

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 9, 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 August, 1991 Rail Report is due no later than July 9, 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

July, 1991..... No. 382
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.

JULY 9 PROGRAM

The 16mm Billi Bowen movie that was scheduled for the May meeting was put off with the limited availability of the Andrew J. Russell documentary which was substituted in its place.

As mentioned in the Club's May newsletter, the Billi Bowen movies cover steam railroading (both standard and narrow gauge)

in the mid-1940's, with highlights of the Denver & Rio Grande's Marshall Pass line and many outstanding standard gauge lines in Colorado.

Most of the footage was shot in color which will add to the enjoyment of looking back into the history of steam railroading in Colorado. (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.

JUNE MEETING

Bob Griswold presented a two-part program beginning with a slide presentation on the Moffat Road with particular emphasis on the Corona Pass line. Along with this part, Bob entertained a number of stories about the railroad and the people who were involved.

The second part of the program featured an old MGM film showing operations over Corona Pass as well as scenes inside the Moffat Tunnel and pioneer/water bore, showing workers and an electric tram line which removed rock. Most spectacular were the scenes of rotary snow-plowing over the "hill."

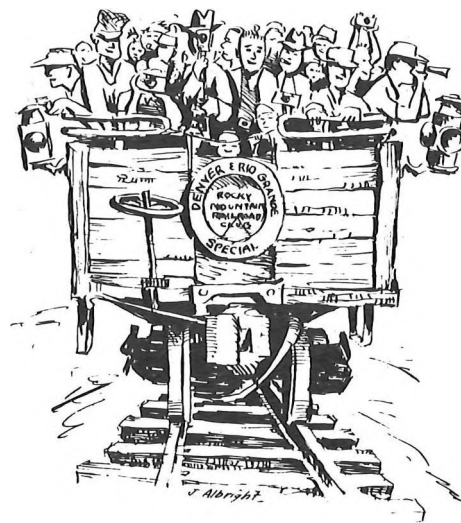
Club member, Dwaine Sole, accompanied the silent movie on the piano.

Our thanks to Bob and Dwaine.

NEW MEMBERS

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

L. Scott Dunlap	Santa Clara, CA
Walter Jonland	Arvada, CO
Leroy Nichalson	Denver, CO



1991 SCHEDULE OF EVENTS

July 9	Regular Monthly Meeting
July 13	Ft. Collins Trolley Excursion and Family 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 River Trolley Trip
October 11	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting



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.



COLORADO MIDLAND FIELD TRIP

Trip leaders, Tom and Cathy Lawry 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

Colorado Midland Field Trip

NAME _____

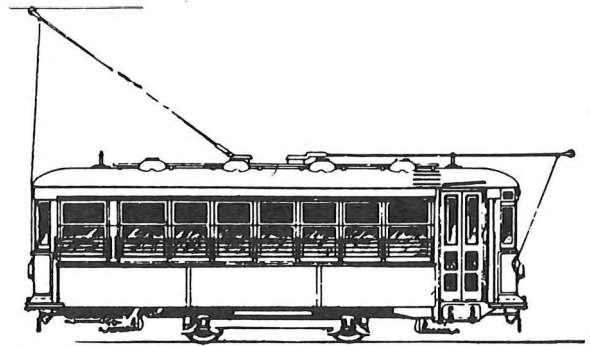
ADDRESS _____

(Please Print or Type)

TELEPHONE _____

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

Total Enclosed \$ _____



FT. COLLINS TROLLEY EXCURSION

Join Us for an Inexpensive Family Outing

On Saturday, July 13, 1991, the Rocky Mountain Railroad Club is planning an outing on Car #21 of the Fort Collins Municipal Railway. The Club has chartered the car from 10:00 a.m. until noon.

For \$5.00 per family, Club members and guests will be able to ride the trolley up and down scenic Mountain Avenue in Fort Collins.

At noon, after everyone has had the opportunity to ride the trolley as many turns as time, space and stamina will allow, plan to bring your picnic lunch to the City Park and dine with the best rail--make that trolley--fans in the world: those from the Rocky Mountain Railroad Club!!

Tickets for this day of fun can be obtained at the July 9th meeting. For further information, call Keith Kirby at (303) 756-9648.

