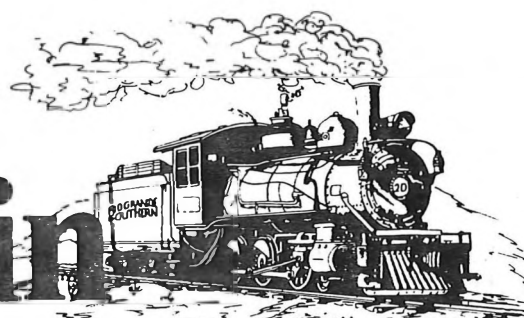


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 13, 1990 -- 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
Dave Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert 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 March, 1990, Rail Report is due no later than February 13, 1990!!

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

February, 1990..... No. 365
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.

FEBRUARY 13 PROGRAM

Rick McNeal, of the Denver Rail Heritage Society, and, Executive Director of Trolley Fest '89, will present a program reviewing the trolley operations from 1989 and plans for the 1990 season as well as future trolley operations.

Rick has spearheaded this project since 1985 and he will give us some insight into future trolley operations in the Platte River Valley in connection with the City and County of Denver and the new proposed Elitch's theme park.

When fully restored, the Club's trolley No. 25, could have a great future if additional rolling stock is needed to supplement the present trolley now operating along the Platte

We encourage you to be in attendance at the February meeting as this topic should be very interesting. (Joe Priselac)

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 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..

JANUARY PROGRAM

Finally!! There was no power failure! There was no snow blizzard! There was no emergency call "out-of-town." Yes, Jim Ozment finally was able to completely present his program on the abandoned D&RGW Marysville Branch!! And, it was worth waiting for!! Jim presented the history of the line from its beginnings in the late 1800's to its demise in the 1980's. As usual, the program was well done and enjoyed by everyone.

As a fun sideshow, Erwin Chaim presented Jim with a plaque with a postage stamp mounted, depicting the Honorable Order of the *Thistle*. Those who have attended past programs involving the diaster at Thistle on the D&RGW (Where the Marysville branch took off from the D&RGW mainline in Utah) will recall the trouble...nay, impossibility of a German-speaking man who grew up in China to pronounce the word "Thistle." After initial trouble in pronouncing this word, Erwin resorted to using a printed sign of that infamous word!! It was good that Erwin brought his sign to the January meeting as Jim through in some additional slides showing the aftermath of the diaster at Thistle when the slide-created lake at Thistle was drained with a diversion tunnel.

Our thanks to Jim, and, yes...we would like an additional program in the future, Jim!

NOTICE

APRIL PROGRAM — POTPOURRI NIGHT

One of the most popular programs of the year will be put on at the April meeting!! It's the annual POTPOURRI Night!

Members are invited to bring fifteen (15) of their favorite railroad slides to the February or March (at the latest) meetings, along with a previous title slide (name slide), and present these to Erwin Chaim. Erwin will place these slides into carousels for the April program. If a member does not have a name slide from a previous Potpourri Program, Erwin will make up the name slide, but, he must have your slides as early as possible!!

Be sure to select slides that are in focus and properly exposed. We want your very best!! Slides will be returned at the end of the April meeting.

1990 SCHEDULE OF EVENTS

February 13	Regular Monthly Meeting
March 13	Regular Monthly Meeting
March 17	Rio Grande Ski Train
April 10	Regular Monthly Meeting
May 8	Regular Monthly Meeting
May 12	Denver Tramway Historical Tour
May 24-28	Grand Canyon Steam Excursion
June 2	Palmer Lake Field Trip
June 12	Regular Monthly Meeting
June 16	Club's Equipment Work Day at Colorado RR Museum
July 10	Regular Monthly Meeting
July 21	Leadville, Colorado & Southern Excursion
August 11	Boreas Pass Field Trip
August 14	Regular Monthly Meeting
September 11	Regular Monthly Meeting
October 6	Pike's Peak Moonlight Excursion on th COG
October 13	Annual Banquet
November 13	Regular Monthly Meeting
December 11	Elections & Regular Monthly Meeting

NEW MEMBERS

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

Arthur Brown Zephyr Hills, FL
Robert Cook Indian Hills, CO
Glen Neidert Englewood, CO

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

Leon G. Lindner Ft. Worth, TX
Philip A. Larson Memphis, TN
Russell A. Morse Arvada, CO

ANNUAL DUES

Don't forget that your 1990 annual dues need to be sent in as soon as possible!! Renewing your membership early helps both our membership chairman and our treasurer. In addition, the earlier we receive the majority of our renewals, the sooner we can send out 1990 membership cards. If you haven't already sent in your payment, please do so today. 1990 dues are still only \$15.00!!

Also, remember the annual Book Drawing. Proceeds go to the Club's Equipment Fund for preservation and restoration of our historic railroad equipment. Such great prizes such as the 1st Place "Colorado Midland" by W. Morris Cafky will be given away at the April 10th Meeting. A Book Drawing Coupon is included for your convenience. Be sure to fill out a facsimile for each entry. Chances are \$2.00 each.

ROCKY MOUNTAIN RAILROAD CLUB
1990 Book Drawing - April 10, 1990

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present.

