

Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB



MEETING SCHEDULE:

November 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
David W. 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 December, 1990 Rail Report is due no later than November 1, 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

November, 1990..... No. 374
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 November of the current year.

NOVEMBER 13 PROGRAM

Past president, John Dillavou, will present a movie and slide program on the long discontinued "Rio Grande Zephyr," accompanied by music.

For four months prior to its last run on April 24, 1983, John rode, chased, passed, and raced the Zephyr, capturing it on slides and movies.

Seven and one half years have now passed since this fine train rolled into the history books, so, this program should bring

back many fine memories to those who rode the Zephyr and/or stood at trackside as the F-9 diesel unit 5771 and its "B" units growled by, pulling its sleek, stainless steel passenger cars.

John will end his program with slides from a recent train excursion, so, come along and relive rail history. (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.

OCTOBER PROGRAM — ANNUAL BANQUET

This month's newsletter was completed prior to the Banquet. A full report on the Banquet and the program will be made in the December newsletter.

NEW MEMBERS

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

Biff Hallenbeck	Colorado Springs, CO
Michael R. Johnson	Colorado Springs, CO
Pat Neumann	Bailey, CO
Rick Neumann	Bailey, CO
Mary T. Wentzel	High Ridge, MO

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

Edwin C. Dunn (#63)	Green Valley, AZ
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1990 SCHEDULE OF EVENTS

November 13	Regular Monthly Meeting
December 11	ELECTIONS and Regular monthly meeting

ELECTIONS

The nominating committee, made up of the hold-over board members, is composed of the following three men: Bob Packer, Pete West and Hugh K. Wilson.

It is their duty to search for candidates for officers and board members and to present a slate of candidates to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates, please contact any of the above men at Club meetings, via the Club telephone or write to: Nominating Committee, Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

ANNUAL DUES

Please note that the Club has returned to sending out dues notices in the November issue of the Rail Report. This is being done in hopes that enough members will renew their membership early enough to allow the Club to send out membership cards at a much earlier date.

As we have mentioned for years, the Club waits until the majority of members renew their membership before sending out cards so as to save postage by sending the cards with a newsletter mailing. The savings amounts to about \$275.00 per year. In addition, it makes the work much easier on our membership chairman. Please keep this in mind--send in your renewal early--and do not write to Tom asking where your card is until at least March of 1991. MEMBERSHIP CARDS are not sent out as renewals are received!!!!

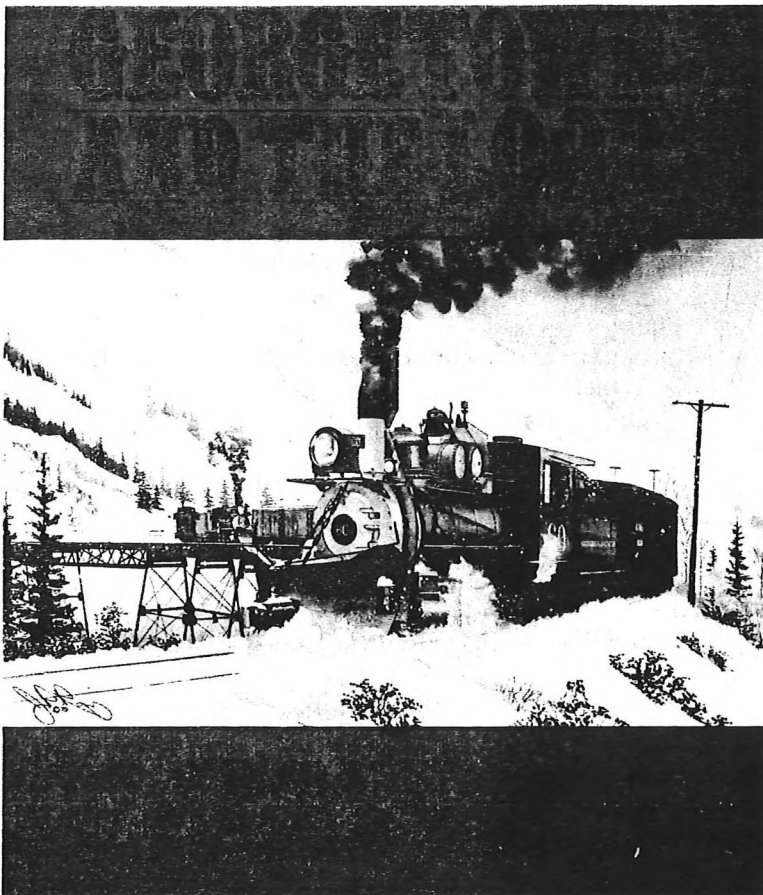
PRESERVATION FUND AND BOOK DRAWING

There is no Preservation Fund Book Drawing in October due to the Annual Banquet. The drawing will resume in December and prizes and winners will be publicized in the January, 1991 newsletter.