See you all, Saturday morning, July 13th!
(Keith Kirby)

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the June 11, 1991 meeting are as follows:

Bert Wagoner / Trails Among the Columbine: 1985

John Ayer / CTC Board magazines

Lee Whiteley / Railroads: The National Geographic Society

Oren Whitwell / Set of Timetables

Steve Mason / UP System Timetable #7
Hugh K. Wilson / UP 8444 Collage (Poster)
Dave Salter / California Zephyr (Poster)
Mat Anderson / 1991 American Streetcars
Calendar

Lynda Clay / This is Colorado: Denver Post,
June 21, 1959 Supplement,
Gold Rush Centennial Edition

Gary Ellison (NY) / The Case of Train No. 3
RMRRRC Publication

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.



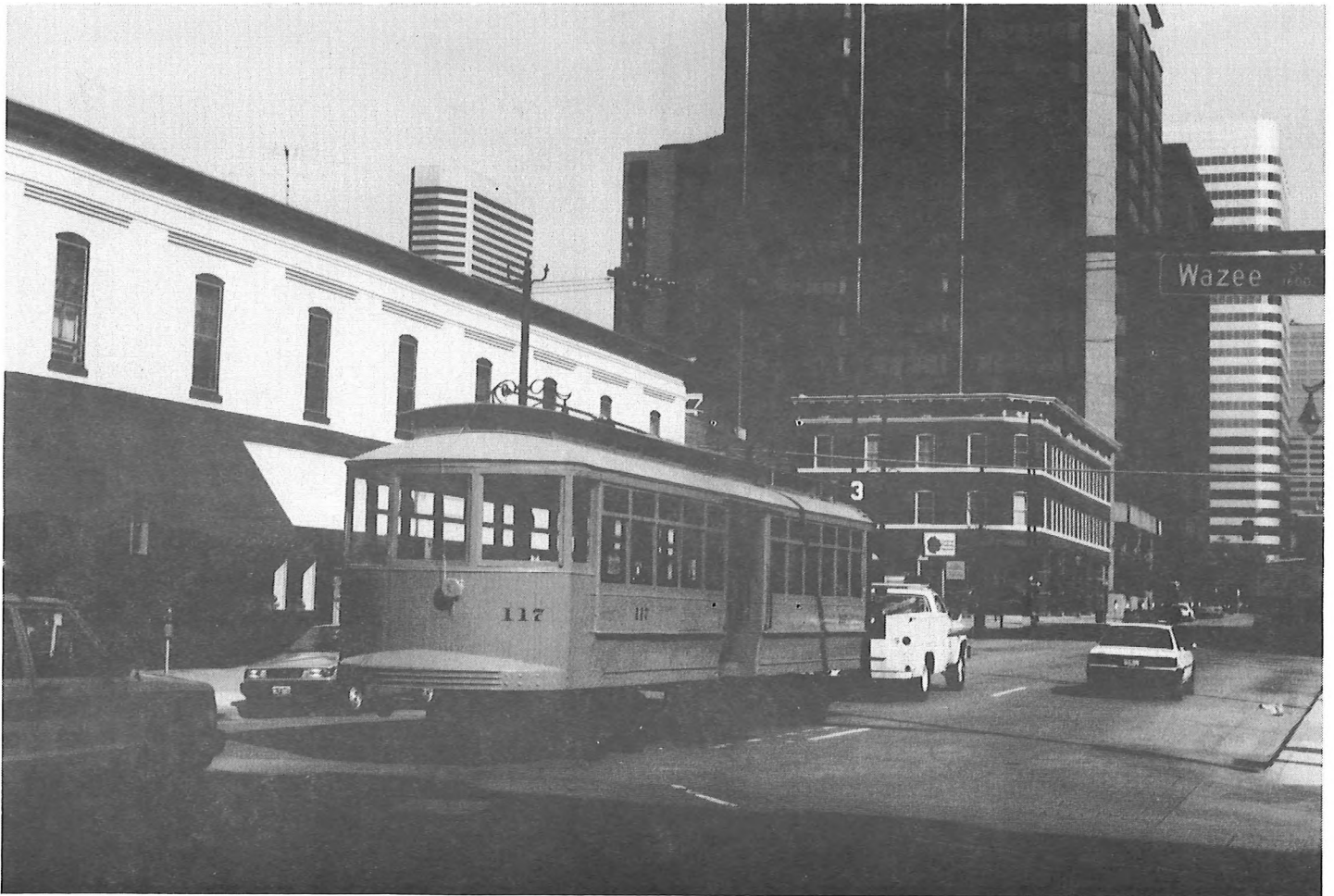
Union Pacific SD40-2 number 3593, painted up in Desert Storm colors, idles in the Denver Union Pacific 36th Street yards on a recent visit to Denver on May 26, 1991.