SKITRAIN EXCURSION

Join the Club for our annual Ski Train Excursion!! This perennial favorite has been extremely successful in the past. Where else can you enjoy a great train ride with spectacular scenery and good friends?

The trip will be patterned after previous Winter Park excursions: Those that are interested in skiing can partake of the nearby slopes while the non-skiers in our group can board chartered buses upon our arrival in Winter Park and ride to Tabernash to photograph the Ski Train being turned on the wye. If Amtrak's California Zephyr is on time, we'll try to catch a glimpse and a photograph or two somewhere between Winter Park and Tabernash. In the afternoon, there will be several movies shown in our reserved meeting room.

The trip is planned for Saturday, March 17, 1990. The Ski Train will depart from Denver's Union Station at 7:30 a.m. Tickets are \$28.00 per person. Tickets may be purchased at the monthly meeting or can be purchased by mail.

To order by mail, please mail a check or money order, payable to the ROCKY MOUNTAIN RAILROAD CLUB, along with the enclosed form, fully completed. Please mail your ticket orders to: Rocky Mountain Railroad Club, c/o Joe Priselac, 5100 Stuart Street, Denver, Colorado 80212.

SKI TRAIN EXCURSION TICKET ORDER FORM

NAME _____

ADDRESS _____

Phone Number: () _____

_____ # of Ski Train Tickets at
\$28.00 ea. = \$ _____

Alan Greene

THE LURE OF THE GRAND CANYON — THE GRAND CANYON EXCURSION

It was over the Labor Day weekend of 1988 that the Rocky Mountain Railroad Club enjoyed one of its most delightful excursions. Boarding Amtrak's Southwest Chief at Trinidad, Colorado, we traveled over the hauntingly beautiful historic lands of the Santa Fe Trail and across Indian country of New Mexico and Arizona to Flagstaff. For two days, we toured the Grand Canyon's South Rim, the Verde Valley, the historic old mining town of Jerome, and the Indian ruins of the Montezuma Castle. Our trip aboard Amtrak on our return to Denver topped off a fabulous four days of incredible scenery and the opportunity to enjoy our friends in the exciting setting of a cross-country train.

As every railfan is now aware, a new chapter of railroading unfolded this year with the return of rail service to the Grand Canyon behind steam power. The Grand Canyon Railway, a very well-financed organization, has gotten off to a spectacular start. With the inaugural year of 1990, it is fitting that the Rocky Mountain Railroad Club, with its tradition of quality excursions, offer another adventure to the Grand Canyon country over the Memorial Day Weekend.

Leaving Denver on Thursday evening, May 24th, we will travel by chartered motor coach to Trinidad where we will stay overnight. The next morning we will board the Amtrak Southwest Chief for the 10-hour trip through some of America's most spectacular and historic country. We will overnight in Flagstaff on Friday. Saturday, we will go by motor coach for the short trip to Williams where we will be the guest of the Grand Canyon Railway for a tour of their facility prior to boarding the beautifully restored Harriman coaches for the 64-mile trip behind a 1910 vintage 2-8-0 steam locomotive to the Canyon.

We will have about 26 hours to enjoy the grandeur of the Grand Canyon. Our stay will be planned so that everyone may plan their own activities. Sight-seeing tours along the South Rim will be available for those that have not visited the Canyon. Some may want to hike while others may just want to

sit and absorb the scenery. We'll have something for everybody.

On Sunday afternoon, we return to Williams aboard the Grand Canyon Railway and then back to Flagstaff for a relaxing evening. Monday, the 28th, we arise for an early morning departure on the Southwest Chief for another spectacular day of scenery and fun. Upon arrival in Trinidad, our motor coach will be waiting for us for the return trip to Denver, arriving late evening. For specific details on this great trip, see the flyer accompanying this newsletter. (Bud Lehrer)



PRESERVATION FUND AND BOOK DRAWING FOR JANUARY

Prizes and winners at the January 9, 1990 meeting are as follows:

Russ Rigtrup / America's Colorful RR's
Doris Osterwald / Across New York by Trolley
John Holzman / When Oklahoma Took the
Trolley
Lloyd Crews / The World of HO Scale--1985
Frank Stapleton / City of San Francisco
Poster
Mat Anderson / New York Central Belt Buckle
Gary Ellison (NY) / UP 1990 Calendar
Emil Sozin / UP 1990 Calendar
Mary Whitwell / UP 1990 Calendar
George Anders / UP 1990 Calendar