GEORGETOWN & THE LOOP

THE 50th ANNIVERSARY PUBLICATION
of the
ROCKY MOUNTAIN RAILROAD CLUB

by
P.R. "Bob" Griswold, Richard H. Kindig, and Cynthia Trombly



This 270 page 8½" by 11" hardback book is a photographic history of Colorado's "far famed" Georgetown Loop of a century ago through its glory years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad. Many Rocky Mountain Railroad Club members and friends have contributed an amazing amount of material to make Georgetown and The Loop an outstanding history of the railroad that made Georgetown and Silver Plume famous for more than a century.

Georgetown and The Loop is a different railroad history book with a short text and a fantastic collection of rare photographs of the "Old Loop" as well as pictures (some in color) of the incredible rebuilding of the "New Loop." This unique railroad history tells the fascinating story of just a few miles of Colorado narrow gauge railroad and the mining towns it served. Every true railfan will be thrilled to see the photos of the five presently operated steam engines on the Georgetown Loop Railroad. Price \$29.95.

"GEORGETOWN AND THE LOOP" — 50th ANNIVERSARY BOOK

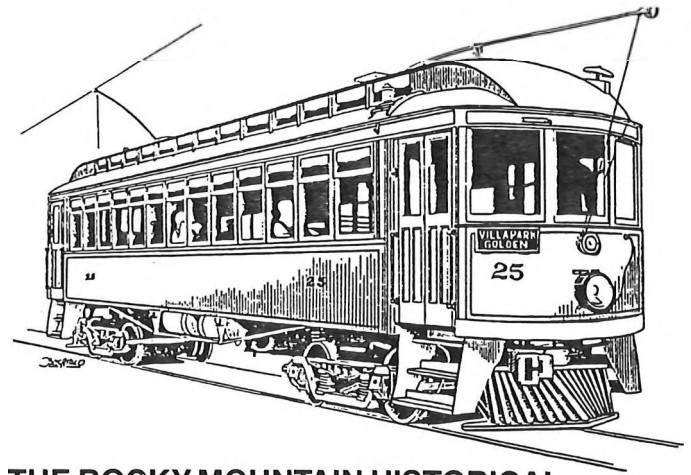
Looking for a gift for a friend who is also a railroad buff? Do you need to obtain a Christmas present for a loved one or a friend who has interest in railroading? Then, why not consider a truly fine book... "Georgetown & The Loop." The Club still has a reasonable inventory of this 50th Anniversary publication.

The Club can even 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! Remember, some day this publication, too, will be gone and prices will probably rise for copies (used at that!!)

Order forms are provided on the next page for your ordering convenience.

GEORGETOWN & THE LOOP

Order Form



NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

[] This is a gift for the above person.
My name and address is as follows:

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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

REMINDER

FROM THE EDITOR

Please note the early deadline for the December issue of the RAIL REPORT!! Due to the mailing committee's desire to put the mailing together prior to the Thanksgiving Holiday and the requirement of the Club's By Laws to have the December newsletter with the notice of Elections out two weeks prior to the meeting, the DEADLINE for the DECEMBER NEWSLETTER will be NOVEMBER 1st!

This issue of the Rail Report is also being sent out early so you should have adequate notice; however, previous notice was given in the October issue of the newsletter, page 3.

THE ROCKY MOUNTAIN HISTORICAL SOCIETY FOUNDATION

Have you sent for your personal print of the Club's "Denver & Intermountain Railroad No. 25?" Have you considered a copy of this print for a gift to a friend or loved one who has an interest in railroading? Copies of the 16"x20" print (13 1/2"x 18 3/4" image area) are priced at \$10.00 (plus appropriate tax for Colorado residents) and \$2.50 each for mailing. \$5.00 of the purchase price is a tax deductible donation to the foundation.

Checks or money orders should be made payable to: the ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION, P. O. Box 2391, Denver, Colorado 80201.

[Note: A reproduction in black & white is provided in the October, 1990 issue of the Rail Report. The actual print is in full color]

DENVER & INTERMOUNTAIN RAILROAD NO. 25

Order Form

Please send _____ D&IM RR No. 25 Print to:

NAME _____

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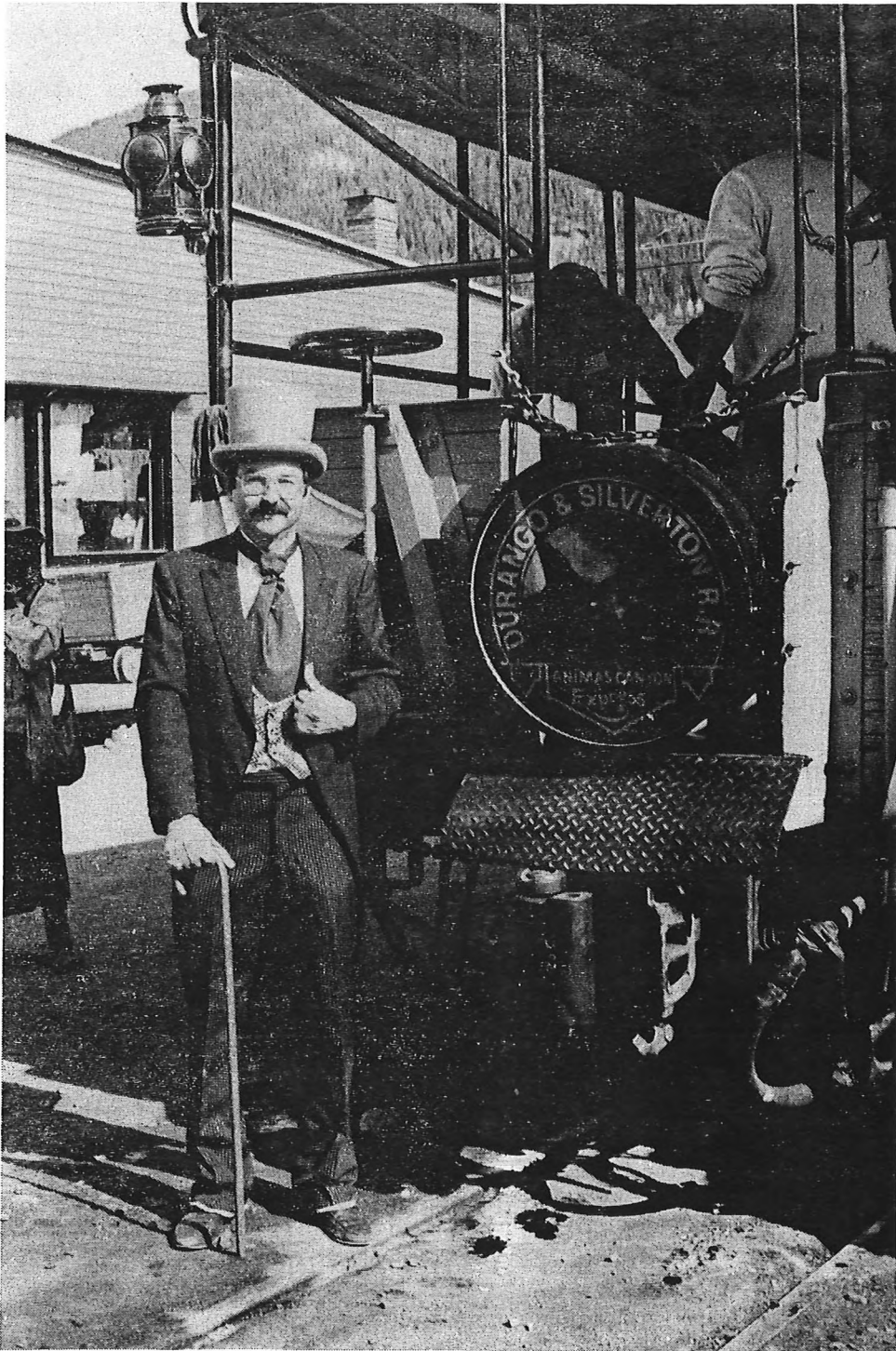
TELEPHONE () _____

_____ Copies of Print @ \$10.00 ea. \$ _____

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_____ Colorado Sales Tax (Total)** _____

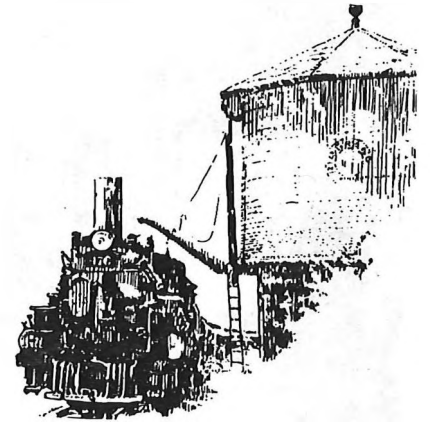
Total enclosed \$ _____



There were many notable (as well as notorious) riders aboard the last "Animas Cañon Express." Among the more notable passengers was railroad baron, Darrell T. Arndt. A very rare occurrence, Mr. Arndt allowed your editor to take his photograph for posterity. Like many of his counterparts, Mr. Arndt prefers to keep a low profile so that he may better maneuver among the hierarchy of high finance and transportation. Mr. Arndt poses next to the elegant drumhead of the Animas Cañon Express.

(Jim Trowbridge Photograph)

REPORT ON THE LAST "ANIMAS CAÑON EXPRESS"

