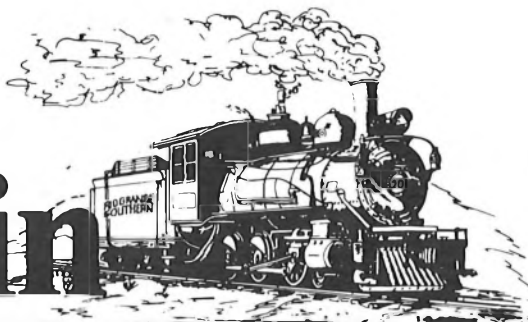


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 11, 1991 -- 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 July, 1991 Rail Report is due no later than June 11, 1991!!

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

June, 1991..... No. 381
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. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership 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.

JUNE 11 PROGRAM

The primary feature of the June program will be the presentation of an old MGM movie of the Moffat Road operation over Corona Pass about 1927-28. The film is now on 16mm, reproduced from the original black and white silent film. The snowplow operation scenes are fantastic. Motion picture scenes of the opening of the Moffat Tunnel are included in this classic,

historic account of the Moffat Road trains crossing Corona Pass.

Since the Corona Pass movie is shorter than the usual length of our monthly program, Bob Griswald will show a collection of slides entitled "Before the Moffat Tunnel." These are a series of photographs taken along the Moffat Road during the period when the trains operated over Corona Pass. These are not the slides from the Clifford Betts collection; the Club has already seen Mr. Betts' glass slides. (Bob Griswald)

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.

MAY MEETING

Much to everyone's surprise, and, later, to everyone's delight, the May program was changed due to the one-time availability of seeing a documentary film by the Encyclopedia Britannica, entitled: A. J. Russell, "A Visual Historian." Presentation of this outstanding film was made possible through Club member Ralph Hawes and his wife, Alice, via Erwin Chaim.

Captain Andrew J. Russell is not particularly well known since many of his photographs have been miscredited to other men, most notably Matthew Brady and William H. Jackson. Capt. Russell was the only officially appointed Civil War photographer of the Union Army and later was the official photographer of the Union Pacific Railroad, capturing the building of the transcontinental railroad. His most famous photograph, entitled "It is done!", depicts engineers Booth of the Jupiter and Bradford of the No. 119 ready to touch champagne bottles, while the two chief engineers of the of the railroads, Montague of the Central Pacific on the left, and General Dodge of the Union Pacific on the right, shake hands at Promontory on May, 10, 1869.

The film showed many of Russell's photographs with some "now" views of the same sites, gave a history of Mr. Russell's career, explained, in detail, the wet glass plate procedure and even showed the current reenactment of the driving of the gold spike at Promontory with the meeting of the two reconstructed engines.

This was an excellent film and all those in attendance really enjoyed it. Our thanks to the Hawes' and Erwin Chaim for arranging to hold this film over for our meeting.

NEW MEMBERS

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

Ron Johnson	Littleton, CO
Warren Nelson	Washburn, WI
Edward Neubaum	Pueblo, CO
Matthew Poage	Green Valley, AZ
Marshall Sage	Joplin, MO
Robert Turner	Canon City, CO
James R. Waldon, Jr.	Westminster, CO

WORK DAY AT THE COLORADO RAILROAD MUSEUM CHANGED AN ADDITIONAL TIME

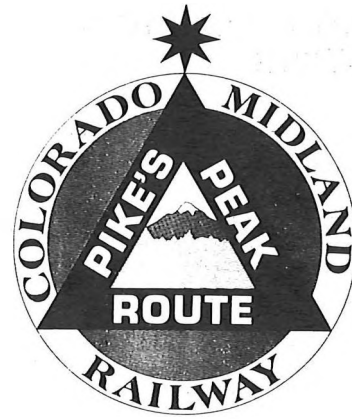
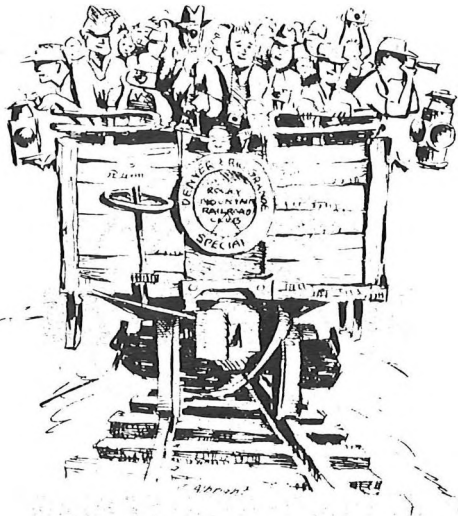
We are having a hard time with scheduling our annual work day at the Colorado Railroad Museum this year!!