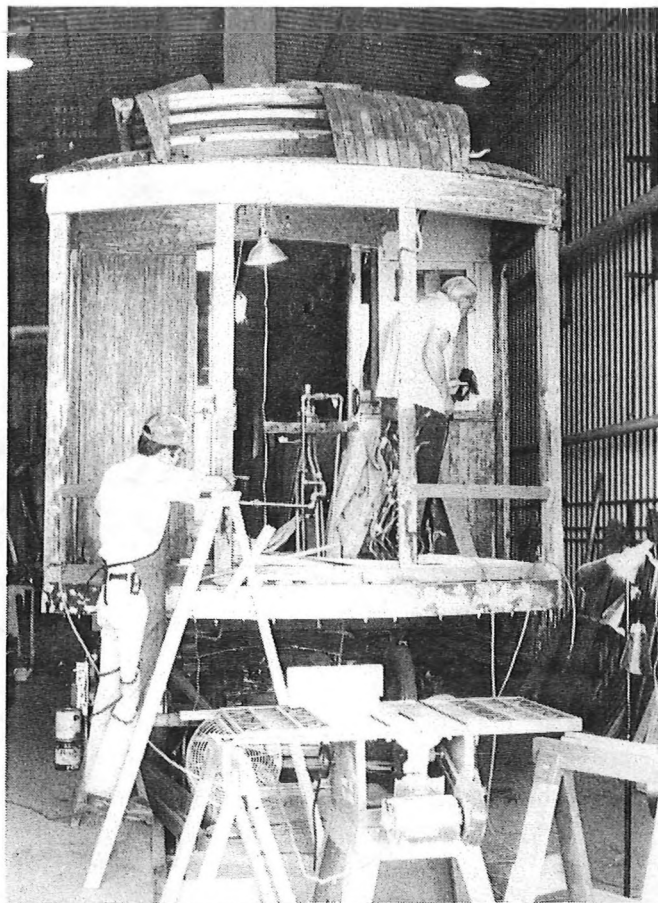
Always a successful part of the monthly meeting, the book drawing continues to enjoy excellent participation with at least two out-of-state members participating each month. The many donations received by the Club from members for prizes helps to keep costs down and allows for more of the proceeds to go directly to the Preservation Fund for use in preserving and restoring historic Rocky Mountain region railroad structures and equipment. If members should have items they wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210 or phone (303) 722-4733.

TROLLEY NO. 25 UPDATE

The Club's "Denver and Intermountain" interurban car No. 25 continues to receive "tender loving care" from volunteers in the restoration project of this fine piece of historic trolley cars.

Although hundreds of volunteer hours have already been spent on the car, advances in restoration come slowly. As volunteers are finding out, over 30 years of sitting outside in all weather conditions, has brought a heavy toll of damage to the car. The preventative maintenance over the years by Club members certainly helped prevent even more extensive weather damage.

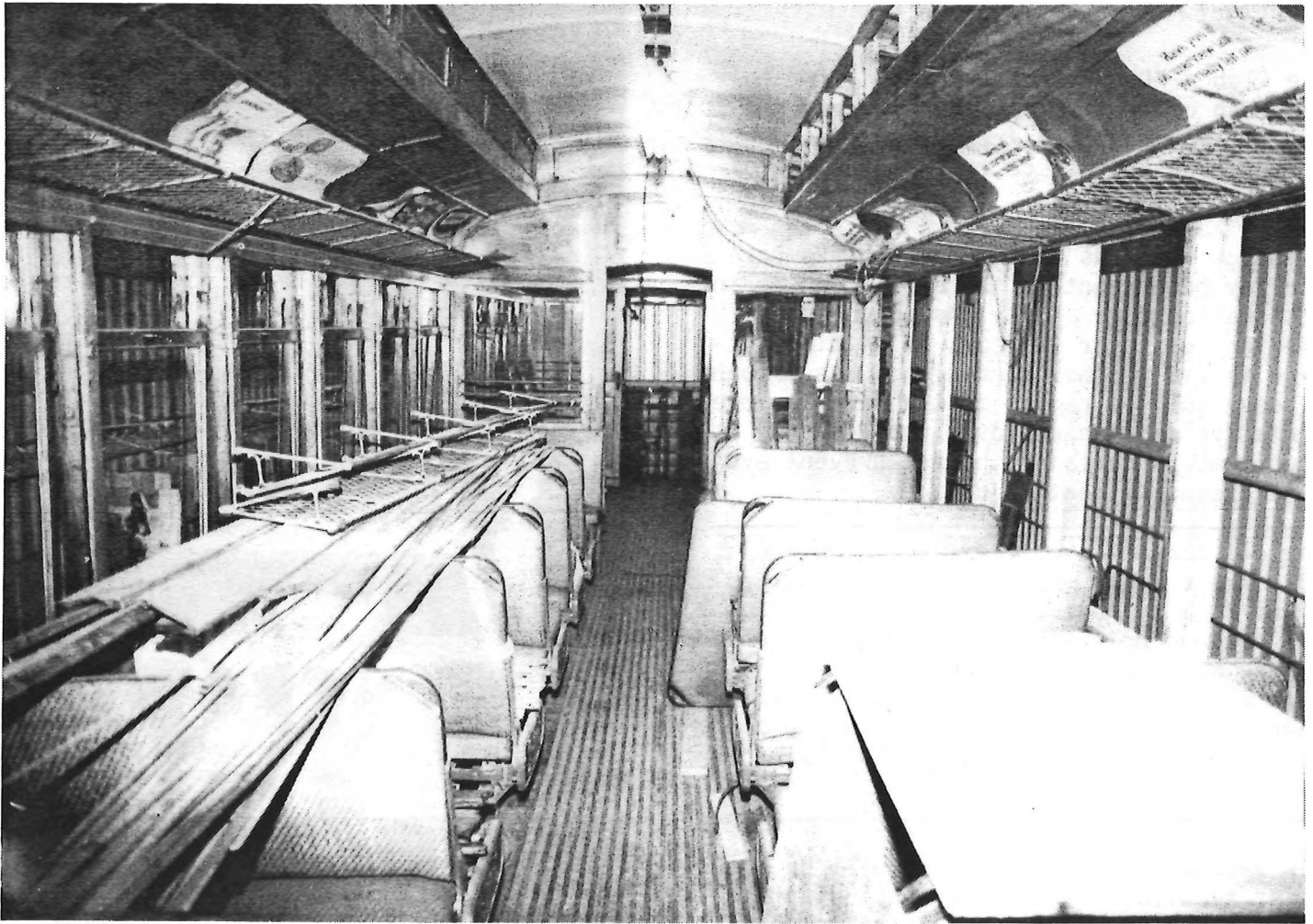
Darrell Arndt (lower left) works on the 25's front frame while Bill Gordon strips paint from an inside wall. The car is being taken completely apart and refurbished. Please note the missing roof strips on the left of the clerestory end. These can be seen being refinished and reworked by Joe Priselac in another photograph contained in the Rail Report. [Jim Trowbridge Photo]



