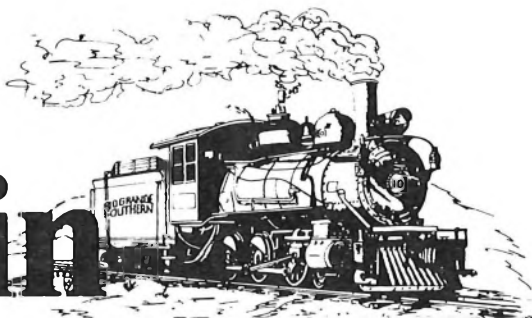


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

February 12, 1992 -- 7:30 p.m.

WEDNESDAY!

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  
Joseph E. Priselac..... President  
Frank H. Stapleton, Jr..... Vice President  
Bill Gordon..... Secretary  
Larry Lombard..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

**COPY DEADLINE** ALL copy for publication in the March, 1992 Rail Report is due no later than February 12, 1992!!

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## 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

February, 1992..... No. 389  
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.

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## NOTICE

### FEBRUARY MEETING CHANGED

The church did not notify us in time to advise membership in the January Rail Report of the meeting change in February. We were able to make the correction on the calendar of events card you received with the January newsletter.

The meeting is changed to Wednesday, February 12th. Please make note of this. We apologize for any inconvenience this change may cause.



## 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.

## FEBRUARY 12 PROGRAM

PRESERVATION ON THE EAST BROAD TOP RAILROAD. The National Park Service has been conducting the America's Industrial Heritage Project which includes southwestern Pennsylvania and the area around the EBT. A representative from the U.S. National Park Service will present a program concerning the activities as they relate to the East Broad Top Railroad, a coal hauling narrow gauge railroad. (Frank Stapleton)

## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

## JANUARY MEETING

Those in attendance at the January meeting were treated to a very fine multi-media slide presentation by fellow Club member, Ron Ruhoff.

Club president, Joe Priselac, admitted that he was wrong in his description of Ron's program in the January issue of the Rail Report....Ron's program didn't help our winter "cabin fever," it only made it worse as we viewed the beautiful mountain

photography of spring, summer and fall. In particular, the railroad scenes, especially the narrow gauge, only made everyone in the audience anxious for the moment we can once again get out into the field and enjoy the magnificent country we call COLORADO.

Our thanks to Ron for this great program!

# Bulletin

## APRIL AND MAY NEWSLETTER DEADLINES

The newsletter deadlines will have to be strictly enforced for the April and May issues of the Rail Report as your editor will be taking annual vacation in March and out of town in April for his parent's Golden Wedding Anniversary.

News items, photo submissions, trip information, etc. must be in my hands on or prior to the stated deadlines on the 1st page of the Rail Report!! Your cooperation in this matter will be greatly appreciated.

## REMINDER

## MEMBERSHIP CARDS

You received your newsletter in an envelope this month because your membership card is enclosed if you have renewed your membership for 1992. If you have not received a card, and, you have sent in your dues prior to February 1st, please let us know. If your dues were sent after February 1st, there may not have been time to receive it prior to the mailing. Your card will be sent separately if this is the case. If you have not renewed your membership, then this is the time to sit right down and send in your dues!! Unrenewed memberships will be purged after April, 1992.

# EXTRA!

## ANNUAL POTPOURRI NIGHT

Don't forget!! The annual potpourri program will be held in April. Begin selecting your favorite railroading slides. You are invited to submit 15 slides. They should be in-focus and properly exposed and, perhaps, numbered so that Erwin and Frank can be sure to put them in proper order for use in a Kodac Carousel [first slide to the front and last slide to the rear]. If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!!

Bring your slides to the February or March meetings and give them to Erwin Chaim or Frank Stapleton.

## NEW MEMBERS

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

- |                        |                |
|------------------------|----------------|
| Paul D. Jernigan, Jr.  | Houston, TX    |
| E. MacDougall Palmer   | Beltsville, MD |
| Russell M. Paris       | Boulder, CO    |
| O. U. "Sully" Sullivan | Estes Park, CO |
| Mike Thode             | Denver, CO     |
| Donald J. Wollum       | Boulder, CO    |
| E. S. Wright           | Littleton, CO  |

**LAST CHANCE!**

## LAST NOTICE!! ANNUAL DUES

Time is running out to renew your 1992 membership in the Rocky Mountain Railroad

Club before you are purged from the membership roll and you lose your membership number and have to pay the enrollment fee to rejoin the Club.

The 1992 Membership Fee will continue to be \$15.00 for Regular Members and \$7.50 for Associate Members (spouses and the children of regular members). This is quite a bargain, considering the outstanding monthly newsletter and other benefits such as free entrance to the Colorado RR Museum for members and their immediate family members. Similar organizations have much higher annual dues, and, often do not offer nearly as much as the RMRR Club.