There have been a number of conflicts arising, BUT, we believe that we can now settle on JUNE 15, 1991.

The change was announced at the May 14th meeting but will not be made in time via the newsletter to announce the change from June 1st. We apologize for any inconvenience.

Again, we ask that anyone who wishes to help in this outing please call Hugh H. Wilson at (303) 985-8207 to advise that you will be at the Museum to help, or, let Hugh know at the June meeting. Knowing how many will be in attendance will help in scheduling work projects.

Your participation is always greatly appreciated and those who do help out always have a great time!



COLORADO MIDLAND FIELD TRIP

1991 SCHEDULE OF EVENTS

June 8	Limon/Arriba (Kyle Railways) Excursion
June 11	Regular Monthly Meeting
June 15*	Work Day at the Colorado Railroad Museum
June 28	100th Anniversary Celebration of the Pike's Peak COG Ry.
July 9	Regular Monthly Meeting
July 13	Ft. Collins Trolley & Picnic
August 10	Colorado Midland Field Trip
August 13	Regular Monthly Meeting
September 1	C&TS Double-headed Mixed Train Excursion
September 10	Regular Monthly Meeting
October 5	Platte Valley Trolley Trip
October 11	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting

*PLEASE NOTE: Due to a scheduling conflict, the annual WORK DAY at the Colorado Railroad Museum has had to be moved to June 15th!

Trip leaders, Tom & Cathy Lowry and Rich Dais, invite you to join them on August 10, 1991, for a day of fresh air, camaraderie, and good food as the Club hikes along the scenic right-of-way of the Colorado Midland Railway in the Manitou Springs/Ute Pass area. One of the highlights of the hike will be no less than six tunnels, including two which are over 500 feet long (bring a flashlight!) Afterwards, we will enjoy another terrific, hot lunch, provided by Jim and Lil Ranniger. The fare of just \$8.00 per person, includes both lunch and trip handouts.

Please make checks out to the Rocky Mountain Railroad Club; include a stamped, self-addressed envelope; and, mail to: Rich Dais, 1055 Logan Street, #706, Denver, Colorado 80203-3045. Information regarding meeting time and place will be mailed with your tickets.

ORDER FORM

NAME _____

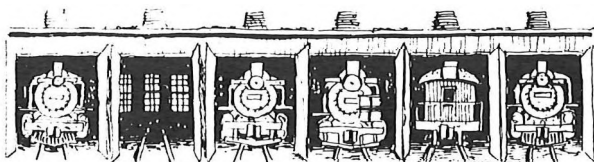
ADDRESS _____

Please Print or Type

TELEPHONE _____

Please send _____ tickets for the Midland Hike @ \$8.00 each.

Total Enclosed \$ _____

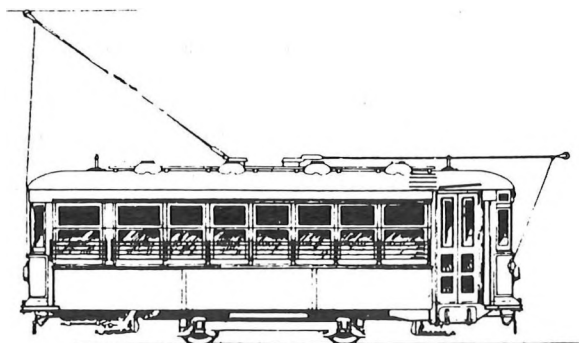


PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the May 14, 1991 meeting are as follows:

- Laura Slattery / Union Pacific Collage Poster
Bob Wilcoxon / Colorado Eagle Poster
Spencer Jonland / CTC Board magazines
Bob Slattery / Union Pacific System Timetable No. 7
Allen Betts / Set of timetables
Steve Guymon / Set of miscellaneous railroad pamphlets
John Holzman / Alaska Railroad
Charles Boubelik / Locomotive Quarterly
Bob Wilcoxon / N&W--Giant of Steam
Bill Robinson / Dining Car in Opposite Direction

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.



