrect phone number for the COG Route. Please note this correction.

MANITOU AND PIKE'S PEAK RAILWAY
P. O. Box 1329
Colorado Springs, CO 80901

(719) 685-5401

Martin also sent an attractive brochure in his letter that is obviously available for those interested in riding the COG Route

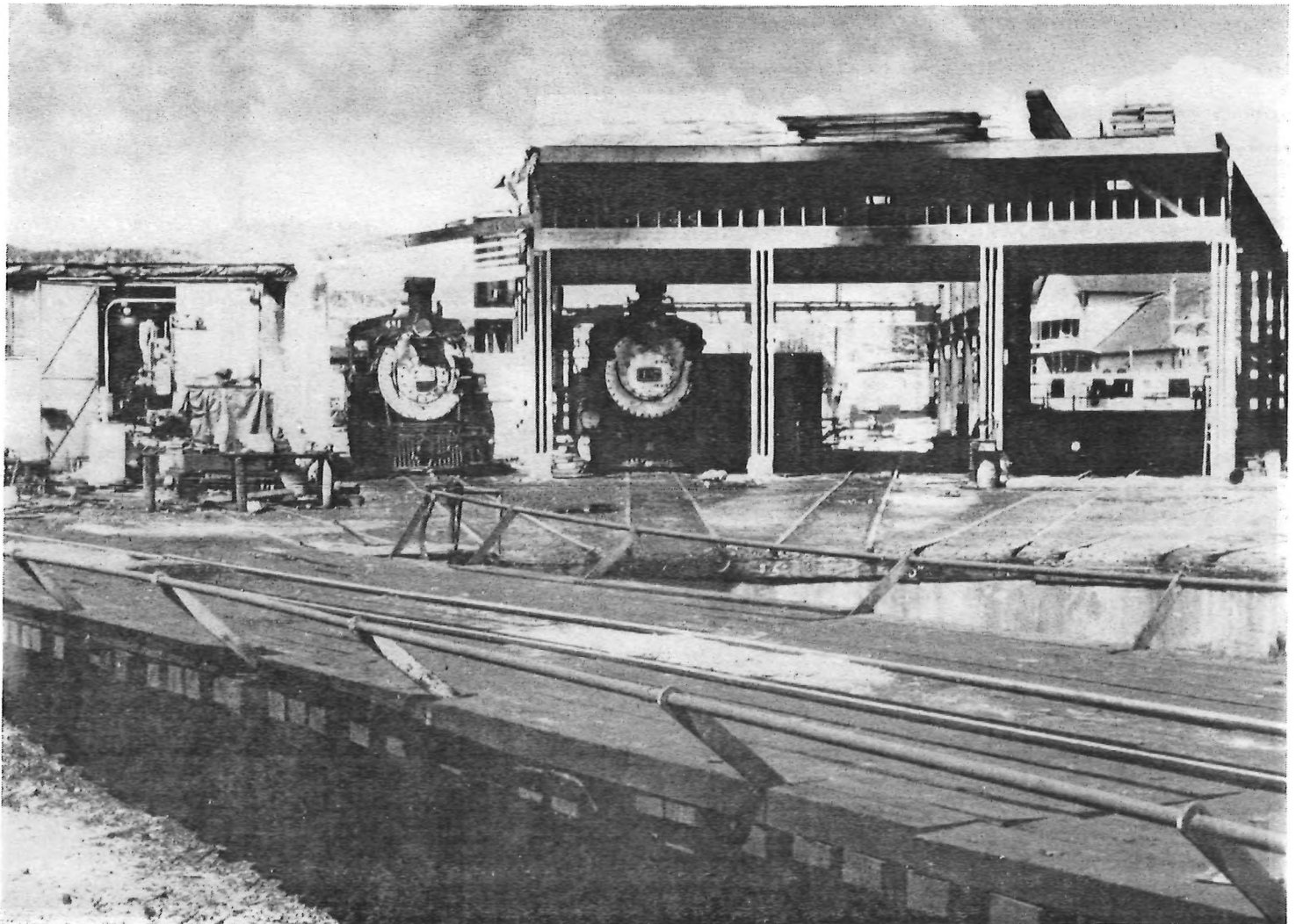
next year.

