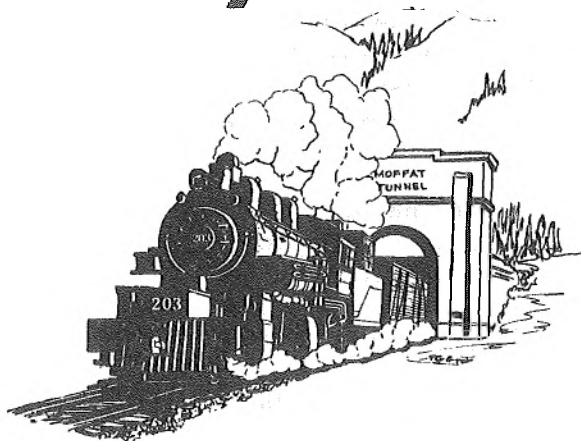


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201

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CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor ----- Darrell T. Arndt

- OCTOBER MEETING & ANNUAL BANQUET TO BE HELD ON OCTOBER 11TH -

The Rocky Mountain Railroad Club's Annual Banquet and October meeting will take place on Saturday, October 11, 1975, 7:30 P.M. at Henrici's Hilton Inn at I-70 and Peoria with Lip Limbering Time beginning at the cash bar at 6:00 P.M. On the menu is a complete dinner with a choice of broiled chicken or roast sirloin of beef. Following the dinner and a brief meeting, a program will be presented that is guaranteed to make your jaw drop. Mel Patrick will show his excellent work on the Chicago Union Station, a synchronized slide/sound presentation, using a dual projection system that depicts the famous depot in the late 60's and many of the famous and colorful trains that used to arrive and depart its sheds, including a favorite, the California Zephyr. Another program, only recently completed by Mel, will be shown on the West's most famous remaining long haul passenger train, the Rio Grande Zephyr. As anyone who has seen Mel's productions before knows, it's not necessary to possess a love or interest of trains to appreciate his outstanding photography and program arrangements. Also on the agenda for the evening will be a drawing for the door prizes, and are there some real "beauties!"

Tickets for the banquet must be purchased in advance, by October 8, and are \$6.75 each. Any questions in regard to ordering tickets should be directed to the Club's Vice President and Program Chairman, Jim Trowbridge, who can be reached by phone at either 986-6224 or 988-2267 (before 11:00 P.M. please). The Treasurer, Carl Carlson, can also assist and can be contacted at 985-0975. REMEMBER that there will be no meeting at the regular time (second Tuesday of the month), which would have been on October 14th.

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SMILES ACROSS THE MILES - That's the story in a phrase in regard to the Rocky Mountain Railroad Club's fall trip to Utah and return on September 12, 13, and 14. 70 people boarded the specially reserved cars on Amtrak's San Francisco Zephyr for the on-time Friday morning departure to Ogden. Fine weather prevailed throughout the trip with the exception of low-lying fog on Sherman Hill and a few sprinkles from nearby late-afternoon thunderstorms. The stop in Cheyenne was long enough to permit viewing of the depot grounds, Engine 3985 display, about a dozen Union Pacific passenger cars on hand for a special run to Laramie the following day, the Amtrak engines being switched and the numerous freights the UP mainline is famous for. Pulling out of Cheyenne, two eastbound freights on adjacent tracks were seen pacing each other through the yard. High speed running across Wyoming was broken again at Green River where enough time was available for "outside" leg stretching and picture taking. Needless to say, the full length S.P. dome lounge was put to good

use throughout the day. An early arrival in Ogden resulted in a brief wait for chartered buses that provided the group's rubber-tired transportation while in the Beehive State. Room keys were all set and waiting as we arrived at the hotel in Salt Lake City and no time was lost in occupying the accommodations. A few of the more adventuresome souls got together and took a late evening stroll through the downtown area since the evening was free.

At nine o'clock sharp, Saturday morning, a quick bus tour of the area was made to see the Rio Grande (& ex-WP) and Union Pacific passenger stations, the U.P. 4-8-4 on display (immaculate) in the park, and several U.P. gas turbine locomotives parked near the U.P. depot. It was then westward to the Kennecott Copper Corporation's huge open pit copper mine at the foot of the Oquirrh Mountains where mine officials had delayed a blast so we could all view it from the observation deck. The sound from the explosion took several seconds to travel across the world's largest man-made excavation (2½ miles wide at the top, 2,400 feet deep) and reached the viewing platform with a sudden, resounding BLAM!! One member of the group ended up wearing most of a soft drink that he held in his hand, and everyone else was as equally surprised and impressed with the noise and accompanying vibration of the observation platform, particularly those who happened to be in the restrooms at the moment. Plenty of time was available to leave some currency at the gift shop and marvel at the 20 or so terraces in the pit occupied by electrified railroad tracks and trains. A stop was then made at the Copperton yards where the railroad had an electric locomotive parked for viewing. The control room for part of the line's 175 miles of track could also be seen.