New volunteers this past year will be doing major rebuilding of the car including the building of new additional entrance steps so that the car will have a total of four, as originally built. The seat mechanisms are to be overhauled so the backs will pivot back and forth easily. A finish carpenter has been found to make three new oak entrance doors. The two air tanks have been overhauled, tested and reassembled under the car. The number 2-end electric controller has been taken completely apart and is now being rebuilt. Underneath the car, volunteers are working on the air compressor and the brake cylinder. They will then tackle the grid resistors which need much work to restore them to good working order. Meanwhile, work continues on rebuilding and replacing the interior ceil-

Darrell Arndt shows off wood panels and framing removed from the front of the car, pictured in the previous shot. While all new material will go back into the car, such pieces serve as patterns for the woodwork and original lettering. [Jim Trowbridge Photograph]





An interior shot of No. 25 shows the extensive work to be done. New roof panellings, windows, seat mechanisms and rattan are but a few projects needing attention. Complete new wiring throughout the car is a major restoration task. [Jim Trowbridge Photograph]

ing panels due to water damage. The tin roofing has been peeled back on the vestibule ends to survey what needs to be done to replace water damaged ceiling slats.

This is a time-consuming project, but volunteers are going about it enthusiastically, looking forward to the day the restoration will be completed and the car will be a historical jewel, being the only intact survivor of the vast Denver Tramway Trolley Car fleet.

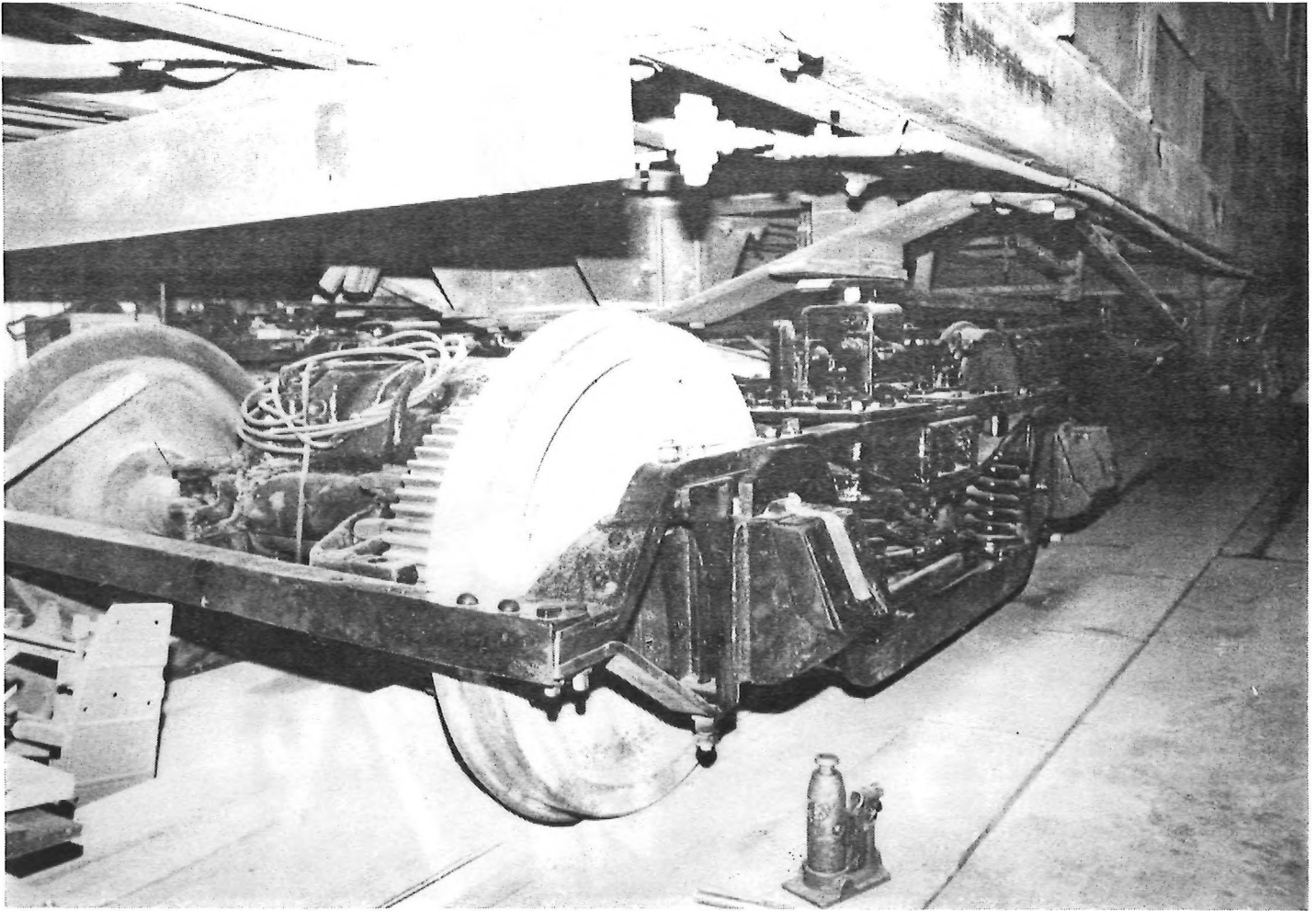
Club members and guests are always welcome to come out to the Federal Center location to see the restoration in progress. Contact Dave Waltrip at 499-0470 or Darrell Arndt at 572-7868 for arrangements. (Joe Priselac)