ADDITION: COLORADO TOURIST RAILROADS

While we presented a story about Denver Rail Heritage Society's Trolley a couple months ago, we thought we might relist the trolley operation for our member's information:

DENVER RAIL HERITAGE SOCIETY TROLLEY
2785 North Speer Blvd., Suite 220
Denver, Colorado 80211

(303) 458-6255 [Trolley Information]
(303) 455-3933 [Rail Heritage Society]



Looking across the turntable, construction of the new engine stalls can be readily discerned. Note that wood beams are being employed to maintain the historical look.

(Jim Trowbridge Photograph)

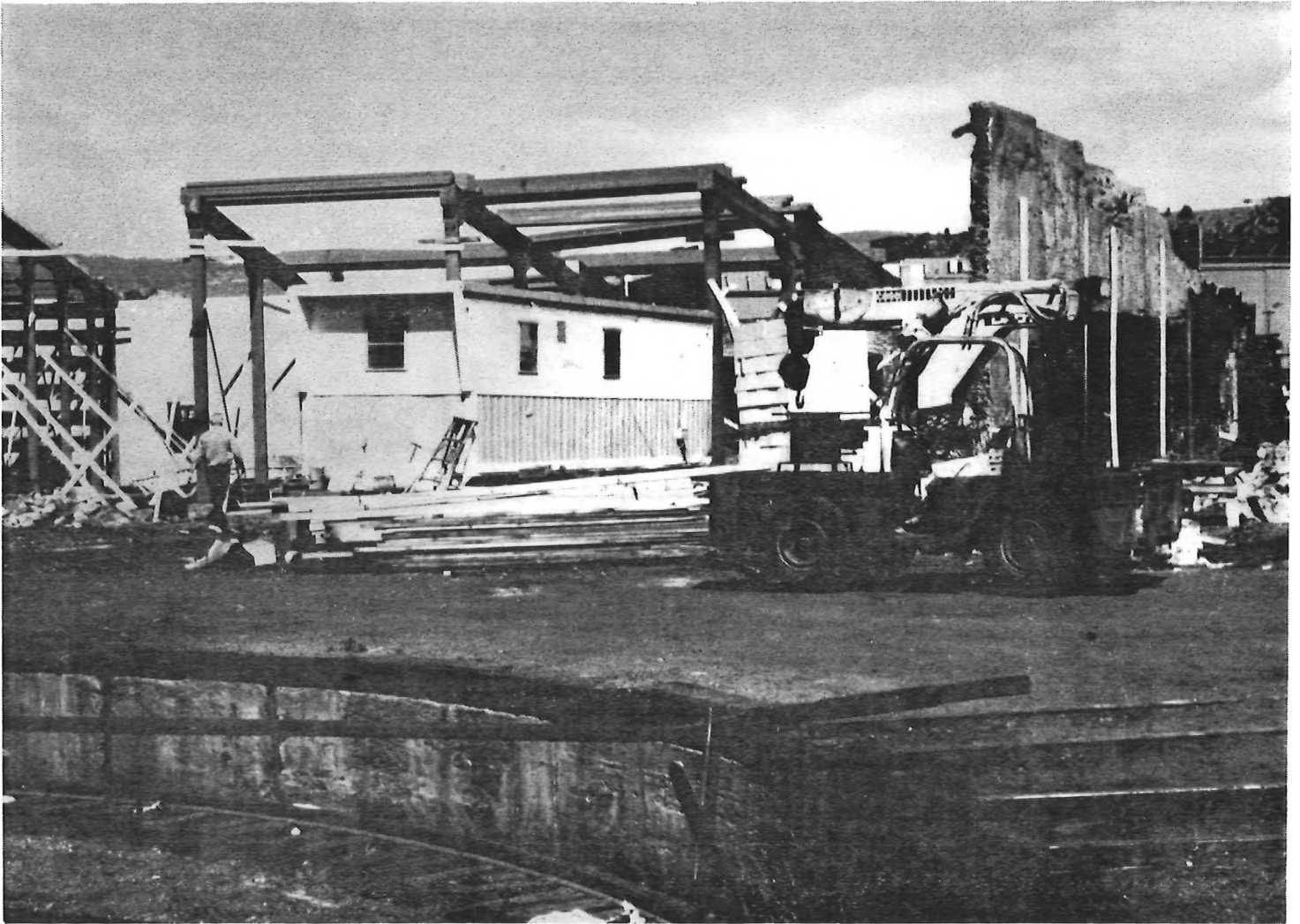
EARLY RESULTS OF NEWSLETTER MAILING SURVEY

We only have results from one month's mailing, but I wanted to thank everyone who has taken the time to let us know when they received their September newsletter.