FT. COLLINS TROLLEY OUTING

Mark your calendars now for the Club's outing in Ft. Collins. Plan to ride the Ft. Collins Municipal Railway and picnic at City Park.

The date will be Saturday, July 13, 1991. Rides will begin at 10:00 a.m. Cost and other information will be announced in the July newsletter. We will expect the

fare to be in the \$5.00 range per family. Tickets and information will also be available at the June meeting. Please see Keith Kirby.



D&RGW TO GLENWOOD SPRINGS

Looking for a nice weekend train trip? AnSCO Investments and the D&RGW will be running the Ski Train to Glenwood Springs on a 3-day June excursion.

The train will leave Denver's Union Station on Friday, June 7, 1991, at 1:00 p.m., arriving in Glenwood at 6:30 p.m. Passengers will have all day Saturday to have fun in the sun. The train will leave Glenwood on Sunday, June 9th, in the afternoon and is expected to arrive back in Denver around 9:00 p.m.

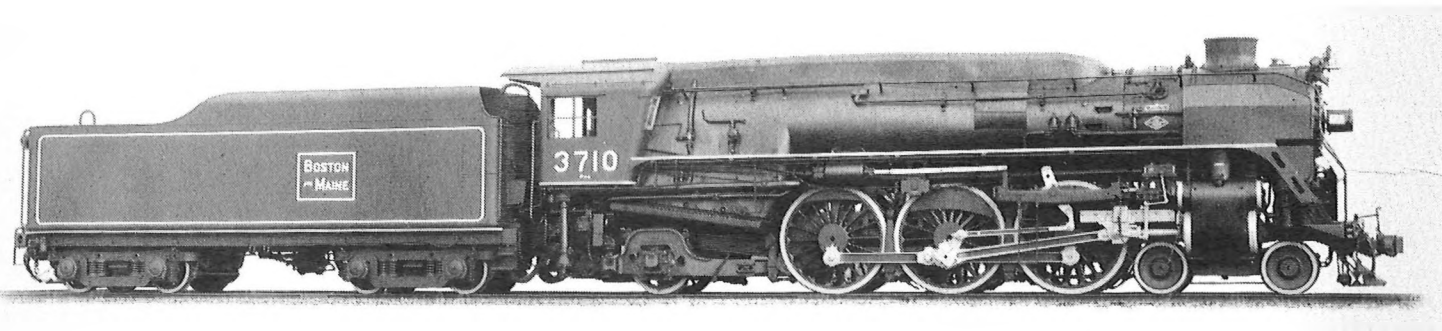
The fare is \$175.00 and up, per person, depending on accommodations. Fare includes roundtrip rail transportation on the Ski Train, 2 nights lodging, and 2 passes to the world's largest Hot Springs pool.

For more information and reservations, call 1-800-221-0098. (Alan Greene)



J. FOSTER ADAMS COLLECTION

Your editor continued to receive letters and phone calls throughout April regarding the photos on the April issue of the Rail Report. Our thanks to all who took the time to write or call with information about the photos. We have some outstanding photos to share with you in the upcoming issues of the Rail Report!!