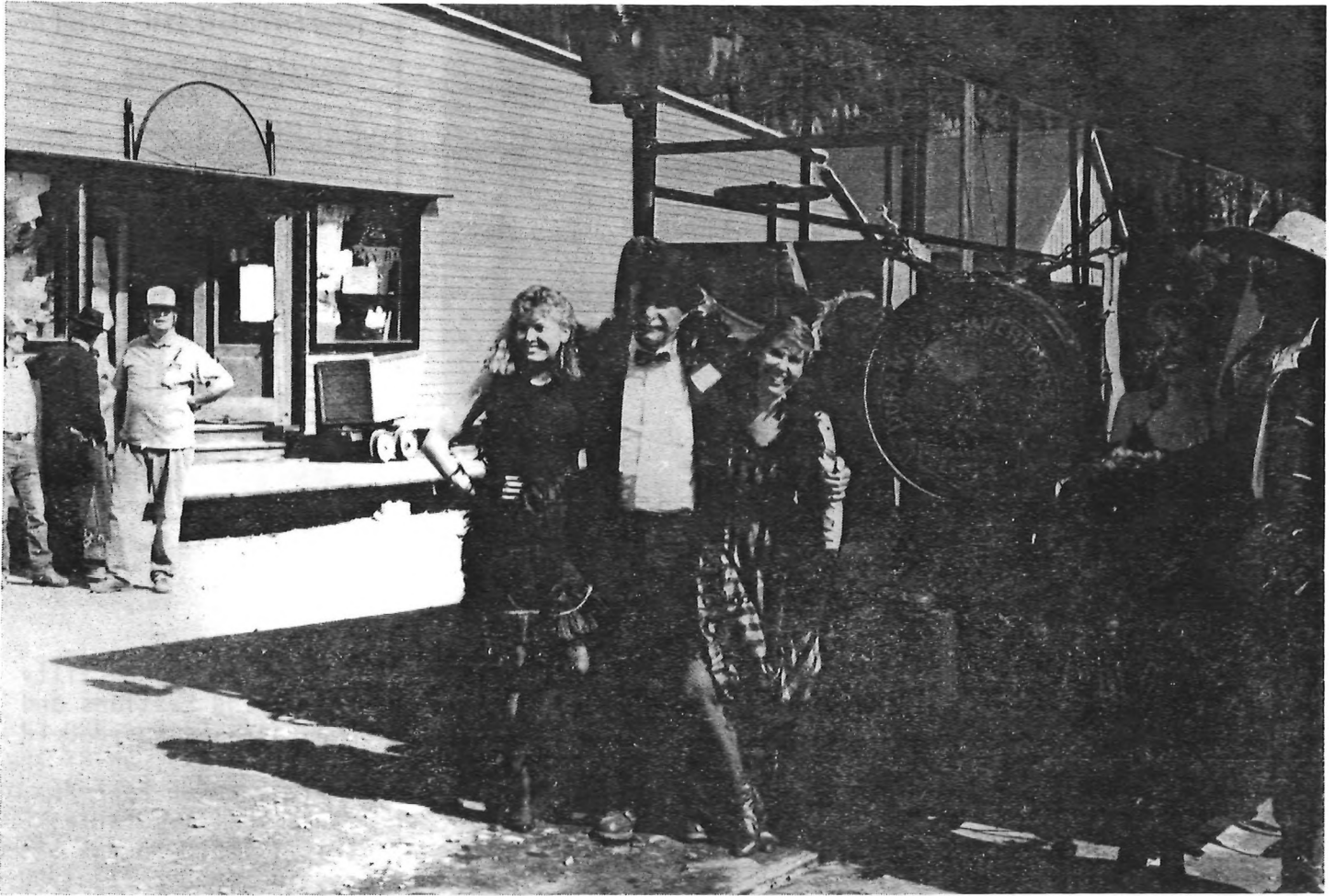


Three hundred and fifty fun-loving railfans and non-railfans boarded Ed Gerlits' last run of the "Animas Cañon Express" for a most memorable trip!! The date was Saturday, September 22, 1990.

Unlike the next day, Ed's trip enjoyed beautiful weather and warm temperature.

Making this trip special, besides being the last one, was the numerous folks who dressed in period costume. While some costumes were fairly simple, many were beyond simple...being outstanding!

Photo runbys were held in both directions between Durango and Silverton. Photo opportunities were also made available in Silverton during the awarding of ribbons for costumes. A few samples are made available in this newsletter for your pleasure. (Jim Trowbridge)



Mr. Ed F. Gerlits was the envy of every red-blooded male aboard the Animas Cañon Express. Here pictured with just two of the attractive companions who constantly surrounded the famous railroad mogul, Mr. Gerlits takes it all in stride. The place is Silverton, Colorado, September 22, 1990. (Jim Trowbridge Photograph)

OBSERVATIONS

On my way to Durango to ride a special train in late September, I decided to do some exploring around the Gunnison area. As I made my way over the various roads, I could still see sections of the old grades of the abandoned DSP&P and D&RGW lines. As more people buy pieces of land and build houses in that area, many of these old roadbeds are being graded out, with people not even knowing or caring that another piece of Colorado history disappeared with their new construction. I headed northwest out of Gunnison, a territory I had never been in, along the D&RG's old Baldwin branch. There too, so many new homes are being built or have already been built on railroad roadbed.

Back in 1937, the D&RGW and the C&S railroads made an agreement on the Baldwin branch line out of Gunnison. The track had been laid many years ago (in the early 1880's when the line was part of the DSP&P) when rail lines were appearing any place they could haul ore out of, while delivering supplies into, the mining areas.