Your information slips have thus far shown that most delivery problems come as a result of local post offices, and, in particular, local delivery carriers. The newsletters are sent out of the Denver Post Office without delay. For example, the September newsletters were mailed at the Denver Terminal Annex by noon on Wednesday, August 30th. By Friday, Septem-

ber 1st, almost everyone along the front range (including as far north as Cheyenne) had received their newsletters. An exception was Denver proper where most members received their copies by Saturday, September 2nd. Monday was a holiday, delaying mail by one day, but, by Tuesday, September 5th, the surrounding states had received their mailing and one member from Alaska had also received his copy! Quite surprisingly, it was not until the 7th and 8th of September that the newsletters were received in Boulder!! Indication is that this is a local post office problem.

The strangest delivery pattern was noted in California where delivery ranged from



The camera has been swung to the right of the previous photograph to show the yet unroofed engine stalls and the remains of the old roundhouse walls. To the right of this will be the storage stalls.
(Jim Trowbridge Photograph)

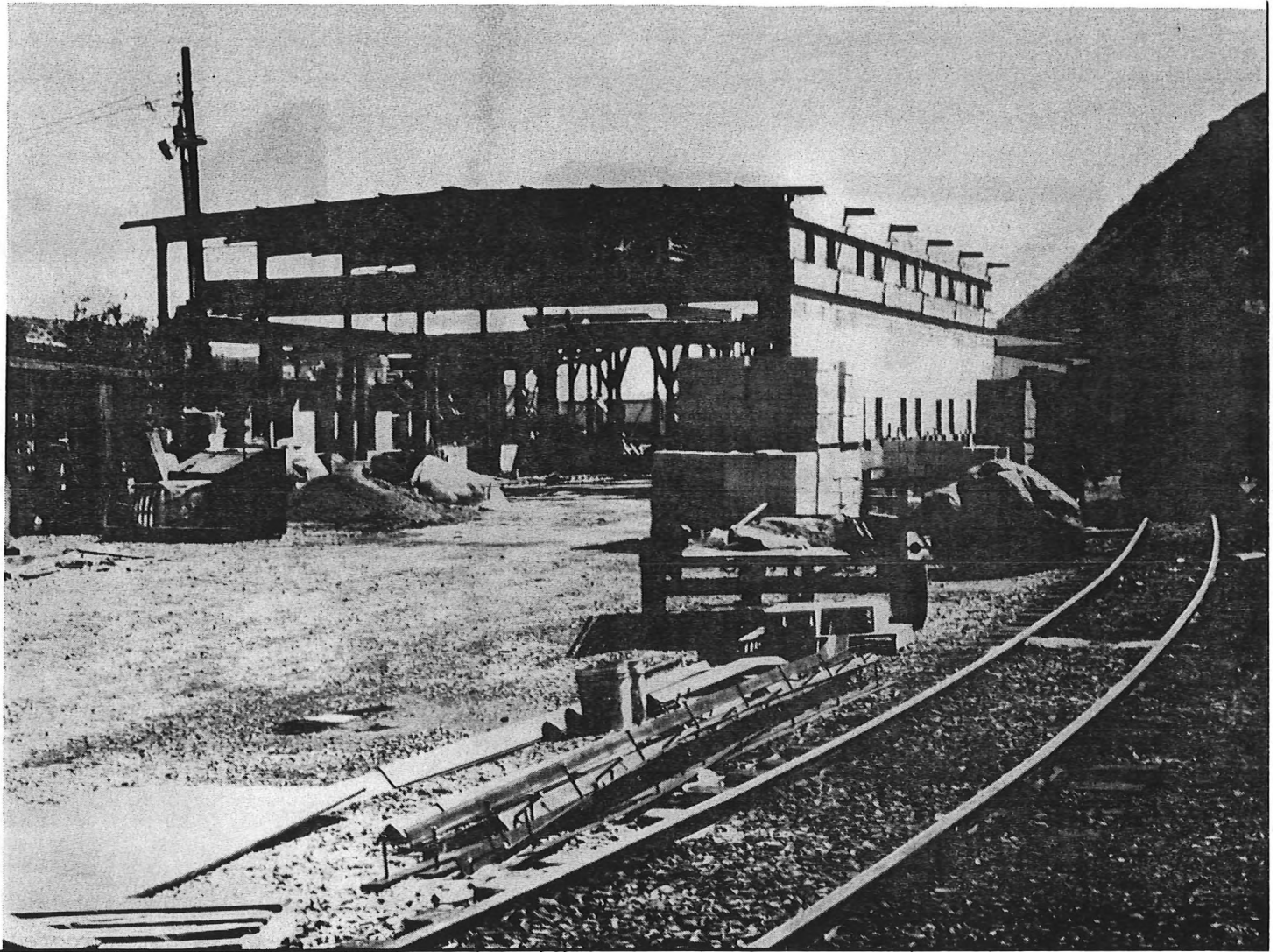
the 5th through the 15th (up to 17 days after mailing). And, we have noted that the late deliveries were reported in some rather large cities. Some other late deliveries were reported in Pennsylvania and Florida.