LIMA LOCOMOTIVE WORKS, INCORPORATED
LIMA, OHIO

Class: 462-S-339

Road No. 3710

Built for BOSTON & MAINE RAILROAD

GAUGE OF TRACK	DRIVING WHEEL DIAMETER	FUEL KIND	CYLINDERS		BOILER		FIREBOX			
			DIAMETER	STROKE	DIAMETER	PRESSURE	LENGTH	WIDTH		
4'-8½"	80"	SOFT COAL	23"	28"	75½"	260 LBS.	114¾"	84"		
WHEEL BASE			TRACTIVE POWER		FACTOR OF ADHESION	TUBES AND FLUES				
DRIVING	ENGINE	ENGINE AND TENDER	MAIN CYLINDERS	WITH BOOSTER		NUMBER	DIAMETER	LENGTH		
14'-0"	36'-11"	77'-7"	40900	52800	5.12	203 40	2½" 5½"	20'-0"		
AVERAGE WEIGHT IN WORKING ORDER, POUNDS					GRATE AREA SQ. FT.	HEATING SURFACES, SQUARE FEET				
ON DRIVERS	TRUCK	TRAILER	TOTAL ENGINE	TENDER LOADED		TUBES AND FLUES	FIREBOX	SYPHONS	TOTAL	SUPER-HEATER
209500	61400	68300	339200	240300	66.9	3528	220	100	3848	966

Tender, Type 8 Wheel

Capacity, Water 12000 Gallons

Fuel, 18 Tons

Negative Order No. 1130

Equipped with THE LOCOMOTIVE BOOSTER

(Lima Locomotive Works Photograph, Irv August Collection)

A RAILFAN'S NOSTALGIA

HOW I MET THE BOSTON & MAINE 3710

by Irv August

"When I was younger I could remember anything.....whether it happened or not."

Those words of Mark Twain were brought to mind as I leafed through a recent copy of the Boston and Maine Railroad Historical Society Bulletin featuring the Lima-built P-4-a class Pacific locomotives. During the early to mid-1930's, I was a special apprentice in the back shops of the Boston and Maine Railroad at Billerica, Mass. while earning an engineering degree at Northeastern University in Boston. Students worked ten weeks and then went to school the next ten weeks the year around. Under this plan, it took five years to earn a full-fledged degree. All classes of locomotives were out-shopped at Billerica--

several a week--and one of the most interesting experiences I had there was when I was assigned to fire, on test, K-7-c Consolidated (2-8-0) #2422 on a winter day in 1934. The engineer, Mr. Prescott, and a fine gentleman, was semi-retired and would come in on call to test run the engines after overhaul. The operating department did not look with favor on any engines coming out of Billerica that did not work in top fashion.

As we backed down the lead to the test track that ran alongside the Boston-Lowell main line, I cracked the blower and tossed in a couple of scoops of coal. I thought that this was a whole lot better than bending over an engine lathe back in the shop, turning motion pins. The purpose of the testing was to make sure that all the work in the shop had been done right and that all systems were working correctly, so, we worked them all very hard! We would run up and down the track at a good clip several times and then check to make sure that there were no hot boxes. I thought that I



Irv snapped this picture of Engineer Prescott on that cold winter day in 1935 during a pause as the 2422 was checked out. This Consolidation was out-shopped by Schenectady in January, 1911. It roamed the rails of the B&M System for 38 years before being scrapped in 1949.

(Irv August Photograph)



Headed by Mogul 1429, this Boston-bound commuter train with wooden, open platform coaches is a scene out of the 1930's. Though built by Manchester in 1906, by the time of this photograph, these B-15's had been modernized with superheaters, Franklin economy steam chests and train control. The 1429 was scrapped in 1951.

(Ralph Hallock, Jr. Photograph, Irv August Collection)

was shoveling a lot of coal until I discovered that the engineer was running with the Johnson Bar in full gear to make sure that all the newly machined surfaces of the valves got lots of oil. It was a great experience and one I will never forget. It was the only time that the Boston and Maine Railroad paid me to have fun!!

It was an early evening in December, 1934, when Charley Brooks, a fellow apprentice and classmate, phoned me all excited. "The 3710 came in this afternoon, it's in the roundhouse. Let's go down and see it," he said. At the time, we were both living in Melrose and if I hesitated, it was because I was thinking about the nine miles or so of street car riding and additional walking

that was involved in making the trip. But, off we went!