The agreement was simple. The C&S turned all of the trackage (giving free and clear title) to the D&RGW. They also gave them some 70 lb. rail from another abandoned branch line to let the D&RGW relay all the track on the Baldwin branch. The D&RGW could not afford to upgrade or replace the older bridges on this line, requiring the limited use of two 1882, class C-16, 2-8-0 locomotives--the 268 and 278. By 1939, the Rio Grande had completely re-



*Road Engine No. 473 (A K-28, 2-8-2 Mikado) leads the Animas Cañon Express down from Silver-
ton at MP 484.1, Needleton Siding. Date: September 22, 1990. (Jim Trowbridge Photograph)*

built the line. Evidently, a great deal of coal came off this branch which provided the railroad with some decent revenue. At times, a shortage of gondolas occurred and box cars and stock cars were boarded up and used to haul the coal.

The big mine at Baldwin opened in 1897 and operated through 1946 when the supposed threat of strike brought about its demise. A couple of other coal mines northeast of Baldwin were served by another branch, off a wye located out of Castleton, approximately two miles south of Baldwin. After these mines shut down, the rail line remained in use for a few years until the D&RGW abandoned the line in 1952.

Today, the mine tipple is gone and only a

large coal slag pile remains. The concrete foundations and supports are still there, along with some cabins above the tipple location. Old photos show a small town with a post office, general store and, naturally, a saloon, along with many houses and cabins for the workers. Today, there are probably a dozen cabins left, in various stages of decay. Just 50 years ago, this was still an active mining community, with probably five or six loads of coal going out at least every other day.

In viewing the overall area up in that basin, I am of the opinion that there might be a lot of coal still there. Today, they would strip-mine that area which would do untold damage to the beautiful, natural surroundings. Then again, perhaps they

might still do underground mining. What if the rail lines to Gunnison had been standard gauged in the 1950's with a few bridges and tunnels built to eliminate the steeper grades? There probably would be at least the same traffic as there is on the Walsenburg to Alamosa branch. With the increase in the use of coal in the late 1970's, would there then be unit trains making their way up the Baldwin branch, or over the next mountain range to Crested Butte as well? Standard gauge over Marshall Pass? A ski train to Crested Butte? Who knows! (John Dillavou)



UNION PACIFIC REBUILDING SHOP FOR OLD LOCOMOTIVES

Jim Ehernberger, long-time member and past president, sends this news item from the *The Wyoming Eagle* of 9/18/90:

The Union Pacific Railroad will rebuild a shop building in its Cheyenne yards to house and maintain its five steam and three historic diesel locomotives, its media director John Bromley said.

Reconstruction will cost about \$1.1 million, and another \$680,000 will be spent to re-roof a nearby roundhouse and install new electric wiring in it, he said.

Those improvements, Bromley said, will "make Cheyenne a world capital of steam locomotives."

There are those who are fascinated with steam locomotives who think the capital city already has that distinction.

One of the two men closely associated with the hugh locomotives pointed out a German visitor who said somehow he knew of the display of the two rail behemoths here and came to admire them.

Robert Krieger is a locomotive engineer closely connected and familiar with the two big engines as well as others of historic significance. So is Lynn T. Nystrom, steam locomotive crewman.

Bromley's announcement was made against the backdrop of the famous locomotive 844, with an even bigger one, 3985, lurking not far away. Bromley said 3985 is "the biggest operating steam locomotive in the world."

He said of the firm's construction plans, "There is no country anywhere building a world-class steam shop. Nobody would believe it would happen."

Nystrom and Krieger said they thought the most recent such shop here was built by the UP around 1918.

Bromley said the reconstructed steam shop will encompass 15,400 square feet. That project and the one relating to the nearby roundhouse should be completed by fall of 1991.

He explained that the shop will be dismantled down to the concrete floor and foundation, and some portions of it will be saved and used in the reconstruction.