Early results from the October newsletter mailing show the following pattern of local deliveries: The newsletter was mailed by noon on the 27th of September; half of the front range and Denver received their copies on the 28th and the other half received their newsletters on the 29th. Montrose and Leadville received their copies on the 28th and Colorado Springs and Pueblo on the 29th.

(John Dillavou--edited by Jim Trowbridge)

NEWSLETTER DEADLINE FOR NOVEMBER NEWSLETTER

If you have not noticed the varying deadline dates on the front page of each issue of the Rail Report, we request that you make note so as to send in information in time for the newsletter you wish to have something published. We have had to go to this varying deadline because of the mailing committee's desire to mail a week earlier over the next couple months to determine how the newsletter is being delivered. The extra early deadline for the December newsletter is based on the committee's desire to prepare the mailing on the 21st of November (the Tuesday prior to Thanksgiving). We presume that this will be the earliest deadline we will see and that the



Looking east, we see the back of the new shop area. This is quite a large structure and the new equipment on hand and on its way will allow the D&SNG to be selfcontained; being able to even turn driver wheels.
(Jim Trowbridge Photograph)

committee will once again return to the first Tuesday of the month mailing so that current meeting information will be available again.

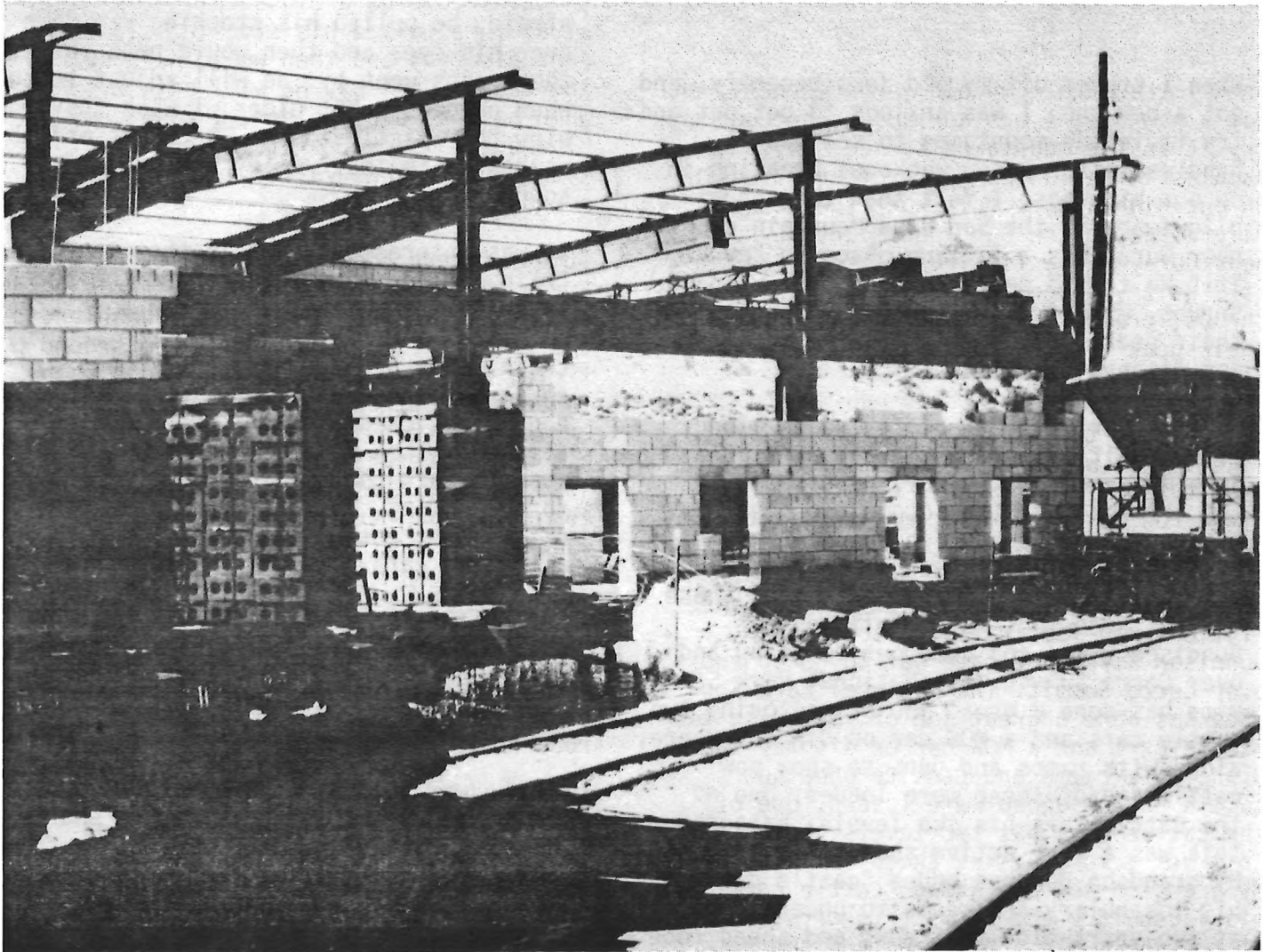
UPDATE ON THE SILVERTON TROLLEY

In the September newsletter we quoted two sources concerning the Silverton Trolley operation which reported that it would not likely get into operation. "Not So," according to Don Stott, who has sent me several letters on the issue. Based on Mr. Stott's letters, we offer the following update as stated by him:

Don has built one trolley car, but was not satisfied with it. He has all of the frame,

running gear, controller, wood, castings, etc. for the second car which is being built in his shop in Durango this winter.

His franchise calls for "construction to begin by November 16, 1989 and be completed within one year." He is, of course, worried about the streets freezing up for winter-time construction. However, he is determined to build this three-foot trolley line. He mentioned that Aspen has six three-foot-gauge trolley cars sitting in a field which they will neither sell nor protect--so they just rot away. He has tried to purchase these as well as others, but such possibilities seem defunct at this point and the future of these cars is "up in the air."



A closer look at the new shop area. The overhead crane can be seen in this photograph as well as the parlor car and flat car loads of new brick which will be applied as a facing to the cinderblock.
(Jim Trowbridge Photograph)

Should things work out for the trolley line, Don plans to run the trolley tracks down Blair Street from 14th to 7th, cross 7th to Reese and up Reese to 14th and over 14th. This will be a 6,600-foot rectangle with no backing necessary. Eventually, he would like to see six cars operating with a three-minute headway during train time and a fare of only 75¢.

The first two cars would be battery-operated to test out the idea. If this does not work, his franchise allows him to go to overhead wire. Don states that the town is now in favor of the trolley, but he is concerned about vandalism during the seven months the line would be shut down for the winter off-season.