A 15-mile bus ride was then in order to the next stop at Silver Sands Beach on the Great Salt Lake itself, where a tasty hot lunch was provided. After lunch, viewing the lake and checking out the souvenir shop, it was to the nearby Morton Salt Plant, where a four-car Salt Lake, Garfield and Western special was waiting and raring to go for a leisurely ride back into Salt Lake City. Most passengers elected to pass up riding in the two coaches or caboose, for a refreshing ride on the open sided converted trolley car. A photo runby was staged along the way for photographers. Upon arrival in town, and prior to departing for Provo, a visit was made at Temple Square to see the famous Mormon Church grounds.

It was then to the motel in Provo, followed by a drive up the canyon to Heber City. On the way up the canyon, luck and good fortune put the buses just in front of the afternoon, eastbound passenger run. At a wide spot in the road, our congenial drivers pulled off and both vehicles emptied of their camera-clad occupants in what must have been an all time record. A few of those who stayed in the buses and happened to get in the way were still picking themselves up off the floor when everyone returned. The dash across the road rewarded us with a beautiful scene of the train tearing up the grade, with it and the smoke back-lighted in the late afternoon sky. An evening ride on the steam-powered (Shay) Heber Creeper dinner run consisted of a diner, lounge, coach, and open sided car. Dinner in the diner while riding along the edge of moonlit Deer Creek Reservoir, with an electrical storm off in the distance, proved to be the perfect way to round out the day. The Heber Creeper certainly should not be missed by any rail enthusiast who passes through the region.

The next morning, the "other" form of transportation was left at the Provo depot and all boarded the Rio Grande Zephyr, as "grande" as ever with her "F" units and stainless steel consist that included almost all of the remaining Zephyr equipment, including five dome cars. After a fine trip across Utah and half of Colorado, and passing through the Moffat Tunnel, the winners of a contest to see who could guess arrival time in Ogden and the running time through the tunnel were awarded. Bob Luttrell of Denver was presented with the book "Iron Horses to Promontory" for coming closest on the Ogden arrival and Mary Trowbridge of

Lakewood, received a copy of "Narrow Gauge to Central & Silver Plume - Colorado Rail Annual No. 10" for guessing the time through the Moffat Tunnel. Mary emphatically denies reports that she rode the train over half a dozen times in the month of August in order to help compute the winning time.

The Club would like to thank everyone who was responsible for making the Utah trip such an outstanding success, most particularly the Kennecott Copper Corp. for the little "extras" they provided, to the Saltair Line for such a unique ride on their property, to the Wasatch Mountain Railway for the warm and friendly treatment they accorded us, and to Dick Lawrence of Westland Travel, who took the requests of the Club and put them into a fantastically well-organized package. Amtrak, luck, and perhaps that great dispatcher in the sky, came through in providing our space on the SFZ, along with the full dome, and the Rio Grande supplied two private dome cars for the party. To the congenial group who took the trip, thanks for making it one of the most memorable excursions in recent time.

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SURE WISH WE DIDN'T HAVE TOBUT....The other day, on the "boob tube" a commercial was shown reminding the viewer that Christmas is "just around the corner." (Geeze, only 96 more shopping days left till Christmas and most of us haven't even started picking up gifts.) Although it really is somewhat premature to begin talking about the holiday season and the new year, we, nevertheless, would like to mention a slight change that will affect all Club members in 1976; that is dues and another word attached called "increase."

The Club's officers and directors have reluctantly voted to increase dues beginning in 1976, for reasons which we hope to feel you will understand. We all know how, and have probably heard repeated more times than any of us care to remember, that the cost of just about everything has gone up, particularly during the last couple of years. The expense of Club operations have, likewise, gone up, especially in the areas of printing the newsletter and postage. Corners have been cut, but a dues increase is just unavoidable.

