

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 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 April, 1990 Rail Report is due no later than March 13, 1990!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, missing newsletter pages, etc. to:

Tom Lawry, Membership Chairman
c/o ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201

March, 1990..... No. 366
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.

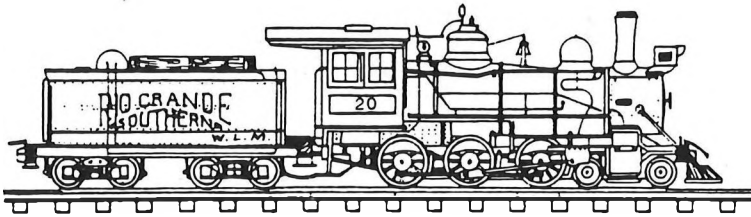
MARCH 13 PROGRAM

Through a slide presentation, P.R. "Bob" Griswold, will take us back in history to visit the Rio Grande Southern narrow gauge railroad. Bob has extensively researched this classic subject at the Center of Southwest Studies at Fort Lewis College, Durango, Colorado. Bob was also able to experience the "RGS" in action aboard a "Galloping Goose" from Delores to Ridgeway.

For older Club members who were also very fortunate to experience the Rio Grande Southern in its glory, this program should enjoy reliving past memories. Younger mem-

bers will enjoy learning "how it was!"

Being an author, Bob has been instrumental in the Club's present publication, "Georgetown and the Loop" plus various titles including "Rio Grande along the Rio Grande" and "Colorado's Loneliest Railroad--The San Luis Southern."



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.

FEBRUARY PROGRAM

Attendance at the February meeting was down due to a late afternoon snow and ice storm and extremely cold temperatures. Too bad!! We were treated to an excellent slide program by Darrell Arndt on the progress of the restoration of Interurban No. 25, and, operations on the Denver Rail Heritage Society's trolley during 1989. We all kid Darrell about his refrigerator full of undeveloped film, but no one can deny his ability to take outstanding photographs!! It's a shame that so few were able to see the presentation. The update was interesting and informative.

Rick McNeal finished the program with an additional update on future plans for the trolley operations which might include the Club's No. 25.

Our thanks to Darrell and Rick.

LAST CHANCE!

APRIL PROGRAM—POTPOURRI NIGHT

Last chance!! Members have only one more meeting to bring their 15 best railroad slides to be part of the annual Potpourri Night program at the April meeting.

Members are invited to bring fifteen (15) of their favorite railroad slides to the March meeting (along with a previous name slide if available). Erwin Chaim will be in charge of this program and your slides should be presented to him in the order that you wish to have them shown, first slide to the front and the last slide to the back for carousel slide trays.

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

1990 SCHEDULE OF EVENTS

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 the COG
October 13	Annual Banquet
November 13	Regular Monthly Meeting
December 11	Elections & Regular Monthly Meeting

REMINDER

ANNUAL DUES

Have you sent in your 1990 Dues? If not, please do it IMMEDIATELY!! Please send \$15.00 to: Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

If you still wish to participate in the annual Book Drawing, include \$2.00 for each chance. A coupon is available.

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

NAME _____

ADDRESS _____

_____ Zip _____

Please Print or Type. Winners need not be present.

TROLLEY NO. 25

Since only a few Club members were at the February meeting and so many missed the request for help on completing the No. 25 so it might be used in service this year, we wish to again mention this request in the Rail Report. New volunteers are always 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.

In addition, it was announced that operators and conductors are needed for the trolley operation of the Denver Rail Heritage Society and such experience will be helpful when we get the No. 25 in operation. If you are interested, please contact Darrell Arndt at 572-7868.

NEW MEMBERS

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

David Dodge	Aurora, CO
James Doyen	Pomona, CA
Kenneth Petch	Lakewood, CO
Charlotte Unverzagt	Houston, TX

PRESERVATION FUND AND BOOK DRAWING FOR FEBRUARY

Prizes and winners at the February 13, 1990 meeting are as follows:

Hugh Alexander / UP, 1990 Calendar
Ed Dickens / UP, 1990 Calendar
F. M. Bain / UP, 1990 Calendar
Jim Jones / UP, 1990 Calendar
Bert Bidwell / UP, 1990 Calendar
Dave Salter / UP, 1990 Calendar
Martin Due / UP, 1990 Calendar
Warren Hidahl / UP, 1990 Calendar
John Holzman / UP, 1990 Calendar
Alan Greene / TRAINS Calendar
Ed Dickens / History of American Railroads
Steve Subber / Rocky Mountain Splendor
Warren Hidahl / Northeast RR Scene: Vol. 4:
The Erie Lackawanna
Dave Salter / Northeast RR Scene: Vol. 3:
The Reading Company

If members 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.