needed and welcomed. There is so much work to be done that a project can be found for any level of talent. And, you are not expected to work every week!! What ever time you can afford to volunteer would be greatly appreciated.]

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.

[Editor's note: New volunteers are always



A major expense and restoration project already finished is the traction trucks. The trucks were completely cleaned to bare metal and primed and repainted with the finest finishes now available. In addition, the motors were completely cleaned and refurbished. Some new parts will be fabricated (such as new gear covers), but for all practical purposes, the trucks are ready to roll.

[Jim Trowbridge Photograph]

COLORADO RAILROAD MUSEUM NEWS

Colorado's oldest operating narrow gauge steam locomotive, #346, will be steamed up on the dates listed below. The Rio Grande Southern's Galloping Geese will also be used at times.

Weekends of:

March 31-April 1

June 9-10 / National Model RR Assoc. Spring Convention
Railway & Locomotive Historical Soc. Annual Meeting

July 21-22

September 1-2-3 / Labor Day Weekend

December 1-2 / Santa Claus Train

In addition, there may be extra operations. If very heavy snowfall and time to assemble a crew, the Museum will operate for the photographers a "flanger train." Arrangements for photos on all these occasions as a matter of course. Equipment used will vary, century old coaches or private cars, cabooses, or even a simulated "freight or mixed train consist." (Colorado RR Museum)





Joe Priselac is hard at work stripping old paint and varnish from clerestory roof end slats in hopes of preserving as many as possible, although many will have to be replaced with new material, requiring "steam" shaping. Note the painting just to the left of Joe. Joe is quite an accomplished artist and has painted the No. 25 as it would have appeared in its early years and how the Club hopes to have it appear in the very near future. Perhaps we can have Joe bring his painting to a future meeting for everyone to enjoy and provide an insight into how the No. 25 will appear in the future!!
 [Jim Trowbridge Photograph]

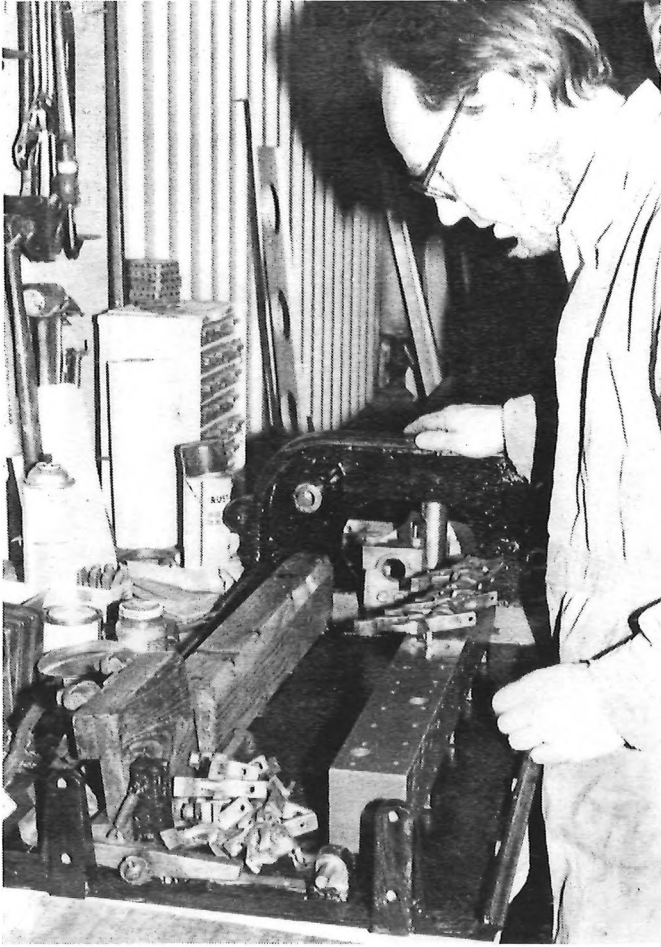
A JUNIOR MEMBERSHIP IN THE RMRRC?