So...dues for 1976 must be raised to \$4.00 per year. The current rate of \$3.00 per year for Colorado members has stayed the same since it took effect in 1960, and the same for out of state members since 1970, prior to which they were asked for \$2.00 a year. Another 15 years at \$3.00 would have been nice, but it's just not possible. There is one bright spot, however, and that is an expense that has remained the same since the Club was formed in 1938 - the wages received by the organization's officers, directors, committees, newsletter crew, etc., --- absolutely nothing!!! We do hope you agree with this increase and the reasons for it. Your support through patronage of trips and activities when possible, and your membership is what keeps the Rocky Mountain Railroad Club "ticking."

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AN IMPORTANT AND VALUED ADDITION to the Club's film library was made recently with the generous donation of a print of the historic one-half hour color movie - "Rivers of Silver, Ribbons of Steel," filmed and produced by William L. Loeffler, who is with the New York Institute of Technology in New York City. Mr. Loeffler's film was presented at last February's meeting, and was deservedly well received. The movie gives a concise history and the reasons for the narrow gauge lines that were built into Colorado's mountains and is designed for showing to audiences who have little or no knowledge of what the narrow gauge is. Old views of Colorado are shown, as well as a line that is still being used, the Silverton branch. Mr. Loeffler also presented the Club with hundreds of feet of "out-takes" from the same movie which will eventually be spliced into a continuous film. Our sincerest

thanks is extended to Mr. Loeffler for this fine contribution to the Club and to the better understanding of Colorado's early railroad and mining days.

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SILVERTON TRAIN DEPOT HEAVILY DAMAGED BY BOMB EXPLOSION - It seems that even the remote mountain communities of Colorado are not safe from the nuts who are running around but usually associated with the larger cities of the U.S. On Friday, September 12, about 15 minutes before noon, and that many minutes before the narrow gauge train was to pass by, the west end of the Silverton depot lifted skyward in a red and orange fireball, as approximately 10 to 15 lbs. of dynamite were set off under the 93 year old structure. The result was the entire west wall and 1/3 of the south wall and roof were blown completely out of the building. Lost in the blast were numerous historical artifacts, including part of a plaster relief map of Colorado that, at one time, stood in the Capitol in Denver. The entire town and visitors from around the country have expressed nothing but disbelief as they wonder out loud why anyone would want to do such a thing. State, local, and railroad investigators are all working to apprehend the culprits, and \$2,000 in reward money has been raised from various sources for information leading to the arrest and conviction of the guilty party.

In December, 1969, the depot was donated to the San Juan County Historical Society by the railroad, in rather dilapidated shape. Over \$5,000 and many hours of work were done by local residents to completely repaint the structure and put on a new roof, and now estimates of the damage range from \$15,000 to \$30,000. The Historical Society decided almost immediately to begin repairs as soon as possible before the heavy winter snows set in. It is hoped that a contractor will bid for the job who will be modest in his costs as sort of a community service. Different plans have been formulated to raise funds for the work. For a five dollar contribution, the society will return a square nail from the damaged portion of the building, a nail that is mounted suitable for framing. It is also planned to print authentic reward posters and offer them for a \$1.00 contribution. Donations can be sent to the Society at Box 154, Silverton, Colorado, 81433. Certainly a most worthwhile cause.

Investigators are still looking into circumstances surrounding the rolling of a 150 pound boulder onto a D&RGW narrow gauge "pop" car near Hermosa, three days earlier. The employee escaped with minor injuries. It is not known if the incident is related to the bombing.

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IT SEEMS TO BE a bad year for old railroad stations in Colorado. The ex-Santa Fe depot in Colorado Springs was damaged by a fire of suspicious origin on August 17. The fire started in, and most of the damage took place on the north end of the structure, with smoke and water damage in about half of the building. The old Fred Harvey Dining Room, on the first floor, had heavy water damage, and the area above the outside waiting room was hit bad. The building has been boarded up again, but the heat and smoke damage on the beautiful brick exterior is quite evident. Adding to the dismal scene is the fact that all of the tracks in front of the station have now been removed.

The old Denver, South Park & Pacific depot at Bailey is no more. Around the first of June, the building was burned and bulldozed into dust. Attempt was made by several groups to save the building even though it was badly deteriorated, but the local fire department had other ideas.