The Summerville roundhouse was nearly a full circle of engine stalls and there was no diesel in sight. In fact, the only one on the whole system was the famous "Flying Yankee," the Boston-Portland streamlined train--and the pride and joy of the railroad! We walked into the dimly lighted building, and, eight or ten stalls down the line--there she was--the 3710! Imagine: brand spanking new, glistening in the dim light. I was thrilled! As I stood there, drinking it all in, I could see her on the point of some of the name trains on the railroad. We walked clear around, admiring the newness, and then climbed into the cab and sat there for a time, taking in the ex-



Special Apprentice, Irv August, in this 1935 winter photograph, leans against the pilot of T-1-a Berkshire 4018 at the Billerica shops. It had just arrived for a class-3 overhaul. Before it leaves, it will spend about six weeks in the shops. The 4018, new in 1928, was sold to the Santa Fe System in 1945.

(Charley Brooks Photograph, Irv August Collection)

citement of it all. As we left, Charley, a fastidious sort of fellow, took out a clean white handkerchief and wiped it alongside the tender, and, handing it to me, exclaimed, "Look, no soot!" It had come in dead and would be steamed up the next day. We got home about midnight!

I saw the 3710 several times over the next several years, but our paths never crossed in the Billerica shops. I left the Boston area in April, 1937, and never saw her again. Sadly, she was scrapped in September of 1953.

With due apology to Mark Twain, I do remember, and, yes, it did happen.



PIKE'S PEAK COG CELEBRATION

The official 100th Anniversary Celebration of the Pike's Peak COG will be held on Friday, June 28, 1991. The following information was provided by Martin Frick, Pres. and General Manager of the COG and a long-time Club member:

Willard Scott NBC Today Show Weather Broadcast. 5:00 a.m. to 7:00 a.m. COG Depot.

Community Breakfast. 7:30 a.m. to 9:30 a.m. Soda Springs Park. Adults \$3.50; Children under 12 \$2.00.

COG Centennial Parade with Parade Grand Marshall Lee Greenwood. 10:00 a.m., Downtown Manitou Springs (Free)

Depot Ceremony. 12:00 Noon.

VIP COG Trip. 1:00 p.m. to 4:00 p.m.

TNN Live Broadcast. 6:00 p.m. Pike's Peak Summit/or/ COG Railway Depot.

JUNE 29th: Steam Engine COG Trip.



UPDATE ON THE PUEBLO UNION DEPOT

In an article entitled "The Union Depot... She's Shining Again," the April 19th issue of the Pueblo Chieftain reported the re-opening of the depot.

The depot's main hall, a room that until a year ago was marked by rotting floors and boarded-over windows--a symbol of urban blight which attracted no other than transients--looked alive and inviting.

Its century-old stained-glass windows sparkled. Its new tile floor and oak ceiling with matching window trim gave the area a regal look.

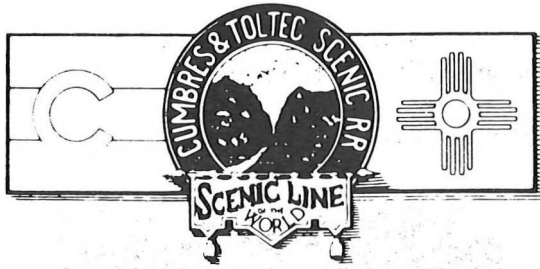
An estimated 200 attended a ribbon-cutting ceremony Thursday evening, April 18th, to welcome back the Union Depot. Among those in attendance were city councilmen, Pueblo Chamber of Commerce officials and business leaders.

The depot, once the heart of the city's passenger train service, now stands as the cornerstone of the revitalized Union Avenue historic district--a key to Pueblo's bid for more tourism.

The remodeling is only partially completed, but a limited amount of office space is available and the 400-seat main hall is accepting bookings for weddings, conferences and office parties--hence the ribbon-cutting ceremony. Besides wanting the community to see the depot's interior, the owners hoped the celebration would generate tenants for the depot. (Pueblo Chieftain via Club member Albert Knicklebine of Pueblo).