I know how difficult and expensive our trolley project has been and we are not yet running; we can only hope that Don can make some headway and have something operating in Silverton this next year for us to see and ride.
(John Dillavou)



FROM THE PRESIDENT

When I traded off my old jeep recently, and got a new one, I was anxious to get out and try it in the mountains to see how it handles. After a few weeks of breaking-in on our highways, I felt that the annual pilgrimage to the San Juan Mountain country near Ouray was a fitting place to "go for it!" We try to go there each fall when the shrubs, ground covers and the aspen are at their peak for the fall colors. We were not disappointed!!

We took our two-year-old grandson along, figuring it was about time he went on a jeep trip. Along the way, we stopped in Cimarron to see the locomotive, tender, box car and caboose displayed on a section of trestle in the canyon below the dam and power plant, where, many years ago, these little three-foot rails followed the Gunnison River and came out to go up and over Cerro Summit. The National Park Service has done a great job of restoring two cattle cars and a MOW car on display there, along with ramps and pens to show how cattle and/or sheep were loaded. One of the cattle cars has two levels, because this was a very active sheep shipping area. My grandson now has added "cattle car" to his vocabulary and seems to understand, at two-years-old, that cows and sheep rode in these cars. He did wonder why the track ended and did not go anywhere.

We took a few jeep roads, all of which ended up on old railroad grades. It is hard to explain to a small child that at one time, trains ran where we were driving, and that there were bustling mines, shipping points and towns relying on little narrow gauge engines and cars to haul their supplies in and their ores out. This was the only mode of transportation for thousands of people in those mining camps (other than by horse). Each time we go to that area, we find another piece of Colorado's railroad history is disappearing because Mother Nature is reclaiming her land, or, people thrive on taking or destroying history.

A trip to Silverton is always in order around noon time when the first train comes in. Since my grandson does not see as many steam engines as he does diesels, the

whistles come as a big surprise. A little afraid, he pulled his stocking cap down over his eyes and then would peek out as the trains went by. He will adjust to that when he gets a bit older. I wish they would blow the whistles more! The echos off the mountains in that valley are wonderful sounds!!

It was interesting to note that the first train came in with 14 cars and the second train came in with 18 cars and doubleheaded. When it came time to wye the second train, they had to leave one engine and three cars out on the wye, while the other engine switched the cars. When that was all done, they had to use both engines just to back that train up into the spur for reloading. Just enough of a grade exists that one engine could not handle all those cars.

Ed Gerlits' special train also came in, adding to the rail traffic. With the narrow gauge convention in Durango that week, there were a lot of train bugs in "railroad heaven" down there.

On the way home, we chose a route on I-70 that was great for autumn colors and train photography. In Glenwood Canyon, we saw the westbound California Zephyr. Right behind it was a westbound freight. Down the highway, we noticed two freights meeting at Wolcott. At Avon, another D&RGW westbound double stack train was on the siding. We followed the eastbound down to Dowd where we got more photos. There was another westbound freight waiting to leave Minturn. So it looks like the merger of the SP/D&RGW is providing a lot of traffic and rail-fanning.

My grandson has an old broken 35mm camera that he thinks he is taking photos with. He was taking as many photos as I was. I just hope that I don't have to give him my slides to make him think they are his photos. My wife thinks that I have created another train nut...just on a smaller scale.
(John Dillavou)





BOOK, VIDEO & AUDIO REVIEWS

COLORADO MIDLAND RAILWAY by Dan Abbott. Sundance Publications Ltd. 250 Broadway, Denver, Colorado 80203. \$49.00.

While mostly a photo album rather than a history of the Colorado Midland, this 376-page book offers 447 photographs including twelve full-color modern shots, 15 scale drawings, including rolling stock and structures, and thirteen detailed railroad maps. There are many previously unpublished photographs of particular interest to the many modelers who are now recreating the Midland.

If readers do not have a copy of the Club's fabulous book by Morris Cafky on the Colorado Midland, then this volume by fellow member Dan Abbott is highly recommended.

GEORGE L. BEAM AND THE DENVER & RIO GRANDE, VOLUME II by Jackson C. Thode. Sundance Publications Ltd. 250 Broadway, Denver, Colorado 80203. \$27.00.

If one has Volume I of this duo, then they need no coaxing to pick up this new book. Fellow Club member, Jack Thode, has again put together a wonderful collection of Mr. Beam's photographs.