As has been our custom, we are offering a Book Drawing, the proceeds of which go toward the preservation and renovation of the Club's historic railroad equipment. At the January meeting, another fine publication was added to the outstanding list of prizes--Sundance Publication's outstanding Rio Grande Southern, Vol. II (a \$65.00 value! Donated by Jack Thode) Prizes are as follows: Colorado Midland by W. Morris Cafky (RMRRRC Publication); Memorial Edition: Denver, South Park & Pacific by M. C. Poor (RMRRRC Publication); Georgetown and The Loop by Kindig, Griswold & Trombly (RMRRRC Publication); Denver & Intermountain Railroad No. 25 Print by Joe Priselac (RMRRRC project); Rio Grand Southern, Vol. II by Collman & McCoy (Sundance Publications); plus other prizes. Chances are \$2.00 each and you may enter as many times as you wish. If additional coupons are needed, please make them similar in size to the original provided here. *Please be sure to fill our each coupon with your complete name and address!!*

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ROCKY MOUNTAIN RAILROAD CLUB  
1992 Book Drawing - April 14, 1992

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

*Please Print or Type. Winners need not be present.*

## PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the January 14, 1992 meeting are as follows:

Don Niemczyk / Belt Buckle:Shay. Serial numbered 1083.

Ray Wetmore / 1992 TRAINS Calendar

Keith Jensen / 1992 TRAINS Calendar

Sherm Conners / 1992 New Zealand RR Calendar

Frank Stapleton / 1992 New Zealand RR Calendar

Eldon Jones / Georgetown Loop RR Print; Signed by Ron Ruhoff

Noel Hover / Georgetown Loop RR booklet

Ruth Koons / Electric Railway Pioneer

Carl Carlson / Passenger Train Annual #4

Bob Horner / Official Railway Guide, September/October, 1991

Bill Perrin / Model Railroads

Al Jonez / Dixon Paper Calendar-1992

Chuck Morison / Dixon Paper Calendar

Jim Jones / 1992 Union Pacific Calendar

Philip Wise / 1992 UP Calendar

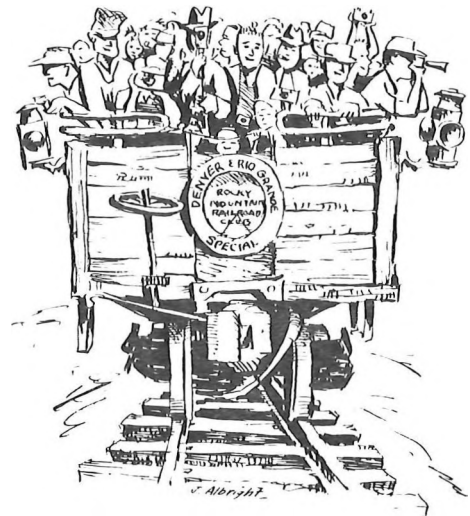
Jim Ehernberger / Rocky Mountain Railroad Calendar - 1992

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.

## 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: MILWAUKEE ROAD Pacific and/or Rocky Mountain Division employee timetable dated between 1947 and 1970. Send price and condition to: John Lucas, 45 Glenview, Los Alamos, NM 87544.



## 1992 SCHEDULE OF EVENTS

February 12	Regular Monthly Meeting
March 10	Regular Monthly Meeting
March 21	Burlington Northern Shop Tour
April 14	Regular Monthly Meeting
May 12	Regular Monthly Meeting
May 30	Colorado RR Museum Tour and Picnic
June 6	WORK DAY at the Colorado RR Museum
June 9	Regular Monthly Meeting
June 28	Wyoming-Colorado RR Trip
July 14	Regular Monthly Meeting
July 18	Georgetown Loop RR Trip
August 11	Regular Monthly Meeting
August 15	Colorado Midland Field Trip
September 4-9	Old Threshers Reunion, Mt. Pleasant, IA--Amtrak
September 8	Regular Monthly Meeting
September 26	Photographer's Day: Joint Line at Palmer Lake
October 17	ANNUAL BANQUET
November 10	Regular Monthly Meeting
December 8	ELECTIONS and Regular Monthly Meeting



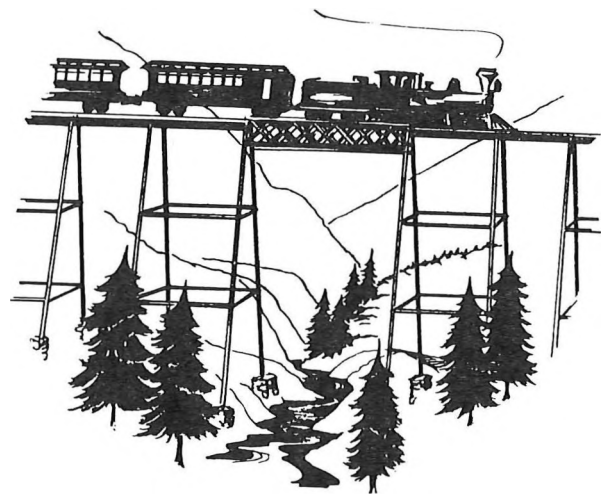
*Georgetown Loop Railroad Diesel No. 15 is shown bringing its train over the Devil's Gate Bridge (trestle) on the first run, December 7, 1991. Several RMRRC members were on hand to ride the train. (Sherm Conners Photograph)*