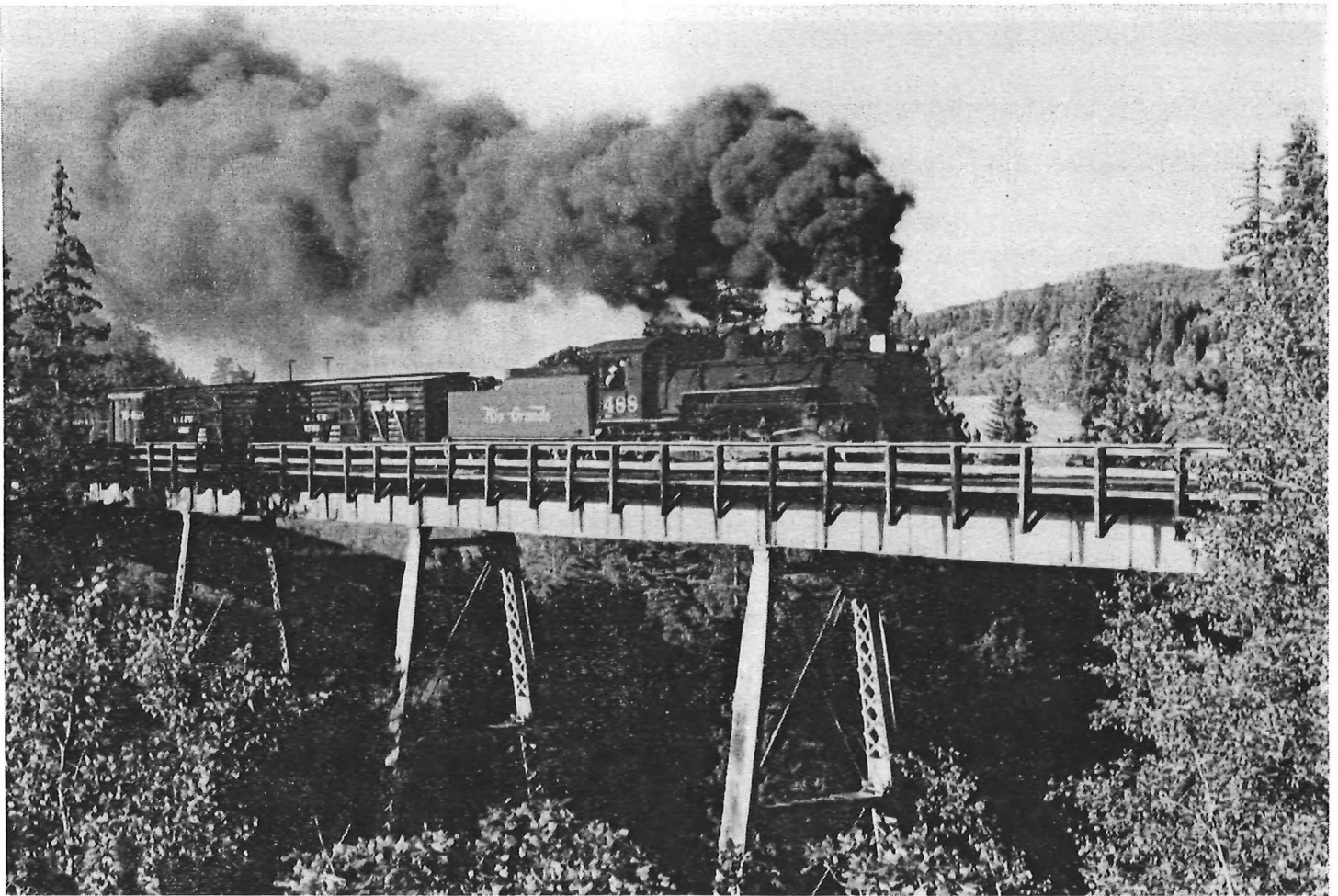
The projects announced Monday, September 17, 1990, makes "the future of the engines secure," Bromley said. "The company looks on this as worthwhile in a cold-eyed business sense. We think people in Cheyenne mau not realize this is a Mecca for railroad buffs."

That concept was illustrated by the visit to Cheyenne on 9/17/90 of representatives of the two biggest rail magazines in the nation: Trains, and Railfan and Railroad.

Jim Boyd is the editor of Railfan and Railroad, which he said was created about 15 years ago and is published in Newton, N.J.

Keven Keefe, associate editor of Trains, was here from that magazine's offices in Waukesha, Wisconsin.

Bromley said the UP was aware of rumors relating to the future of the historic steam and diesel locomotives, adding that his firm had decided it was "going to do something positive about them."



Extra 488 is seen crossing Lobato Trestle on Jim Trowbridge's last San Juan Express freight train on September 1, 1990. The Engine had been repainted and lettered for the Rio Grande as well as the freight car consist. The thirteen-car train spent two days on the ex-Rio Grande mainline from Chama, New Mexico to Antonito, Colorado. The consist was mixed up for the second day to change up the train for the more than 44 photo runbys held during the two-day excursion over the Cumbres & Toltec Scenic Railroad. Photograph by J. L. Trowbridge, son of Jim Trowbridge.

REPORT ON THE LAST "SAN JUAN EXPRESS"

Unfortunately, 1990 has seen the last run of two fine trips--the Animas Cañon Express and the San Juan Express.

This year's San Juan Express saw twenty-seven riders spend two fun-packed days of narrow gauge railroading over the Cumbres & Toltec Scenic Railroad. In those two days, some 45 photo runbys were made, photographing a freight train that had been backdated to the Rio Grande through the efforts of the C&TS folks. Our engine, K-36 number 488 had been painted and lettered

for Rio Grande and selected freight equipment also carried the Grande's logos, either the "flying Rio Grande" or the "button herald of the 20's and 30's."

As in past years, the trip consisted of two days with the first day seeing the San Juan Express travel from Chama, NM to Antonito, CO. The second day, the trip was reversed. Each day saw a couple of passenger passes with the regular C&TS trains. Regular passengers on the C&TS trains just about fell over themselves trying to reach for their cameras to photograph the freight special. The San Juan Express was a special treat for the regular train passengers along with another



*Engine No. 488 (K-36, 2-8-2 Mikado) rumbles by the Big Horn Wye (MP 299.41) and a Civil War reenactment camp of the First Colorado Regiment of Civil War Reenactors. The train was assembled for the last San Juan Express, a freight-only consist. Date: September 2, 1990.
(James L. Trowbridge Photograph)*

special event this year on the C&TS.