Volume II elaborates on the scope of Volume I, covering the Rio Grande's lines southwest from Pueblo through Alamosa into the fabled San Juan mining districts surrounding Durango and Silverton, Colorado. The journey continues over the Rio Grande Southern. Rejoining the Rio Grande's standard-gauge mainline at Grand Junction, we continue west across Utah to Salt Lake City. In addition, the narrow-gauge UINTAH RAILWAY is covered along with scenes along the Western Pacific Railway.

Jack's richly detailed text and photo captions are complemented by more than 250 photographs. Your editor strongly recom-

mends the purchase of this book, and at the price, it's a real bargain!

RETURN TO THE RIO GRANDE. Madame Woo Video. 2257 East 3205 South, Salt Lake City, Utah 84109. \$39.95.

Dale Angell and Mike Niederhauser were aboard the 1988 San Juan Express. That year, we repainted the #489 and relettered it into the "flying Rio Grande" herald. All Rio Grande lettered rolling stock was placed behind the engine and we were off on a very spectacular two-day trip from Chama to Antonito and back to Chama. Almost forty runbys were made during the two-day trip plus numerous meets with the regular trains. Woo Video has taken most of the photo runbys (many inaccessible except by train) and put together a "return to the 50's" via following a day in the life of engine #489. There is no narration and, of course, no running story line because of this, but you can sit back and just imagine yourself following a freight across the 64 miles in times past. There are many stunning shots and excellent sound along with thoughtful composing.

THE OLD COLORADO AND SOUTHERN AND ENGINE NO. 9., by Helen McGraw Tatum. Available through Robert Wonder, 3795 Oak Street, Wheat Ridge, Colorado 80003. \$39.95, check or money order.

Long time Club member, Helen Tatum, has had her C&S film placed on Video. A portion of the purchase price goes to the Park County Historical Society which will use the funds toward the building of a museum building. Many Club members will remember the showing of this film at a monthly meeting a few years ago.

The films were made between the years of 1933 and 1937 and include views of the last C&S passenger train to Leadville and back in April of 1937 (April 9th to Leadville; April 10th was the return and actual last day of passenger operation). Proceeding up the Platte Canyon, we see such sites as Strontia Springs, Buffalo, Pine Grove, Bailey and Shawnee. En route, we pause to celebrate the 4th of July in Bailey and view the harvest of ice as well as its loading into narrow gauge cars of the

C&S for shipment to Denver. Scenes of the activity in Como are also included as well as shots of Breakenridge and on to Leadville.

While the films are in black and white and are somewhat dark in many places, the historical views are excellent and the off-railroad activity is fun. Railroad scenes probably represent about 50% of the total video. I believe that you will enjoy the material, but do not expect quality commensurate with modern film or video.

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.

WANTED: Information related to the B.R. & P. Ry. 4-wheel hacks and photos of same. GC&SF passenger train operation between Waco and McGregor; also, Sherman and Wolfe City, Texas. A. F. Von Blon, 1699 Ewing Avenue, Waco, Texas 76707.

TRADE: Will trade The Mineral Belt, Vol. II (new) for The Mineral Belt, Vol. III. [This is July, 1980 printing of The Mineral Belt, Vol. II] Call Doug Frost (303) 838-7253. Or write, 384 Brookside Drive, Bailey, Colorado 80421.

GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

ORDER FORM

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

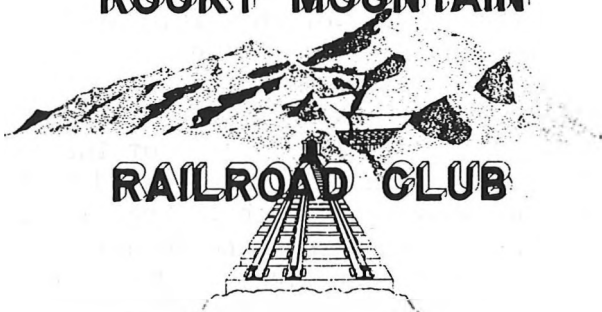
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ROCKY MOUNTAIN



RAILROAD CLUB

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DENVER, COLORADO 80201

SECOND CLASS

*Rec'd
Tues
11/7/89*

DONALD W. ZIELESCH
3953 W. ELDORADO PL.
DENVER, CO 80236