(Joe Prisela Photograph)

STREETCARS INVADE DENVER STREETS AGAIN

In the recent past, two completely different transit vehicles have plied downtown Denver streets; unfortunately, not under their own power, nor in passenger revenue service, but strictly for display and promotional inspection for the public.

In May, during Transportation Week, restored Denver Tramway streetcar number 117 was on display at 17th and Wynkoop streets, in front of Denver Union Station, along with two additional types of historical Denver Tramway rolling stock: Immaculately restored number 519, a Brill trolley coach in her original colors of Yellow, Cream and Silver with a dark red band around her mid-



Reminiscent of the early 1940's, vintage, restored, Denver Tramway streetcar #117 accelerates east on 17th Street on May 18, 1991. Unfortunately, it is not under its own power, but on rubber tired dollys and pulled by an RTD service vehicle after being displayed at Denver Union Station during Denver Transportation Week. The older, restored buildings add flavor to the atmosphere, however, the newer Denver skyline and modern automobiles give the real date away.
(Joe Priselac Photograph)

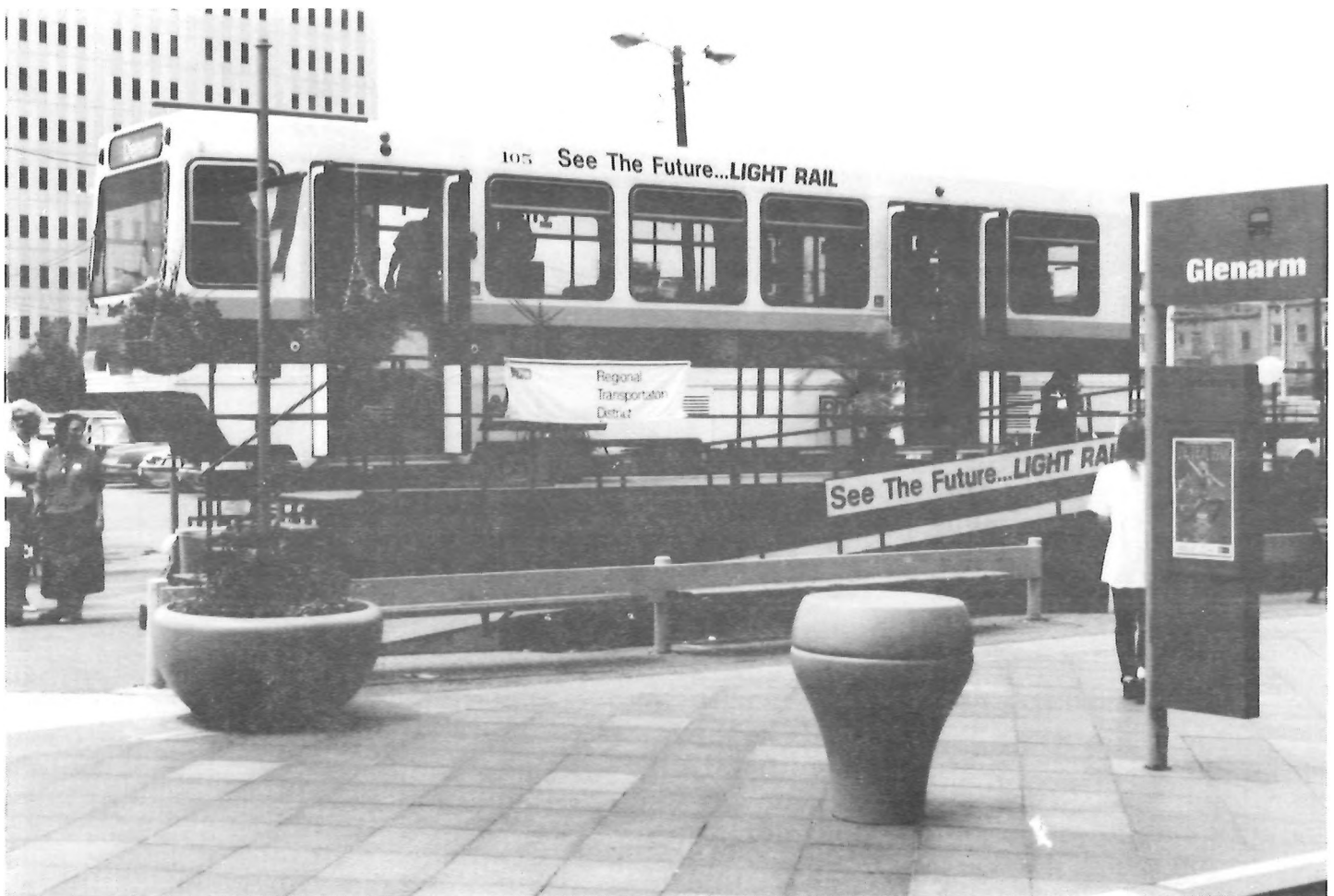
section, and, number 119, a GMC, 51-passenger diesel bus, in Red and Cream colors. The number 119 is still in operating condition. A 1958 acquisition by the then Denver Tramway, it was used for a RMRR Club outing in 1990 for the observance of the 40th anniversary of the discontinuance of streetcars in Denver by touring old streetcar routes and operation sites. RTD keeps these historic "relics" in wonderful condition for the public to enjoy.