## **REPORT ON THE GEORGETOWN LOOP RAILROAD SPECIAL EXCURSION IN DECEMBER**

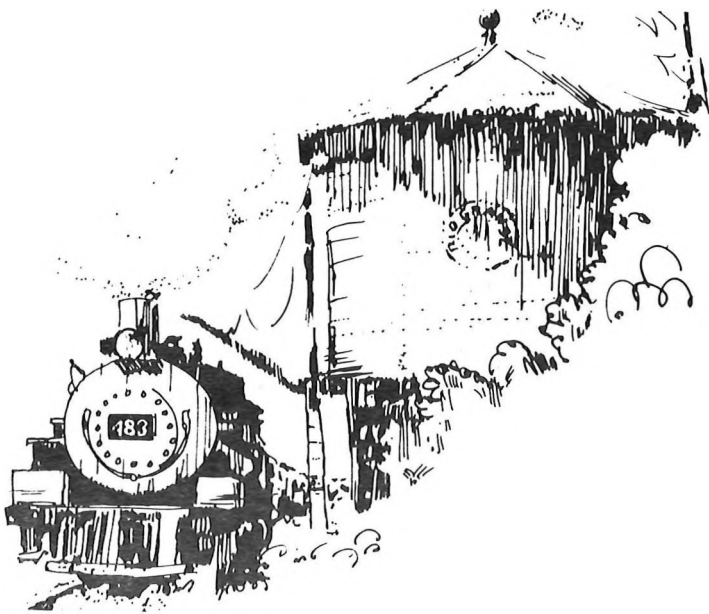
On December 7&8 and 14&15, 1991, the Georgetown Loop Railroad operated four trains each day while the Georgetown Market was going on. The trips originated at the Georgetown end of the line and ran as far as the mine and then returned to Georgetown. The trip took about thirty minutes. The tickets for this event were sold in the old Georgetown Station which was formerly the Alpine Restaurant. It is now been made into a combination gift shop and snack bar. (Sherm Conners)

To our knowledge, this is a first for the Georgetown Loop Railroad and we hope that it was successful and can be run again in

future years. It certainly gets RMRRC members up for the Club's special excursion next July 18th.







## NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

Fellow Club member and the Cumbres & Toltec Scenic Railroad's Safety & Compliance Officer, Earl Knoob has sent the following information regarding winter work projects on engines and equipment on the railroad as of January 13, 1992:

Engine 484. The 484 is due for flue extension. In November, the smokebox was opened up and all the draft appliances were removed along with the two lowest flues in the boiler. In December, the FRA inspected the boiler and gave the locomotive its one-year flue extension. The draft appliances were found to be in pretty rough shape so new ones were built. The front end was reassembled and closed up in mid-December. By late December, the locomotive was given a hydrostatic test of its boiler. Work still to be done to 484 includes removal and overhaul of the pilot truck.

Engine 487. The 487's running gear is the major project this winter. In October, the drivers were removed for tire turning (in Durango by the D&SNG). Some adjustments were made in the smokebox baffles to increase her steaming ability. Throughout the winter, the spring rigging is being rebuilt along with 7 new crown brasses installed, driving boxes rebuilt, new shoes and wedges fitted and more. While in

Durango, it was discovered that two axles had to be replaced as the journals were worn too small to be used any further. The driver sets are scheduled to be back this week (January 13th). It is hoped that 487 will be back on her feet by mid-February. While all the machine work was being done, the cab plumbing jacket and lagging was removed for inspection of the flexible staybolt caps. With this inspection completed, the boiler was hydrostatically tested and the lagging, jacket and cab plumbing replaced. Additional work to be done this winter includes overhauling the pilot truck.

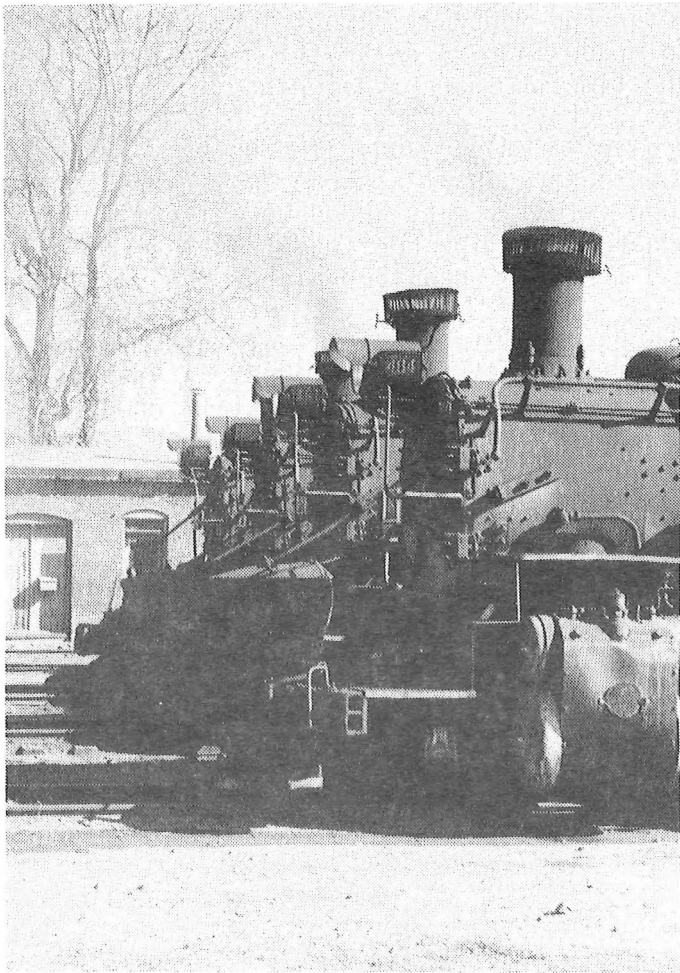
Engine 488. As of January 13th, little has been done to the 488. Scheduled work for this winter includes pilot truck overhaul, valve gear work, and new rod bushings in addition to regular annual maintenance.