Rocky Mountain Railroad Club

PRESENTS AN EXCURSION OVER THE



Sunday, September 1, 1991

The Rocky Mountain Railroad Club invites you to join it on an exciting narrow gauge railroading adventure on the Cumbres and Toltec Scenic Railroad. Our double-headed steam excursion will leave Chama, New Mexico for a 12-hour, ninety mile trip to Big Horn Wye and return with numerous photo runby opportunities. Along the way, you will experience awe-inspiring scenery of the San Juan Mountains along with historic right-of-way, structures and engineering feats of General Palmer's Denver & Rio Grande Railroad.

Our special train will be a FREIGHT/PASS-ENGER mix, consisting of two K-36 Mikados, ten freight cars including caboose, and, eleven passenger cars!! The freight portion of our special train will be placed in front of our passenger cars, allowing photographers to capture a classic freight consist in their pictures.

Many outstanding photo locations will be selected for our passengers' pleasure. Some well known sites such as Lobato, Coxo, Windy Point, Cascade Creek Trestle and Big Horn will be included along with sites to be named later.

The \$75.00 fare will include your transportation, trip handouts, lunch at Osier and a snack at Big Horn. (While the excursion will include lunch and a snack, we suggest that you take additional non-alcoholic beverage with you as this will be a very long day of railroading and we will not have a C&TS snack car in our consist) There are no children's fares on this particular trip.

The Rocky Mountain Railroad Club and the Cumbres & Toltec Scenic Railroad will assume no responsibility for any inconvenience caused by trip cancellation or changes in equipment or schedule.

Prior to August 15, 1991, there will be a handling charge of \$3.00 per ticket for cancellations. There will be no refunds made on tickets after August 15, 1991.

In addition to the Cumbres & Toltec Scenic Railroad excursion, arrangements have been made with the Durango & Silverton Narrow Gauge Railroad for space on their 9:30 a.m train to Silverton on Monday, September 2, 1991. This will not be a special train. We have booked space on their regular train in open gondolas for those who wish to ride both narrow gauge trains over the Labor Day Weekend and wish to enjoy the company of fellow railfans rather than the general public. Fares for this train are \$38.00 for adults and \$19.00 for children ages 5 through 11. (D&SNG fares are \$37.15 and \$18.65) The Club will make reservations for you and supply you with tickets in advance. Motel information will be sent with tickets.

PLEASE...enclose a stamped, self-addressed envelope with your order!!

Please Print or Type

NAME _____

ADDRESS _____

TELEPHONE () _____

_____ FRT/PASS Tickets @ \$75 \$ _____

_____ Adults (D&SNG) @ \$38 _____

_____ Children (D&SNG) \$19 _____

Total \$ _____

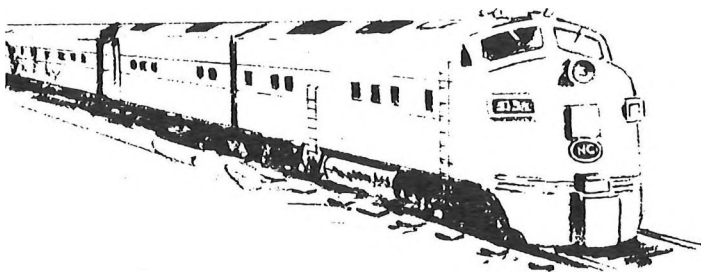
Please fill in the coupon provided and send it with your remittance as soon as possible to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Joe Priselac, 5100 Stuart Street, Denver, Colorado 80212.

REMINDER

Passengers must arrange motel accomodations in Chama for themselves. A list of motels in Chama follows:

Chama Motel Listing

Branding Iron Motel	(505) 756-2162
Elkhorn Motor Lodge	(505) 756-2105
Foster's Hotel	(505) 756-2296
High Country Inn	(505) 756-2384
Little Creel Lodge	(505) 756-2382
Lobo Lodge	(505) 756-2150
Shamrock Lodge	(505) 756-2416
Spruce Lodge	(505) 756-2593
Trail's End Motel	(5050) 756-2156
"Y" Motel	(505) 756-2166
Rio Chama RV CG	(505) 756-2303
River Bend Lodge	(505) 756-2264



**LIMON/ARRIBA EXCURSION
(KYLE RAILWAYS)**

You are cordially invited to join the Club on Saturday, June 8, 1991 for a trip on the "Limon Train Ride." The train leaves Limon at 7:00 p.m. and returns at 9:00 p.m. The train runs east to Arriba for a round trip of 44 miles. Aboard the train, riders will be treated to Dessert & Cold Drinks, along with local entertainment.