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ON THE C&TS - As of September 24, approximately 20,481 people had ridden the line on 56 trains, not including special trains. Most of the trains had been double-headed to Cumbres. Extra trains have been added to the original summer schedule, Saturdays and Sundays through October 12, and Tuesdays and Wednesdays through October 1 ... on the afternoon and evening of August 14, parts of a 30 minute special "...AND SOME RAIN" were filmed in the Chama yard using a steam locomotive and several cars. Release date is unknown at present ... Regular trackwork schedules were augmented by a gravel train which hauled material between the east switch, Cumbres and bridge 324.52 in mid-September. Equipment used included Diesel No. 19 and six drop-bottom gondolas ... Preparations are under way for application of new rod bearings to one or more of the 480 series locomotives ... Nearly half of the 22 cars used in passenger service have now been sanded down to bare wood and had linseed oil and paint applied .. Members of the Narrow Gauge Railroad Association have painted and lettered refrigerator cars 166 and 163. The "Royal Gorge-Moffat Tunnel - Scenic Line of the World" herald was used on Car No. 166. Next in line for work are two stock cars which have received new roofs and a coat of primer As of this date, the railroad has made no decision concerning the snowplow run during the winter of 1975-76.

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A NEWLY ORGANIZED GROUP in Colorado has been formed with one of its purposes being the restoration of remnants of Colorado rail history. Club member Bill Jones of Gunnison writes that when the National Park Service wanted to have repair work done on Engine 278, a box car and caboose No. 0577 on display at the old Cimarron River bridge, a partnership that he had formed, known as "Colorado Midland Interprises," successfully bid for all the painting and restoration work. The job included such things as installing a new boiler jacket, making replica classification lamps, cinder screen, marker flags, etc. Much sanding, scraping and painting was necessary on both cars and locomotive. In addition to just painting, a lot of little things were done to make the display appear as an in-service extra of the period, all equipment being painted to match the 1936-40 Moffat Tunnel/Royal Gorge logo. Near perfect historical accuracy was assured through the use of photos and care in the work. By careful sanding, the original lettering on the locomotive was revealed and stencils were made off the actual aluminum leaf letters. Original letter spacing was measured and recorded and each letter was then hand painted with fine aluminum powder dissolved in spar varnish. About 150 man hours were invested in the tender lettering. The wooden cars were lettered with white lead, using brushes and stencils, not spray paint. The result, Bill feels, is probably some of the finest narrow gauge equipment on display anywhere. Several Club members helped in the research stages of the work and were greatly appreciated. CM Interprises hopes to continue work in the railroad restoration field, and will work on the Sargents depot after it is moved to Gunnison.

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SPEAKING OF THE SARGENTS DEPOT - Moving of the structure has been delayed due to the mover suffering a heart attack. It is hoped the move will be completed before winter, however. The Colorado Centennial-Bi-Centennial Committee has endorsed the project and the project has received great public support.

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SLOWLY DISAPPEARING - The old water tank located in the corner of the engine house at the Alpine Tunnel collapsed into a pile of rubble last winter. The walls are still there, but the tank underframe is gone.

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THE NEWEST NARROW GAUGE IN THE ROCKIES - The first locomotive for the Henderson mine's narrow gauge railroad should have arrived in the Williams Fork valley by now. The 42" gauge Swedish built electric locomotive is the first of 24 that have

been ordered for the 15 mile line. The other 23 are to arrive in Houston, Texas in October, and be shipped to Colorado by rail. They will be unloaded at a special siding in Kremmling.

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TELLURIDE CITY FATHERS apparently are thinking along the lines of railroads again. They have obtained two ex-AT&SF flat car bodies and have used them to make a bridge. The cars were planked over and railings put up in the holders along the sides of the creation.

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RINGLING BROTHERS, BARNUM & BAILEY'S CIRCUS TRAIN was in Denver the last weekend in September for this year's visit by the circus to the Mile High City. It's one of the few remaining circus trains left in the country.

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THE ANSWER IS ... NOPE!! - The south Denver suburb of Littleton petitioned Amtrak to become a stop on the new Washington-Denver train that is to begin operation next May 1. Amtrak turned down the request, however, stating that it did not want to get into the commuter business in Denver, although the stop could be made only for picking up or discharging passengers for the south and east.

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IN THE DRINK - A BN freight became the victim of a heavy downpour in east Denver on the morning of last August 13th as the train went about its switching chores for nearby industries. Water and mud washing down from the right-of-way and overpass that carries the Union Pacific's mainline to Limon and the east derailed a switch engine that was pulling about ten cars. Water continued to pour into the cut at a rapid rate until the unit was about half submerged. Nine cars of grain were partially damaged by the high water. Almost two days were required to pump out the water and a full week to get the locomotive rerailed and removed.

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A TIRED, RETIRED RETARDER - The Rio Grande replaced its 22 year old master retarder at the Grand Junction hump yard with a new \$200,000, 160 ton unit in July. The operation required a day's work and will result in better handling of the larger and heavier freights that now use the yard.