Engine 489. The 489 has received flexible staybolt inspection which required removal of cab plumbing, jacket and lagging from the rear of the boiler. This has been completed and the boiler hydrostatically tested. The 489 is scheduled to have running gear work done later this winter.

Engine 497. The 497 has had boiler work done, including replacing 10 broken staybolts. A hydrostatic test of the boiler should happen this week. With this done, the lagging, jacket and cab plumbing can be reinstalled. The tender tank (a replacement built in the 1980's) has all of its hand rails welded on. The handrails are in the process of being removed and bolted on as per FRA regulations. This should be completed this week. Structural calculations of the boiler need to be completed and filed with the FRA before the locomotive can be operated.

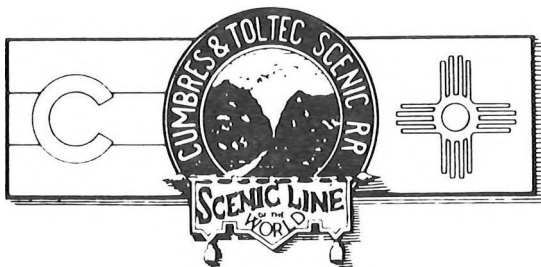
Engine 19. The 19 has had new pilot plows built on each end to help in dealing with the snow fall in Chama. The result has been quite successful with the 19 churning thru up to 3-feet of snow on occasion. As a test, 19 plowed the line open to Dalton during the Thanksgiving week.

Passenger Cars. Over in Antonito, the final two cars of the Antonito car rehabilitation project are scheduled to be reworked this spring. This work is scheduled to begin in April.



*For the first time since October, 1967, 4 steam engines are hot in Chama, New Mexico. It is anybody's guess when four class 480's were all hot in Chama at one time. The records listed both 480's and 490's in October of 1967. The engines are lined up in numerical sequence: 484, 487, 488 & 489. It is certainly satisfying to see this progress on the C&TS and is indicative of the hard work of management and employees to promote the historic railroad. The C&TS continues to increase its ridership every year with the 1991 season seeing an 11 1/2% increase in ridership over the 1990 season.*

*(Earl G. Knoob Photograph)*



## SCANTY PANTIES

## FROM RAILROAD TIES?

On a break from writing the newsletter, your editor took time to read the January 16, 1992 Denver Post. An article that immediately caught his attention was entitled "Old railroad ties to live again--perhaps in lingerie?" Perhaps some in the metro area of Denver missed this article, and, I know that every informed railroader across the country will want to keep on top of this story:

A Florida company is hoping to use microorganisms in a process converting old railroad ties and telephone poles into wood chips that will eventually be used to make cardboard, paper and women's lingerie. Yes, lingerie.

A process known as bio-remediation and developed by environmental researchers at Louisiana State University is being used for the recycling venture by Microterra Bio-Technologies of Madison, Inc.

The Boca Raton, Florida-based company plans to turn creosote-treated railroad ties and pentachlorophenol-plastered telephone poles into piles of wood chips, then use laboratory-grown microbes to eat the toxic chemicals.

The hardwood chips will be sold to producers of particle board, cardboard boxes, tar paper and rayon, according to Richard C. Fox, Microterra's president and chief executive officer.

Rayon, a synthetic textile, is a key material in lingerie. "That pair of scanty panties you get from Frederick's of Hollywood might be from a railroad tie," said Howard Levine, Microterra's manager of environmental and regulatory matters.

That's like having your hose by Burlington Mills and your underwear from Burlington Northern.

Microterra was acquired by Myo-Tech, Inc., also of Boca Raton, in June. In August the parent clinched a deal with LSU's Institute for Environmental Studies to exclusively license the microbe technology, Fox said.

Bio-remediation is not new. Microorganisms have been used to dissolve oil spills. "This is simply another application on that basic technology," Levine said.