The continued support of the monthly book drawing is greatly appreciated.

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: 1st edition (1962), signed and numbered SWITZERLAND TRAIL OF AMERICA by Forrest Crossen, Limited Edition No. 812,

excellent, near mint condition, including dust jacket (torn once but mended, tape on under side) and map packet, complete. \$200. Jan C. Benson, P. O. Box 2737, Carson City, NV 89702.

FOR SALE: LAST RUN OF THE MIDLAND TERMINAL. Colorado Springs to Cripple Creek and return. Extremely rare 53-minute audio tape recorded February 18, 1949 by a local radio station. Professional quality recording now available in quantity features history, crew interviews and lots of steam sounds. On cassette. \$9.95 (includes 1st class postage). Colorado Residents add 3% state sales tax. The Pikeview General Store (Ted S. McKee), 712 N. Corona St., Colorado Springs, Colorado 80903.



UPDATE NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

Fellow Club member and Trainmaster, Cumbres & Toltec Scenic Railroad, Earl Knoob, was kind enough to send the following information:

Engine No. 484-- 484 is "wintering" in Antonito. It was decided to leave it as well as the Antonito train consist over in Antonito for the winter to allow car work to start earlier in the spring. Being that opening day is May 26th (two weeks earlier) this year, it was thought that it would be a smart move. 484 needs little in the way of serious work before spring other than the usual annual inspections. Other work to be done includes: rewiring the electrical system, new windows and cab doors and new cab floor. We hope to do some running gear work (crosshead shoes, rod bushings and spring rigging work) but this will depend on whether or not we can get 484 back in Chama before the season opens.

Engine No. 487-- 487 is having her valve cages and cylinders bored. A large boring

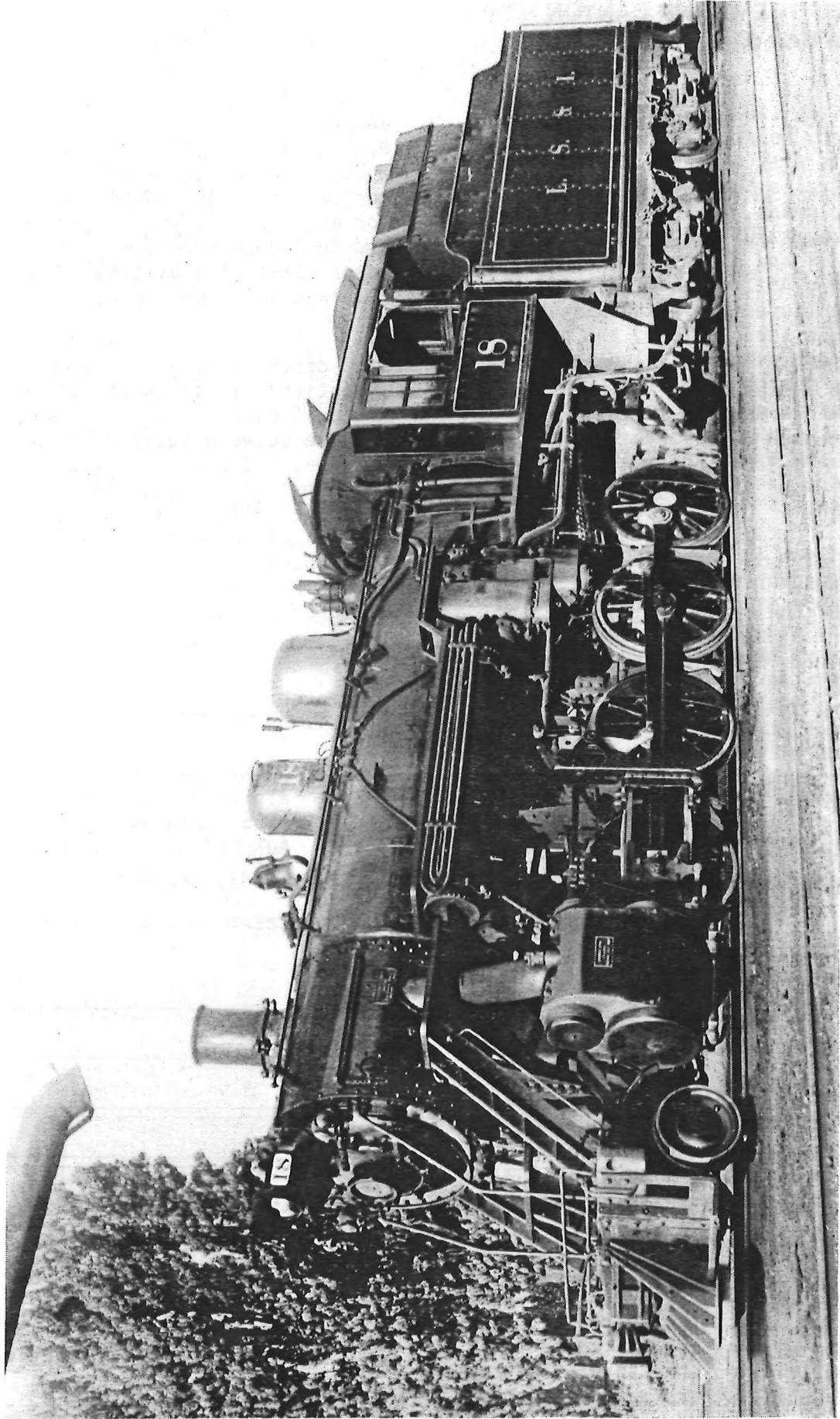
bar has been rented from the Midwest Central R.R. in Mt. Pleasant, Iowa. Also, the piston rods have been polished. One rod was found to be cracked so a new rod was fabricated. Work has been done on the trailing truck, and a new wheel set will be installed. In addition, the usual annual inspections and minor work will be done.