The Board of Directors has begun to discuss the "Graying" of the Club and how we can take steps to introduce younger people into railroading and the Rocky Mountain Railroad Club. It is obvious that some action must be taken to stir interest of youngsters if they are to take an interest later in life.

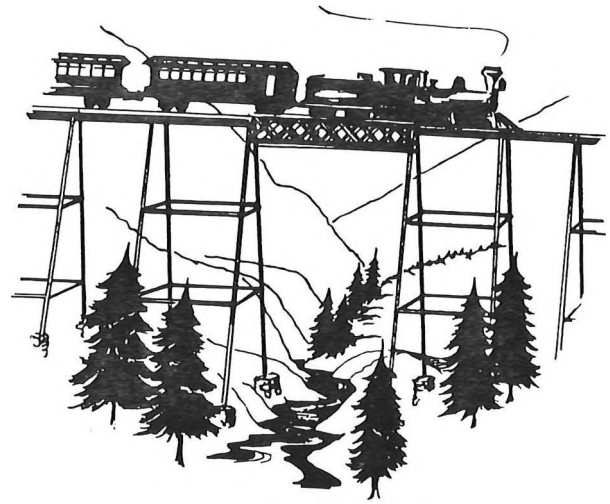
Thus, Club president, Dave Salter asked members attending the January meeting for their input about establishing a "Junior" membership wherein we might consider a half price with privileges such as receiving the monthly newsletter. Parents would

not find it a burden to give such a membership to their children and keep up with the annual dues. Children certainly enjoy receiving their own mail and the Rail Report would certainly go a long way to establish interest in railroading and the RMRR Club and, hopefully, keep that interest alive as these children grow into adulthood.

Should Club members have an opinion on this matter, please feel free to write to the president and offer suggestions on this or any other matter. Please write to: Dave Salter, President, Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.



Al Kilminster is shown working on one of the two controllers. Al is completely rebuilding both controllers and is representative of the many volunteers who have spent so much time thus far in the restoration of the No. 25. On the day that your editor took these photographs (January 6, 1990), five people were spending their Saturday on the project. Charlie Max left prior to my getting any photographs of him. [Jim Trowbridge Photograph]



GEORGETOWN AND THE LOOP—50TH ANNIVERSARY BOOK

The holiday season may be over, but don't forget that the Club's GEORGETOWN AND THE LOOP book makes an outstanding present for any railroader, and, just about any other person as well!! The Club can send the book directly to who ever you choose. Just add the shipping cost and a gift card and we'll do the rest. And, heaven forbid, you have not purchased your own copy, do so today!