Disposal of creosote-treated crossties has long troubled railroads. BN, the nation's largest carrier, and other Class 1 roads account for 14.3 million crossties, or 92 percent of ties disposed each year, according to Louis T. Cerny, executive director of the Association of American Railroads' engineering division.

Many railroads elect to put ties in landfills or give them away to landscapers, paying about \$1 to dispose of a tie.

By contrast, Microterra's processing of one tie will cost \$15 while a telephone pole (having three times as much wood), will cost \$88, Fox said. (Gregory S. Johnson, Denver Post, January 16, 1992)

## UPDATE ON HISTORICAL MONUMENTS VANDALISM STORY

In a recent column, I wrote about vandalism to some historical monuments with which I had had personal involvement. In response, I received a letter from Bob Richardson, who retired recently as Director of the Colorado Railroad Museum in Golden, Colorado and who now lives in Pennsylvania. I quote Bob's letter:

"Irv, Argentine Central/Wilcox bronze plaque not stolen, removed a few years ago by Wilcox's son disturbed by damage done to it by shooting it. Loaned to CRRM for display for a year or so, the he picked it up to take to his home.

Brass and bronze plaques wherever have a doubtful life as worth a few bucks as

scrap and found it almost impossible under Colorado laws to do anything about it. Like the time the scrap dealer had the rail from the Buckeye branch given to Georgetown Loop project, removed and piled up by volunteers, then next seen at a scrap dealer, and though identified by make and date, attorney general's office declined to get it back. And more." Signed, Bob Richardson.

Thanks, Bob, for this bit of information is of interest to our readers. It is good to hear from you. The fact still remains though that the plaque was removed because of, or fear of, vandalism. This diminishes the value of the monument for all concerned. (Irv August)

[Editor's note: The recent Winter, 1992, issue of the Colorado Time-Table (P. O. Box 28072, Denver, Colorado 80228-0010) noted Bob's new address for those wishing to correspond with Robert W. Richardson, former Executive Director, Curator, and Co-Founder of the Colorado Railroad Museum as P. O. Box 281, Boalsburg, PA 16827]