Engine No. 488-- 488 never quite got finished in time to run during the 1989 season. The final touches are presently being done to 488 with hope that the engine will be fired up during the week of February 19th for test runs. Work continues on the new tender that is being built for 488. A new welded (with fake rivets) tender tank was acquired last spring to be installed on the original frame. This new tender should be ready in the spring. Until then, 488 will operate with its current tender which has been borrowed from 483.

Engine No. 489-- 489 is in the process of being reflued. As of this writing (2/9/90), the boiler tubes have been removed, old scale removed and new ends welded on. The boiler has to be de-scaled and the boiler jacket and lagging removed. A large section of the rear tube sheet where the sheet rolls over to meet the crown sheet is going to be replaced. This area (known as the "Knuckle") is subjected to much stress do to expansion and contraction of the boiler and tubes. The knuckle has been welded up several times under D&RGW use and now is the time for replacement. After 489 is re-assembled and a few other repairs done, we will throw a coat of paint on it.

Miscellaneous-- Today (2/9/90), two Diesel engine/generator sets showed up for installation in Diesel No. 19. One of the original diesel engines has a cracked block and the other engine is in need of overhaul. The two engine/generator sets just purchased while not freshly overhauled, were running when they were removed from whatever they were powering (not necessarily a locomotive). The engines are Caterpillar D-17000 V-8's with G.E. generators. The main generators currently in No. 19 are in good shape, but it is easier to pull the whole engine/generator set as one unit, so the whole assembly was purchased. It is hoped that No. 19 can be made operational sometime next winter.

**THE LURE OF THE GRAND CANYON -
THE GRAND CANYON EXCURSION**



Vintage steam locomotive Number 18 returned to service on the Grand Canyon Railway on September 17, 1989. The Grand Canyon Railway ran from Williams, Arizona to the Grand Canyon from 1901 until 1968. The line was reinaugurated on September 17, 1989. American Locomotive Company's #18 ran from 1910 through 1984 before being temporarily retired. (H. K. Vollerath Collection, supplied by the Grand Canyon Railway). This same engine will power the Club's excursion at the Canyon on May 26, 1990.

**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.

Trip costs include all rail and bus transportation, all transfers, all lodging, national park admissions, unlimited shuttle service between Tusayan and Grand Canyon Village, and complimentary breakfast at Williams. The cost is \$470/person, double occupancy. Single supplement is \$150.00 additional. Rates are based upon a minimum of 40 participants. A maximum of 45 passengers will be taken. Rates for children must be obtained from Alpine World Travel.

Return this portion with \$100.00/person deposit by March 23.

To: Al Miller
Alpine World Travel
1555 South Havana Street
Aurora, Colorado 80012
(303) 752-0900

FINAL PAYMENT IS DUE APRIL 20th.

NAME _____

NAME _____

ADDRESS _____

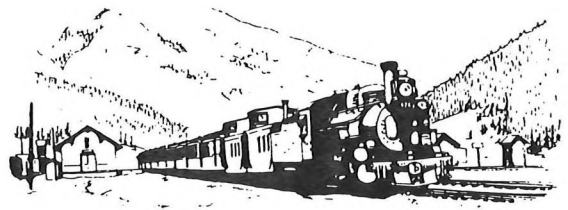
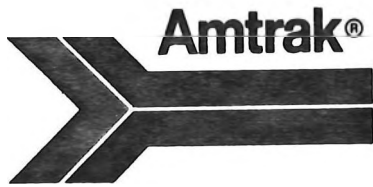
Zip _____

Please Print or Type

*Note: I am sharing with

_____ who is registering SEPARATELY!

[] Double Occupancy [] Single Occupancy



AMTRAK NEWS

NO MONEY FOR AMTRAK IN 1991 -- Despite another record shattering year in 1989, President Bush has proposed that no Federal dollars be spent on Amtrak in the 1991 fiscal budget. While expenditures for aviation will rise, the amount of federal money for Amtrak and mass transportation is to decline.