During the week of June 3, 1991, the RTD had on display, on the 16th Street Mall at Glenarm, an actual light rail transit (LRT) vehicle that was open for public inspection. The car was trucked in on a flat bed trailer and was on loan from Sacramento, California. The vehicle was decorated in

RTD and MAC (Metro Area Connection) colors. The purpose of the display was to promote RTD's proposed 3.3-mile light rail line between Auraria and 30th and Downing Street

Under state law, if the DRCOG (Denver Regional Council of Governments) approves the \$67 million project by a vote to be held on July 17th, RTD, with funds already available, will break ground this year and service will start in 1993. (Joe Priselac via information on LRT from the Denver Post and RTD 5/91 "News" publication)





Decked out in RTD colors and sporting the word "Denver" on its route designation sign, an LRT (Light Rail Transit) vehicle is displayed on the 16th Street mall for public inspection during the week of June 2, 1991. IF RTD gets the green light from the DRCOG, "Trolley Cars" will return to Denver streets in 1993 after an absence of 43 years, which, in 1950, broke a chain of 80 years of Denver street railway. (Joe Priselac Photograph)

THE FUTURE OF RMRRC TRIPS

The trip committee has been taking a hard look at our trips and the future of trip planning. We can look back in our Club's history at the multitude of trips that could be taken within Colorado for a relatively inexpensive cost. For example, a Glenwood Springs package on the Rio Grande Zephyr, including a sumptuous banquet, could be run for \$125.00 or less not too many years ago--now, Amtrak's fare to Glenwood, alone, is \$100.00! The great Union Pacific Steam excursions we have done, as a Club, for nearly thirty years, have reached astronomical costs--an insurance rider of \$5,000,000 liability, costing \$4,000 per day, is now a required part of the Club's cost on this trip.

It is not a bright picture. We also find a lack of member support. We find ourselves doing trips that involve more non-members than members. In addition, the competition for the "excursion" dollar has become so great that it is becoming increasingly difficult to compete with the vast amount of rail travel that is now offered by companies who do nothing but rail travel planning. In an organization like our Club, the degree of success of our endeavors is dependent entirely on all the hard-working, volunteer Club members. No one is paid! Further...the success of our trips is dependent upon member participation.

We are reaching a crossroads with our trip planning and would greatly appreciate receiving input from our Club members as

to what your thoughts are on this situation. While the trip committee remains eager to plan future trips and outings for the Club, we really do need to hear from you! What kind of trips do you enjoy? How much are you willing to pay for any type of trip; are the longer and more expensive trips of continued interest? What destinations would you like to see offered? What general suggestions can you offer?

We invite you to take a little of your time to contribute some of your thoughts. While there may be no easy solution, some of you may have some workable suggestions that will help the Club to continue to provide this traditional service and continue to

be an enjoyable outlet for railfanning. In addition to suggestions, we would welcome interest from those who might wish to be considered for a position on the trip committee. New volunteers helps to spread out the responsibility and keeps everyone fresh.

In any case, won't you take a few minutes to drop us a line, conveying your thoughts, suggestions and (gulp!) criticisms. We thank you in advance for your efforts.

Address your correspondence to:

Rocky Mountain Railroad Club
c/o Bud Lehrer, Trip Chairman
3838 Dover Street
Wheat Ridge, Colorado 80033



C&TS DOUBLE-HEADED MIX TRAIN EXCURSION, 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 as well as historic right-of-way, structures and engineering feats of General Palmer's Denver & Rio Grande Railroad.