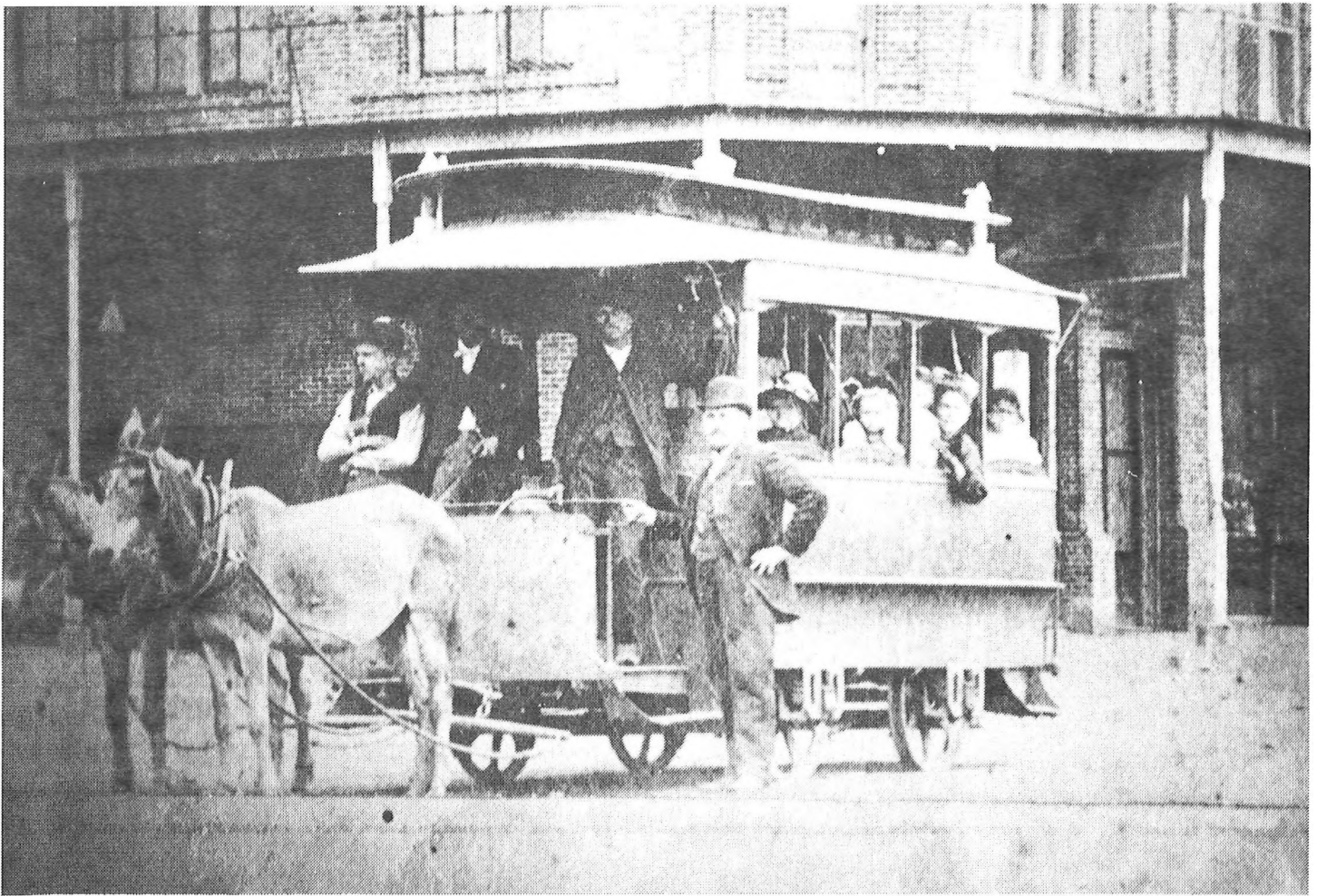


## RAILFAIR IS BACK!

We just received a notice from the Intermountain Chapter of the NRHS announcing the return of Railfair (due to overwhelming requests of exhibitors, staff, and the ticket-buying public, the "Transfair concept" has been laid to rest).

The location will remain at the National Western Complex at I-70 and Brighton Blvd. and scheduled dates are July 18 & 19, 1992. (The Intermountain Chapter feels it has paid its dues at this location with the heat and construction problems) The building is now completely air conditioned, remodeled and has new load/unload facilities and new food service.





## CAN YOU IDENTIFY?

I've seen horse car lines, predecessors to the electric trolley lines, but this is the first time I've seen mule cars! Bob Griswold has supplied another mystery photograph for Club members, especially in one state, to identify. This looks to be a bit harder than our previous mystery photograph to identify. Let's hear from you!!

Clues: This mule car was photographed in front of the Acme Hotel in 1891 in a town where a very famous tourist railroad is located. Its destination was just a few miles away, but that town is not on the map anymore. (Bob Griswold)



## NEWS FROM THE COLORADO RAILROAD MUSEUM

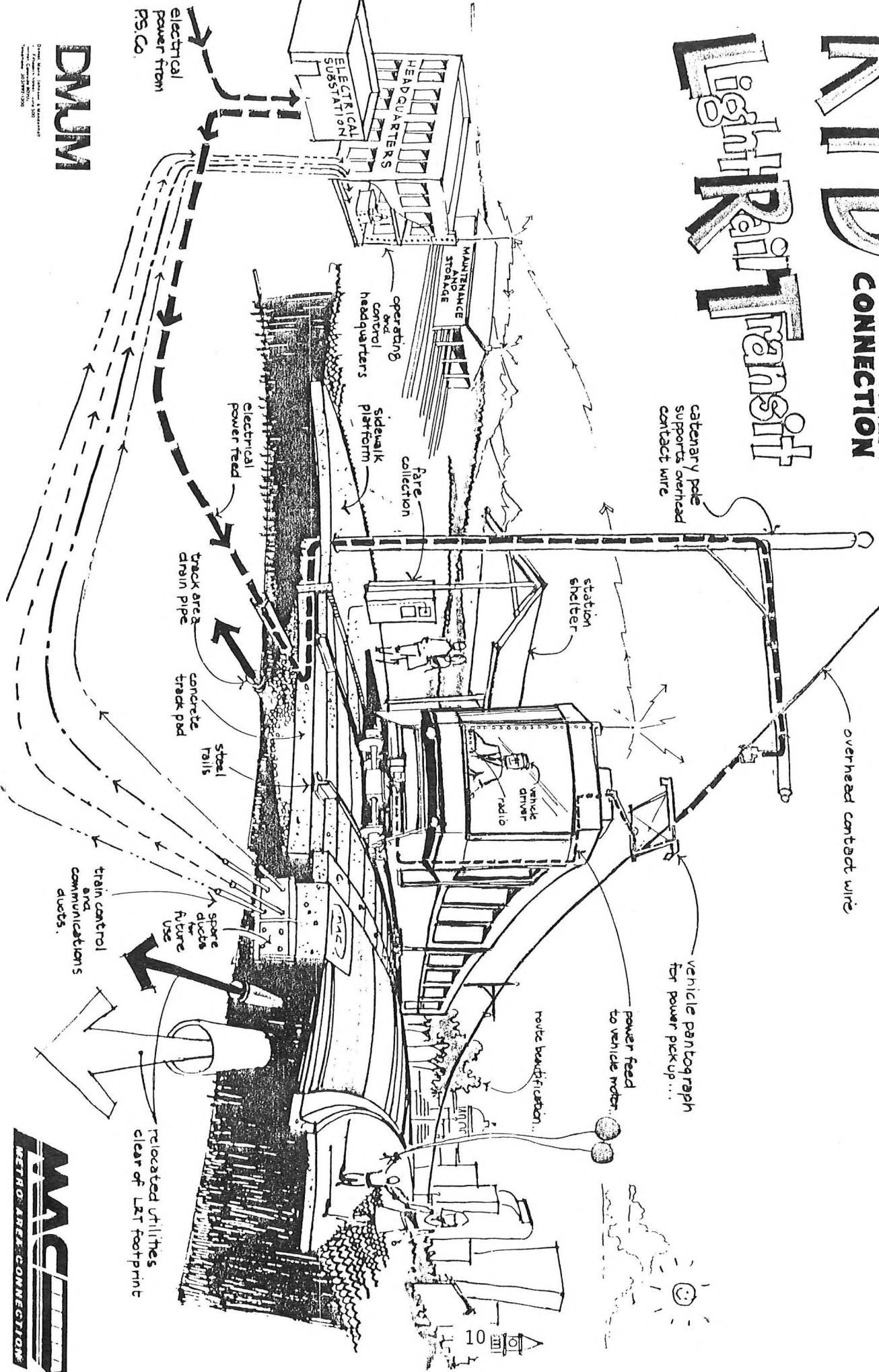
The RMRRC allowed the museum to use its mailing list to send out the Museum's 38-page 1992 catalog. We presume that most members received their copy without much trouble and were happy to receive it.