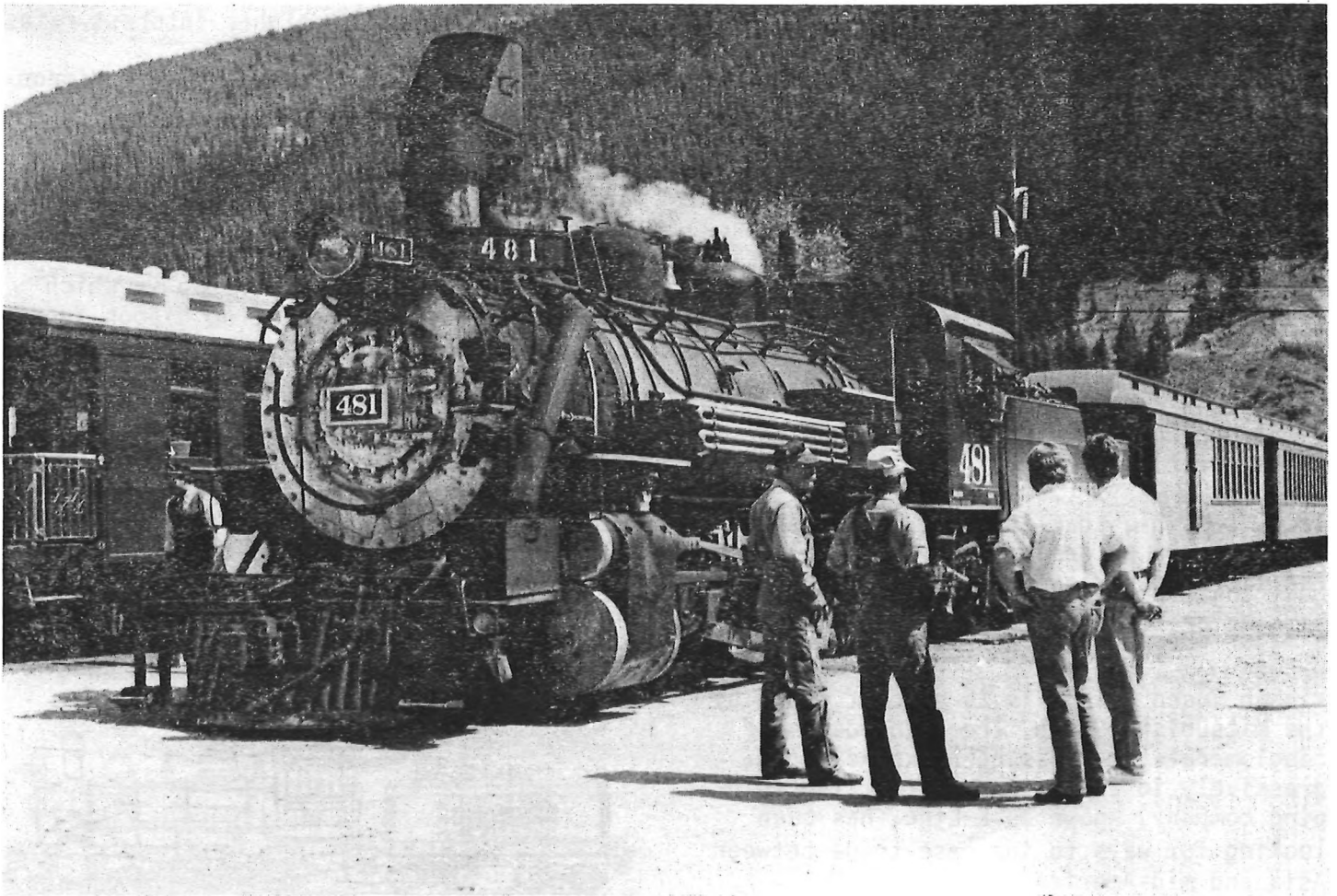
The First Colorado Regiment set up an historic Civil War camp at Big Horn Wye and set about demonstrating authentic period camp life while in uniform and period costume. Local folks made their way out to the camp site and were able to walk around, viewing various tent set-ups, etc. Every train was greeted with a cannon and musket volley. Tales of defending Glorieta Pass and other historic memories were presented. The Denver based, First Colorado Regiment is a group of men and women who recreate the experiences of the original regiment recruited from Colorado mining camps in the Colorado territory during the fall of 1861. Those were the men who on March 26 and 28 of 1862, defeated Confederate General H. H. Sibley's army of Texan's at Glorieta, New

Mexico.

The event was so well received that plans are in the works to do it again in 1991, only on a much grander scale. The Rail Report will try to have pertinent information in time for members to make arrangements to visit the reenactment.

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.