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

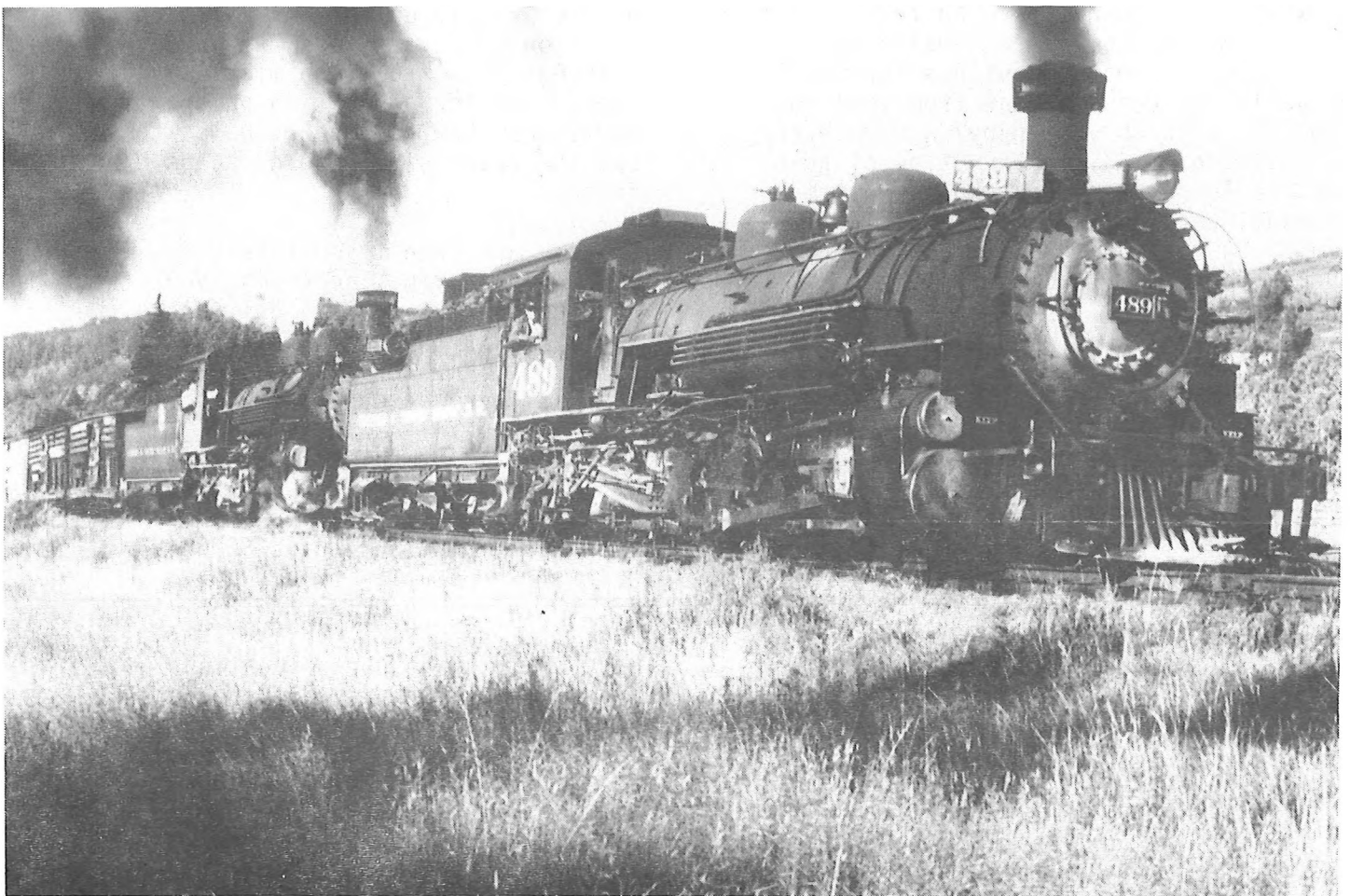
Many outstanding photo locations will be selected for our passengers' pleasure. Some well know sites such as Lobato, Coxo, Los Pinos and Big Horn will be included along with additional locations that will delight every rail fan.