As always, we encourage members to use the Museum to purchase their railroad books, videos and tapes as well as other related railroad supplies and gifts. If you did not receive a copy, we suggest that you drop the museum a line, and, perhaps enclose a buck or two to help defray the cost of mailing this booklet.

The Museum has a new toll-free telephone line to place your orders. The number is 1-800-365-6263.

# RTD METRO AREA CONNECTION

## Light Rail Transit



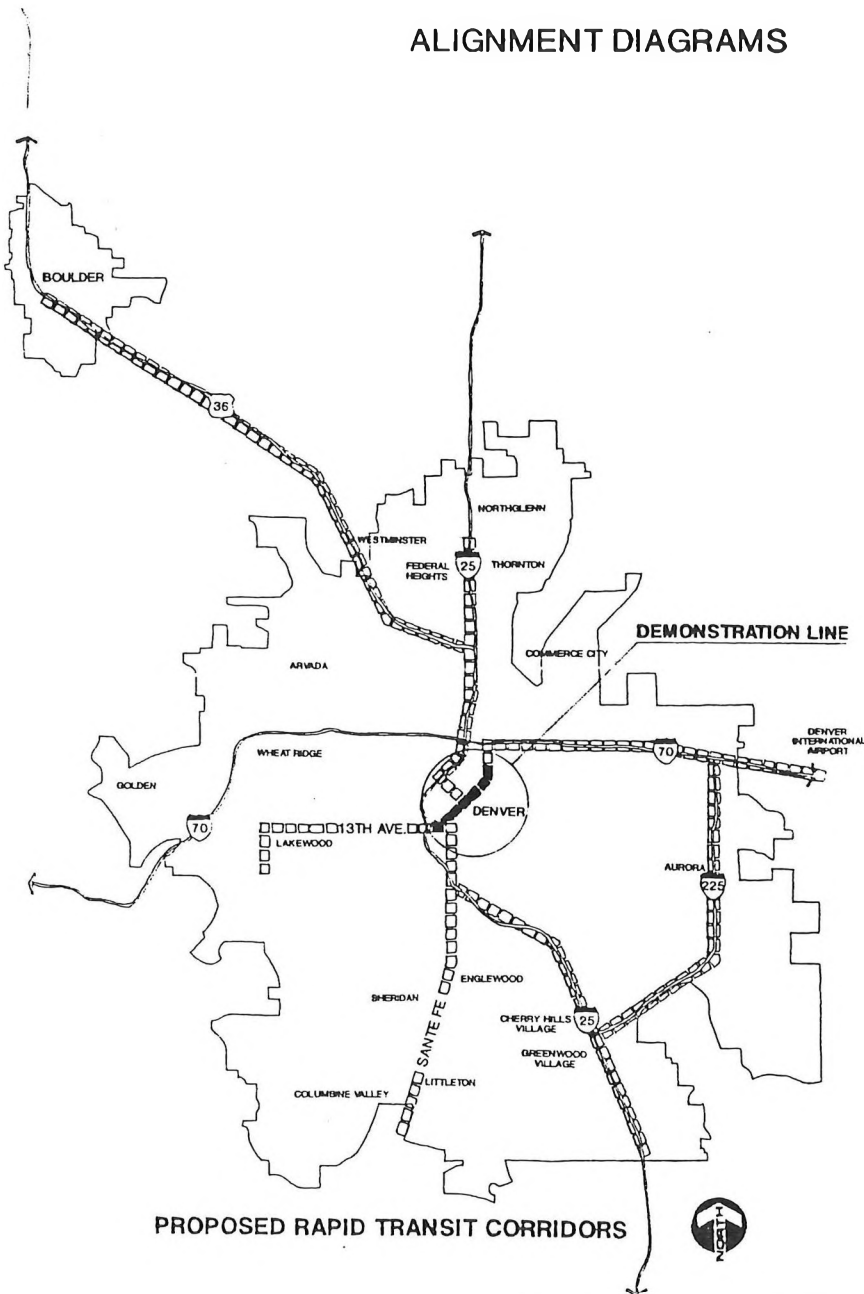
# DWJM

Division of Planning & Administration  
Department of Transportation  
Metropolitan Area Council  
1970

# MAC

RETRO AREA CONNECTION

## ALIGNMENT DIAGRAMS



## RTD's METRO AREA CONNECTION— LIGHT RAIL TRANSIT

Bob Griswold supplied the two diagrams presented in this month's newsletter which depict the proposed Rapid Transit trackage alignments, and, the Systems Diagram which plots out the system's various components.