In the summer of 1989, the Limon Chamber of Commerce responded to a need for an organized tourist activity and started the Twilight Limited train rides. This gave

birth to the "Limon Train Ride" and the Heritage Society to help perpetuate the history of the Limon area and the Rock Island Railroad. This group is doing an excellent job; they have renovated the Limon Depot and have plans for a number of exhibits inside the Depot as well as developing a park outside the Depot.

At one time, Limon was a division point on the Rock Island Railroad with more than 300 employees. Limon is still rebuilding from the devastating June 6, 1990 tornado which left \$14 million damage to the central business district.

There are a number of fine motels in Downtown Limon should you wish to spend the night. The Train runs only on Saturdays and the general fares are \$12.95 for Adults and \$7.95 for Children. Limon is a 1½-hour drive (via interstate) from Denver.

For Tickets/Reservations, please send your remittance as soon as possible to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Carl Carlson, 2794 So. Eaton Way, Denver, Colo. 80227. (303) 985-0975.

Please enclose a stamped, self-addressed envelope with your order.

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____

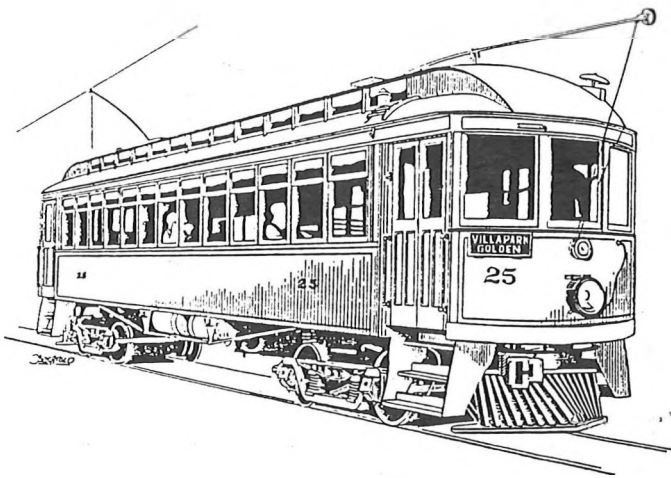
ZIP _____ TELEPHONE _____

Enclosed is my check or MO for the following tickets:

_____ Adults @ \$12.95 \$ _____

_____ Children @7.95 _____

Total \$ _____



DENVER RAIL HERITAGE SOCIETY PURCHASES BN RIGHT-OF-WAY

The Denver Rail Heritage Society has concluded arrangements with the Burlington Northern Railroad to purchase the Westside railroad tracks for a reported \$25,000. The Society is in the process of raising \$50,000 to make this purchase and also make improvements along the right-of-way.

The Board of Directors of the Rocky Mountain Railroad Club voted to donate \$5,000 to this endeavor at the April regular meeting.

The trolley is already running a full schedule daily from 11:00 a.m. to 5:00 p.m. Fares for the two-mile route along the Platte River are \$2.00 for Adults and \$1.00 for Children and Seniors.

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: Selling balance of railroad artifacts and books that has filled my 1881 narrow gauge caboose for many years. Close to 100 railroad books alone! 11:00 a.m. to 4:00 p.m., Saturday, June 15th and 22nd. Tom Barber, 1050 Pike View St., Lakewood, Colorado 80215. (303) 233-5544.

FOR SALE: Have 100 books on various phases of railroading. No list available...state needs; I will advise if available. No phone calls. A. Von Blon, 1699 Ewing Ave., Waco, Texas 76706.

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.

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

ERWIN CHAIM
560 EMERSON
DENVER, CO 80218

DATED MATERIAL