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 or 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 an 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,



Experience the thrill of a double-headed, mixed train up 15 miles of 4% grade as the Club did in 1988 during the 50th Anniversary celebration. Here we see K-36 Mikados #489 and #484 with the Club's 1988 trip at Coxo. (Jim Trowbridge Photograph)

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. The Club will make reservations for you and supply you with tickets in advance. Motel information will be sent with your tickets. [Should you decide to take the "Silverton", we suggest that you stay in Chama the night before and travel to Durango early the next morning. There will be a number of us traveling to the D&SNG Monday morning. Previous experience suggests that this is the safest arrangement]

PLEASE... Enclose a stamped, self-addressed envelope with your ticket 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
Trail's End Motel	(505)	756-2156
"Y" Motel	(505)	756-2166
Rio Chama RV CG	(505)	756-2303
River Bend Lodge	(303)	756-2264
Shamrock Lodge	(303)	756-2416
Spruce Lodge	(303)	756-2593

"GEORGETOWN AND THE LOOP" — 50th ANNIVERSARY BOOK

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.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

NAME _____

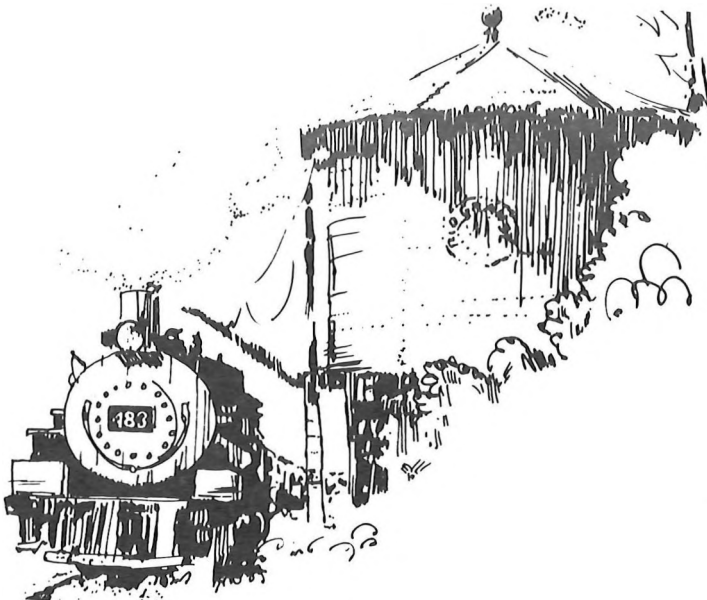
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TELEPHONE () _____

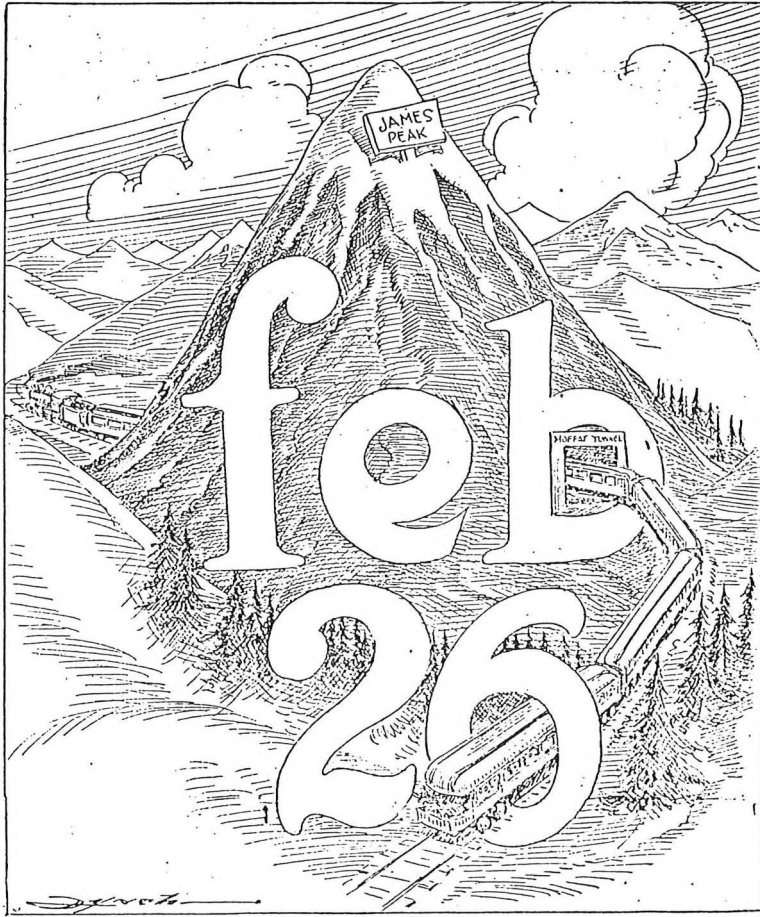
Enclosed is \$29.95 plus \$2.75 shipping and [] \$2.15 sales tax for a Colorado Resident for each book.