K-36, No. 481 of the Durango & Silverton Narrow Gauge Railroad is seen in Silverton on September 3, 1990. It is one of two engines to be fitted this year with C&S-style spark-arrestors. The #481 collects its clinkers in a box located on the pilot while the #478 funnels its clinkers down to the roadbed as did the C&S engines. These engines were fitted with the "bearstacks" in anticipation of very dry conditions along the Silverton branch due to a lack of moisture earlier in the year. Fortunately, additional snow and rain in late winter, early spring and summer kept things green and reduced fire possibilities. The private car "Nomad" can be seen next to the No. 481. This was the second section of the San Juan Express.

(Jim Trowbridge Photograph)

HARD TIMES FOR ANSCHUTZ'S RAIL EMPIRE

The Denver Post has had quite a bit of coverage on Anschutz's problems with meeting goals to reduce the \$1 billion debt created with the purchase of the Southern Pacific. The October 3, 1990 Post Business News section announced a 5% sale of the railroad holdings. A further article on October 7th gave additional information about the situation, noting that for the past two years, Denver billionaire Philip Anschutz has struggled to make his \$1 billion acquisition of San Francisco-based

Southern Pacific Transportation Company pay off.

It hasn't been easy. Competition from bigger railroads and low-cost trucking lines as well as a slowing national economy have squeezed revenue growth.

Meanwhile, higher labor costs and the need to make big investments in rail cars and other equipment continue to eat away at profits and raise questions about whether Anschutz can manage his costs.

During the week of October 3rd, the

billionaire took a dramatic step to reverse the railroad's fortunes, selling 5 percent of his rail holdings--which include Southern Pacific and his much smaller Denver & Rio Grande Western Railroad--to Japan's biggest shipping line, Nippon Yusen Kaisha, for an estimated \$75 million.

Railroad companies and shipping lines are looking at forging partnerships to cut the time and cost of container shipments from Asia. In such partnerships, containers are unloaded at West Coast ports and immediately placed on flatbed rail cars bound for the Midwest.

It is possible that Anschutz may have been motivated by an arrangement his rival Union Pacific Corporation has with American President Cos., a California shipping line with a major presence in the Pacific Rim.

Nippon Yusen Kaisha is 25 percent owned by the Mitsubishi Group, the giant Japanese conglomerate that has been expanding aggressively in the United States. The shipping company, known as K Line, has been looking for ways to increase trade between Asia and mid-America.

But the deal may turn out to be merely a stopgap move. Analysts say Anschutz will have to sell some of the 300,000 acres of real estate he picked up in the Southern Pacific deal to significantly boost the railroad's fortunes. The sales could include some lucrative Southern California properties, a portion of the combined lines' 15,000-plus miles of track or both.

Sources close to the company said that it is on the verge of announcing one or more major transactions that will shore up the balance sheet of Rio Grande Holdings, the holding company for both railroads. Last year, the company reaped about \$390 million selling track in California and nearly 6,000 acres of real estate.

Any asset sales will be targeted at cutting more than \$1 billion of debt that Anschutz racked up buying the Southern Pacific.

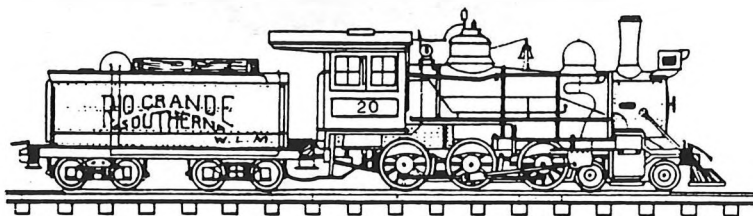
Southern Pacific operations didn't meet performance goals outlined in Anschutz's bank loan agreements last year, forcing

him to renegotiate at higher interest rates.

The seemingly natural alliance with Nippon Yusen Kaisha will get Anschutz as a major customer, allowing it to keep its freight cars full. It also will get more stable and reliable service, a Nippon Yusen spokesman said.

Anschutz will get a partnership in which he can unload containers from Nippon Yusen ships and immediately place them on flatbed rail cars bound for the Midwest, utilizing track rights from Kansas City to Chicago it acquired last month from the Burlington Northern Railroad.

Whatever happens, the deal represents another step in Anschutz's bold gamble to be the first industrialist in decades to control a major rail empire. It is a gamble that he is taking with his reputation--but relatively little of his own money--at stake.



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: William Henry Jackson Rocky Mountain Railroad Album. Jim Parish, 3 Wheeler Street, Lynnfield, MA 01940, (617) 334-4455.

FOR SALE: One copy of COLORADO MIDLAND, signed by the author, Morris Cafky. The book number is 4185. Price is the best offer above \$200.00. Write or call Jack Morison, 746 South Jersey St., Denver, Colorado 80224. (303) 333-3830.

WANTED: For Publication!! Color slides of Union Pacific 3985, pulling APL Double Stack Train, August 1, 1990, on Archer Hill. Please call Joe Niklas at (303) 455-9100.