RTD does plan to spend some \$68 million for the demonstration line that is noted on the Alignment Diagram. Whether we ever see Light Rail beyond this point is anybody's guess. It is a shame that the initial line is limited to a poorer part of town with little real commercial value. An extension to Stapleton International would obviously receive much more use as a viable mode of transportation from downtown Denver to the airport.

Light Rail is the key to the environmental and commercial future of the metro area. Let's hope that RTD finally gets on with it.

## WYCO PLANS AMBITIOUS FOR 1992

1991 was a most encouraging year for the Wyoming-Colorado, the "little railroad that could." Passenger Service General Manager, Walt Werner, has made a success story with his "I know I can" attitude and can boast ridership of about 25,000 this past year; with a goal of 40,000 in 1992.

Western Rail, WYCO owner/operators, are looking for a few Budd streamliner cars to accommodate their growing passenger business. They are especially interested in acquiring a dome car as the one they once

had has been transferred to the company's Arizona tourist operation. If anyone is aware of some which might be for sale, please call the railroad at 307-742-9162.

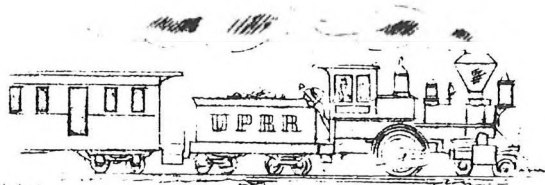
Passenger and freight are now separate operations and the freight office has been relocated. The passenger office is still in the stationary box car to the left of the highway. Ah! But probably not for long! Werner says plans are in the works to construct an "old time depot" in Laramie. He has high ambitions for the amazingly successful operation which the writer believes to be almost single-handedly attributed to

this stalwart railroad man.

Winter charter trips for groups of 80 or more are available at a rate of \$18.00 per person for a four-hour round trip to Albany. The Medicine Bow National Forest is especially beautiful covered with a blanket of snow; perhaps you'll have the terrible misfortune of seeing a rotary snowplow out on the line! Trips to Fox Park will resume in the spring, with trains running right into town where passengers may disembark and visit the small store or restaurant there.

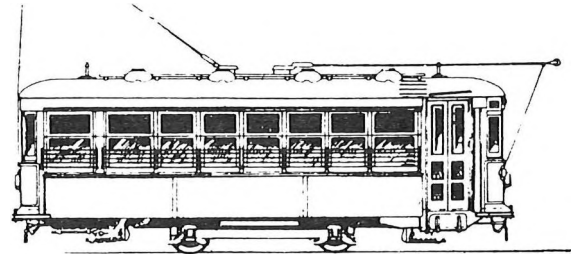
Should you wish to introduce a friend or family member to the magic of railroading, the WYCO ticket office is selling gift certificates for redemption on any of 1992's 170-200 passenger runs; the recipient will, of course, be required to call the WYCO in advance and let them know when they plan to be in Laramie.

Lastly, the "F" units will again make the passenger runs in 1992, with the rebuilt "B" unit going along for the ride. You'll probably want to consider investing in Kodak stock this winter as a lot of shutter-bugs will be seen along the WYCO next summer. (Jim Jones)



## 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.



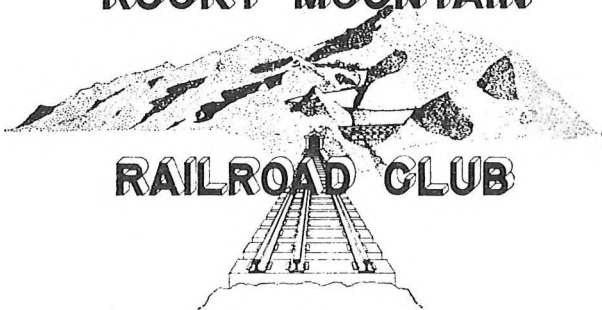
## A TROLLEY TO CRIPPLE CREEK?

The January issue of Colorado Midland Rails (newsletter of the Colorado Midland Chapter of the NRHS) reported that there is a plan to build a modern ELECTRIC line roughly by the Short Line Route (Colorado Springs & Cripple Creek District RR) to Cripple Creek. Apparently there are hopes to have trains running by December 1, 1993. A meeting was held in Cripple Creek to unveil the plan and it is reported that this plan is well thought out. We look forward to following this development.

---

# ROCKY MOUNTAIN

SECOND CLASS



BOX 2391  
DENVER, COLORADO 80201

DATED MATERIAL