ORDER FORM

NAME _____

ADDRESS _____

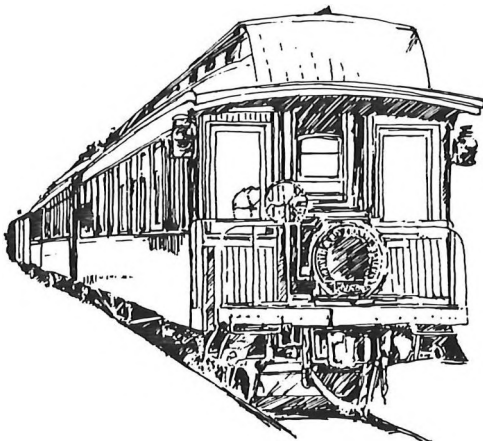
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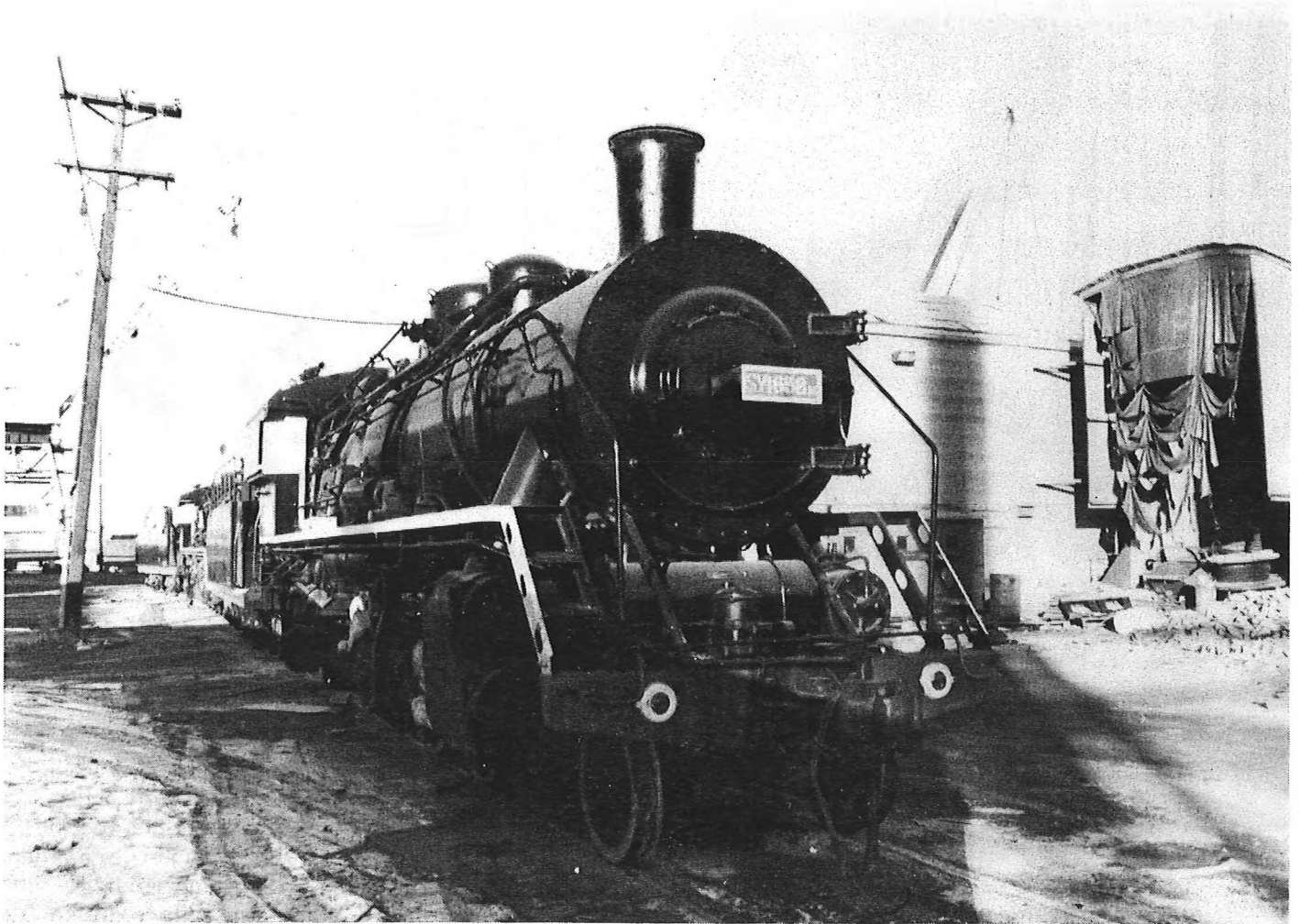
Enclosed is \$29.95 plus \$2.75 shipping and [] \$2.15 sales tax for a Colorado Resident for each book.

Total enclosed: \$ _____

Order from:

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





Two of America's newest steam locomotives, SY-class Mikados, built in Tangshan, China for (back) Connecticut's Valley Railroad and (front) Pennsylvania's Knox and Kane Railroad, await delivery on a bitter cold (7°) Christmas Eve morning at the Beckett Street Terminal of Camden's South Jersey Port Corporation. The locomotives are based on American designs.

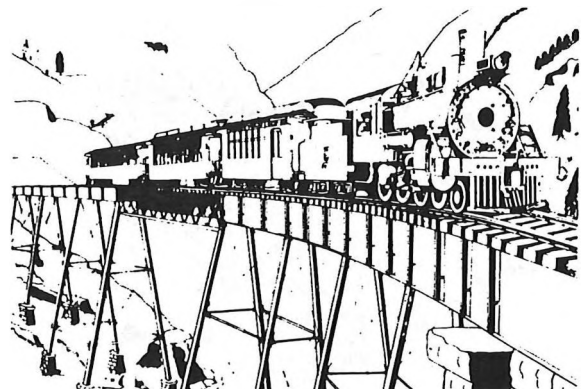
[Jim Morgan, Haddonfield, NJ Photograph]

**COLORADO NARROW GAUGE EXCURSIONS
AVAILABLE IN 1990**

Ed Gerlits has announced September 22, 1990, as the final (8th Annual) Animas Cañon Express. Details will be made available on or about May 1, 1990. Ed promises this final trip to be very special. RMRRRC members wishing to be placed on Ed's mailing list should write Ed Gerlits at 1540 Routt St., Lakewood, Colorado 80215.

Jim Trowbridge has announced September 1 and 2, 1990 as the date for the 1990 edition of the San Juan Express on the C&TS. This is a limited rider "Freight Train." RMRRRC members wishing to be placed on Jim's mailing list

should contact Jim Trowbridge at 502 So. Cody St., Lakewood, Colorado 80226.



LITTLETON MUSEUM REFURBISHES DEPOT

Say goodbye to those disappearin' railroad blues. The Denver & Rio Grande Western depot in Littleton is back.

Bob McQuarie, Lee Limke and others from the Littleton Historical Museum are putting the finishing touches on the century-old railroad depot.

It's a gem. They've blasted the ugly old paint off the rock walls and restored the building's original looks right down to door locks that take skelton keys.