Total enclosed: \$ _____

Order from: **Rocky Mountain Railroad Club**
P.O. Box 2391
Denver, Colorado 80201



'ALL ABOARD!'



TUNNEL OPENING CEREMONIES WILL TAKE PLACE ON FEB. 26

The first order of business was the signing of the customary liability release by all passengers. The group then traveled by highway to the Fraser railroad crossing close to the new open-air Amtrak depot. This depot is a very attractive structure for Amtrak's skiing passengers, and the people of Fraser are very proud of it. At this point, the Jeep and the new Ford hi-railers were put onto the tracks. The group then traveled to the Winter Park siding to wait for the westbound Amtrak Zephyr. During this time, the hi-railer drivers were in radio contact with the dispatcher, and there was no question about getting clearance to Winter Park. The

MOFFAT TUNNEL COMMISSION

The Moffat Tunnel Commission departed from its usual routine and held its monthly meeting at the Cozen's ranch Museum near Winter Park on May 13th. The ranch house is as historic a building as can be found in Middle Park. It was the stagecoach stop for the stages operating over Berthoud Pass from Georgetown to Hot Sulphur Springs and Steamboat Springs. This building served as the Post Office during the time the Denver Northwestern and Pacific was being built through the area.

The meeting of the five commissioners was very well attended by visitors, many of whom were members and officers of the Grand County Historical Association. The regular business of the commission was transacted, and this was followed by considerable discussion about the Moffat Tunnel Overlook on Highway 40. There seems to be some question about ownership of the site as well as the resulting responsibilities.

After the meeting, the board members were treated to a trip through the Moffat Tunnel by the Denver & Rio Grande Western Railroad in two of the hi-railers. You can imagine what J. C. Lovett, the railroad's Amtrak Operations Officer, and Sy Smith, District Superintendent, had to do to arrange this trip!

hi-railers were not equipped to activate the crossing gates or signals, and so the drivers handled the crossings just like a highway intersection.

As the Zephyr passed a few who were slightly railfan inclined took photos of the passenger train as it came out of the West Portal and passed Winter Park. After the Zephyr passed, the two hi-railers went onto the main and proceeded to West Portal where the group photographed the new tunnel facade. As the cars went into the tunnel, the appearance was entirely different than from a train passing through. The gray gunnite walls appeared in good detail, compared to

the pitch black as seen from a train. The headlights reflected off the signs designating each of the twenty-one refuge areas. Breathing apparatus is kept in these small lighted areas in case there should be an emergency resulting from improper ventilation. These refuge areas are located where the crosscuts were made from the pioneer bore or water tunnel at the construction time in the 1920's. At that time, there were twenty-seven crosscuts, some quite close together on the West Portal end. As the high-railers went through the tunnel at freight train speed, the reflective milepost markers were just as visible as the numbered refuge areas. Not easily detected, were the blind mice that make the tunnel their home; they live off the water that seeps in and the grain that is spilled from the hopper cars.

A P E X

After passing thirteen refuges, the hi-railers reached the apex which was very clearly marked with a verticle reflective sign mounted to the wall which looked like the drawing to the left.

As the vehicles began the slight downgrade, the light at the east end of the tunnel became visible. Eight refuge areas were passed on the east side of the apex.

As the hi-railers emerged at East Portal, the commissioners were met by Tom Vesey who is in charge of the hugh computer-controlled blower and fan systems. Because of security reasons, no picture-taking was permitted inside the ventilation complex at East Portal. For the same reason, details about this aspect of the tour are intentionally limited. Everyone was required to wear a hard hat for the tour of the ventilation area. One thing we can mention is the massive equipment for the backup power source if the regular commercial source should be interrupted.