Amtrak hauled a near record 21.4 million passengers in 1989 and had an all time high cost recovery ratio of 72%. (Up from 44% in 1980) During 1989, Amtrak took delivery of 106 new passenger cars for use on corridor trains and ordered 70 additional mail cars. If funding can be obtained from Congress, then the possibility exists that Amtrak may order another 100 to 150 Superliner cars to relieve overcrowding on some Western trains and to convert some low level trains to the bi-level Superliners. Additionally, Amtrak has said that if it can obtain enough capital funding in the next ten years to meet demand, then by the year 2000, Amtrak should recover 100% of its operating costs!

Therefore, I urge each one of you to write your Congressman or woman and Senator and ask them to support full funding for Amtrak in 1991. You can reach your representative at the following address:

U.S. House of Representatives
Washington, D.C. 20515

And your Senators:

U.S. Senate
Washington, D.C. 20510

Amtrak has been a remarkable success story and to eliminate now would be a foolish mistake. (Hugh K. Wilson--744-6250)

NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD—NEW ROUNDHOUSE OFFICIALLY OPENED

The fabled Silverton marked its first anniversary of a devastating roundhouse fire on Saturday, February 10, 1989 by inviting the public to tour the building's replacement.

The fire last February 10 destroyed the sprawling, timber and brick roundhouse, which was built in 1881. The flames, carrying heat so intense that it bent metal bars, damaged all six operative coal-burning steam locomotives.

The old 16,000-square-foot roundhouse and machine shop has been replaced by a cinder block and brick structure of 36,000 square feet, complete with a modern sprinkler system and effective heating system. It cost more than \$2 million.

Tracks from the turntable outside now connect to 15 stalls instead of six, and there are new storage and staff facilities.

A brand-new, 6,000-square-foot shop is equipped with an overhead crane and 27 machine tools that can fabricate just about any piece of metal needed for the railroad.

Crew members (the railroad employees 225 people in the summer, and keeps an engineering and maintenance crew of about 35 in the winter) were painting, polishing and putting the finishing touches on the new building this past week in preparation for the open house.

The fire was caused by pieces of metal, heated from welding and grinding, that apparently bounced onto other material and smoldered before bursting into flames, according to the Durango Fire Department.
(Denver Post)

UNION PACIFIC TO RUN SPECIAL TRAINS

When Idaho became a state in 1890, trains pulled by steam locomotives were a common sight. One hundred years later, as a tribute to Idaho's centennial, Union Pacific is bringing back the steam train for a week-long tour of southern Idaho.

Engine No. 8444 (now renumbered back to its original 844 number due to the retirement of diesel #844) will return to Idaho on June 29, 1990 for a whistle-stop tour of southern Idaho that will culminate with the arrival of the train in Boise on July 3, the state's one-hundredth birthday.

While final details of the train's schedule are still being worked out, it is expected that the train will schedule stops at Montpelier, Soda Springs, Pocatello, American Falls, Shoshone, Mountain Home, Nampa Caldwell, Weiser, Payette, Emmett and Boise. (James P. Earhart/ The Caribou County Sun, Soda Springs, Idaho)

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.

CADILLAC AND LAKE CITY RAILWAY CEASES OPERATIONS

The February 11, 1990 Denver Post reported that the Cadillac and Lake City Railway, a moving murder-mystery theater and freight line on Colorado's eastern Plains, has been derailed by lack of funds.

Howard Noble, the railroad's president and general manager, suspended Cadillac and Lake City operations on Friday, February 9th and canceled this year's excursions because the railroad failed to raise \$1 million he said was needed to upgrade operations to meet increasing passenger demand.

WELL KNOWN RAILROAD FIGURE PASSES AWAY

Longtime Club members will fondly remember Alva Lyons. The former conductor of the Denver & Rio Grande Western Railroad had a 51-year career with the railroad and logged an impressive record of community involvement. Born in Durango February 28, 1897, Lyons started working for the D&RGW railroad in 1914 as a helper on a bridge gang. He was 17. Lyon's career spanned the railroad's sputtering commitment to the Durango-to-Silverton line, and he led a publicity effort to get the train back on track when the railroad stopped running a regular train to Silverton. By 1966, when Lyons retired from the railroad, the train was carrying 70,000 passengers a year (compared to 201,004 in 1989). Alva died January 30, 1990. He was 92. (The Durango Herald via Ed Gerlits)

ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201