Restored to its Victorian 19th-century condition, the building now stands at Crestline Avenue and Rio Grande Street, about one-half mile from its original location.

It was moved five years ago to make way for a huge trench that sunk a 1.6-mile stretch of train track below street level, a \$22 million project local wags call "The Great Depression." The depot's renovation cost about \$40,000.

After two decades of talk, talk and more talk, a group has come up with a \$3 billion, 20-year plan that goes to the legislature this month. If approved, the plan would go on the 1990 general election ballot in Denver, Jefferson, Arapahoe, Adams, Douglas and Boulder counties.

Three rail lines would radiate from downtown Denver to the suburbs. One would parallel Interstate 25 to Arapahoe Road, with a spur to Parker; a second would follow Santa Fe Drive to C-470; and a third would go to Lakewood.

The new rails, when and if they're laid, will run right along the present tracks. They may even be over the original line. Clearly, this could be a case of back to the future on steel wheels.

Return with us now to the days when rail tied Denver to Littleton and a suburb was born:

The railroad first came through Littleton in 1871. About four years later, D&RG workers used a rock called rhyolite ex-

cavated in Douglas County to build a 1½-story building topped by a gable roof. The depot features such artistic touches as an acorn motif on elaborate wood brackets, faithfully restored by the museum.

Littleton was listed as a stop for three trains on the company's first timetable. By 1889, a commuter train known as the Uncle Sam was stopping in Littleton five times daily and once late in the evening.

The line allowed prosperous businessmen and their families to retire to the country and still do business in Denver. Littleton thrived.

In 1907, the stone depot was expanded to better serve the increasing number of commuters. The fare: 25¢ per round trip. Freight flowed between the communities. A trolley car also served the area, going east to Broadway along what is now Belleview Avenue and then north to Denver. Buses replaced it in 1926.

Bike paths? They're not so trendy, either. At the turn of the century, a path ran from Denver through Englewood, then known as Orchard Place, roughly along Santa Fe and on to Palmer Lake in Douglas County. (Local farmers near Denver, fearful that their harvest might be depleted by larcenous cyclists, insisted on a barbed-wire fence along the path).

The rails also played a role in bicycling. Rather than pedal both ways, many riders took the train to Palmer Lake and coasted their bikes back to Denver.

Train traffic was heavy into the 1950's, but by the '60s, auto was king. Passenger service ceased in 1967. From then until it was closed in 1982, the depot was used for freight.

Today the restored depot stands as a remembrance of things past, a reminder that rails helped shape the metro area. But in a classic case of the old being new, it may also be a sign of things to come. Let's hope the depots of the future have half the charm of Littleton's historic station. (Submitted by Erwin Chaim. From the Rocky Mountain News of December, 1989. Article by Guy Kelly.)

MISCELLANEOUS

TALK OF MOVING AMTRAK REKINDLED

A plan to evict Amtrak trains from Union Station--declared dead by city officials last month--opened one eye again as backers of the move said they may enlist Federal help.

U.S. Rep. Hank Brown said he's willing to discuss changing rules that bar use of federal highway money, now earmarked to rebuild Central Platte Valley viaducts, to help build a Denver Amtrak station somewhere outside the valley.

Michael O'Brien, who backs ousting Amtrak from the valley, said he may approach members of the Colorado congressional delegation to seek such a change.

Some valley landowners and Lower Downtown businesspeople want to move Amtrak out of the historic station to ease auto access to the valley, saying that will promote development.

But other downtown business owners, historic preservationists and railroad buffs oppose the move, as do Amtrak officials.

The proposal has resurfaced so many times, they've joked about needing a silver stake more than needing a golden spike.

O'Brien works for Cushman Realty, which represents Glacier Park Company, a major valley landowner. After a council hearing, December 20th, O'Brien said he may approach federal officials to ask if some highway money could be spent on a new Amtrak station.

Mayor Federico Pena and city officials last month declared the latest move-Amtrak plan dead, noting that it would cost about \$22 million to build a new station. Neither city nor private money appears to be available for the project, said Planning Director Bill Lamont.

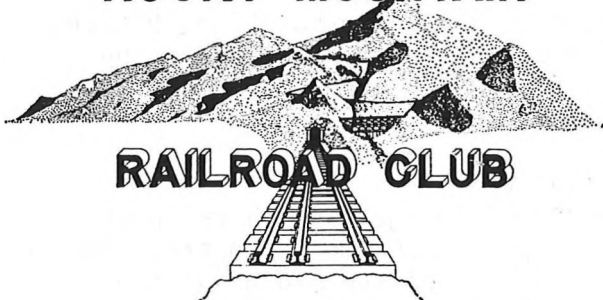
He said federal regulations bar the city from diverting highway money earmarked for viaduct replacement to other uses, such as a new train station. Even if the city could save money by changing the viaduct design, it would simply go back to the U.S. government to be spent on some other highway project, he said.

Glacier Park is up for sale. It owns much of the land directly behind Union Station and the proposed site for the new Elitch's amusement park at the south end of the valley. The company's control of the land was to be passed on by mid-January to Morgan Stanley, an investment firm. (Denver Post article)



ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

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