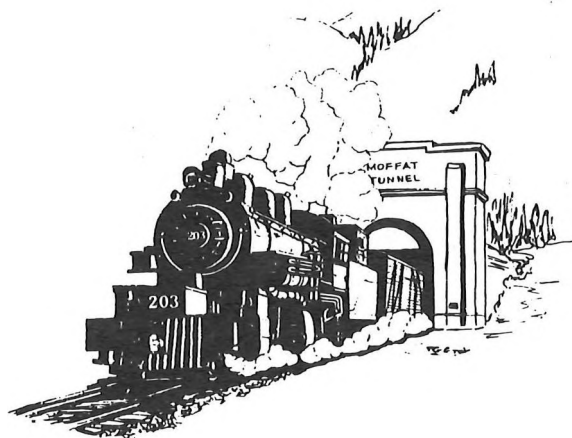
The old canvas curtain that was used to control the air flow in the tunnel for so many years is still there, but, it has been replaced by a more substantial wooden door that is lowered or raised as necessary. If some unforeseen series of events should

occur so that the wooden door would not be open at the time a train came roaring downgrade from the apex, it is constructed so that the locomotive would not be seriously damaged from crashing into the door.

While the commissioners were at East Portal they went over seventy-five feet to the south to view the water tunnel where a torrent of West Slope water was flowing to South Boulder Creek. This bountiful supply of water was headed, eventually, for Denver's Gross Reservoir to supplement the city water supply.

While the commissioners were touring the ventilation complex, the hi-railer drivers drove down the track about 100 yards to a location that was suitable for turning the vehicles. As the tour concluded, both cars were headed west for the return trip to Winter Park.

All the hard hats were turned in before the group boarded the cars for the return trip. The westbound six-mile trip in the dark was much the same as the eastbound run except that beyond the apex, the hi-railers were driven at passenger train speed--about forty-miles-per-hour. As the group emerged from the tunnel, everyone looked back for another quick look at the new West Portal. The West Portal had desperately needed a face lift, and, it now looks just as it did on that famous day back in February, 1928. (Bob Griswold)



UNION PACIFIC OKs DEPOT SALE

The May 24, 1991 issue of the Greeley Tribune reported that Greeley could be the owner of the downtown Union Pacific railroad depot and land. Assistant City Manager Leonard Wiest said that the railroad company accepted an offer of \$132,000 for two acres of land and the 5,000-square-foot building. The city will lease the building from the railroad until January, 1992, when full payment will be due.

The lease payments will be included in the overall cost. Wiest said the lease costs and clean-up expenses, expected to be about \$2,000, will be available in year-end surplus in the general fund. The balance will come out of the 1992 budget.

The first use of the depot, which opened in October, 1930, will be as a shelter for Amtrak passenger service riders. The passenger service returns to Greeley on June 17 after it was discontinued seven years ago. If the city didn't buy the depot, it still would have been required to provide a heated shelter for Amtrak passengers. Estimated cost for that shelter was about \$20,000, Wiest said.

The city's offer for the depot and land, located between 8th and 9th streets along 7th Avenue, was less than the listed price of \$175,000.

"The railroad company doesn't have a use for the building, so it was a good price for them," Wiest said. "We basically bought it for the price of the land."

Mayor Willie Morton said he is pleased the railroad company accepted the city's offer for the depot. According to *Greeley Tribune* reports in 1930, the "Handsome new passenger station" and the land cost Union Pacific more than \$80,000. The building was constructed in cooperation with the Colorado & Southern railroad company.

"There is historical significance with keeping the depot," Morton said. "I think the city will be able to find a lot of uses for the building and it will pay for itself."

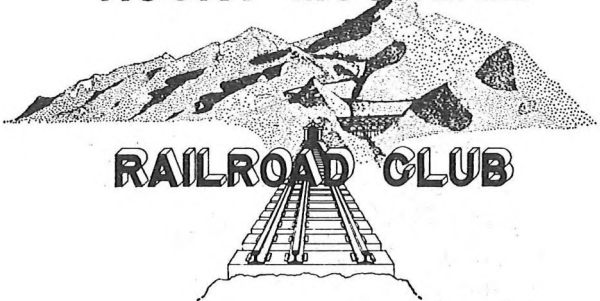
The building has been vacant since 1983, when Amtrak stopped service to Wyoming and northern Colorado. Renovations are likely, but the city won't know those costs until the council decides how to use the building.

One possible use is a transportation hub for long-distance bus service and limousine rides to the Denver airport.

(Submitted by Club Member, Tom Caldwell, of Greeley)

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

ERWIN CHAIM
560 EMERSON
DENVER, CO 80218

DATED MATERIAL