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IT'S GETTING THERE - The Georgetown Loop Historic Site is being prepared for the winter hibernation period. Most track work for this season is finished. Rails are now spiked down over the second (turntable) bridge. The bridge was "tested" by putting a locomotive on it, the diesel of course.

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CONSTRUCTION OF A 500 MEGAWATT COAL FIRED GENERATING PLANT near Brush, Colorado for the Public Service Company of Colorado will begin early next spring. Coal for the new plant will be brought in from Gillette, Wyoming on two unit unit trains similar to the present unit train operation between there and the Comanche Power Plant at Pueblo, currently a 350 megawatt producer. Construction for the biggest plant in the state will take about three years.

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THE NATIONAL PARK SERVICE awarded a \$275,000 contract this summer as the first step in supplying working replicas of the Jupiter and the No. 119 for the Golden Spike National Historic Site at Promontory Point, Utah. The building of the replicas will be based on photographs, drawings, plans and specifications of sister engines and from any written material available. It is hoped the

new locomotives will be ready for the 1978 visitor season. During the summer the engines will be used in "living history" re-enactments of the Golden Spike ceremony and during the winter will be on public display. The National Historic Site at Promontory Point preserves 15½ miles of right-of-way and has a visitor's center where slide programs and tours are given. The locomotives presently on display are to be returned to their owners, the State of Nevada.

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THE GOOSE HAD A WADDLE - The Galloping Goose out at the Colorado Railroad Museum is still living up to it's almost legendary history. While "tooling" down the track a few weekends ago, one of it's parts fell off a wheel.

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A TWO MILLION DOLLAR LINE straightening project was completed in September on the Union Pacific's mainline about 25 miles east of Rawlins, Wyoming. Three months work was required to re-align the huge S-curve. Where the old and new lines intersected in the middle, the new line was 12 feet higher than the old, which required closing of the busy line for seven hours while the gap was filled. The closing took place just before the eastbound Amtrak train was due, so the train sat there for over six hours while railroad crews worked feverishly to put in fill and lay track. This stretch was "eyeballed" rather closely by those who were on the Utah trip.

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AMTRAK has been advertising on the air waves and in the local newspapers recently to drum up additional business. Full page ads in the Denver newspapers with the theme "Easy Come, Easy Go." A local radio station displayed some fantastically poor timing with the ad during a news broadcast. It ran the "Easy Come, Easy Go, Ride Amtrak" commercial as usual, but then followed immediately with a news report about an unfortunate individual who stepped in front of the SFZ in September just out of Denver, and was run over.

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10 YEARS AGO IN THE ROCKY MOUNTAIN RAIL REPORT

Nearly 4,000 copies of the book "Colorado Midland" had been delivered to purchasers ... Little time remained to purchase tickets for the Club's round trip, steam powered excursion to Rawlins. Train to consist of baggage car with safety boards, deluxe coaches, fully stocked observation-lounge car, and the "Las Vegas" Diner with food available the entire trip at no extra cost. Round trip fare from Denver, \$21.00 (sigh).

15 YEARS AGO

The Club was also preparing for a trip to Rawlins behind the 844 on November 13, 1960. The fare, including meals, was to be about \$20.00.

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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 items:

FOR SALE: 1967 Union Pacific Calendar - \$1.00.

62 Pittsburgh & Lake Erie postcards bound in booklet form put out by the railroad in 1964. All postcards are scenes by artist Howard Fogg. Very good to excellent condition \$5.00.

Sheet metal style marker lamp from Union Pacific 2-8-8-0 No. 3500. Older style light fully cleaned and reconditioned. Mounted on

attractive tapered wooden base. Best offer. Dayrl B. Ryder, 1022 - 9th Street., Golden, Colorado 80401

FOR SALE: "Colorado Midland" by Morris Cafky - Limited autographed first edition, excellent condition. No. 2050 - \$150.00.
"The Colorado Road" by F. Hol Wagner - Limited autographed first edition. No. 902 with slip case - Mint condition - \$50.00.
"Slim Rails Through the Sand" - Limited autographed first edition. No. 751. Excellent condition - \$25.00.
"Early American Steam Locomotives" by Reed Kinert. First edition. Excellent condition - \$10.00.
"The Great Iron Trail" by Robert West Howard - \$1.25.
"High Road to Promontory" by George Kraus. \$7.00.
"Westward to Promontory" by Barry B. Combs - \$8.00.
Two Union Pacific 1969 Centennial Calendars with 16 Fogg prints depicting the history of the U.P.
a) Unrolled - excellent condition - \$4.00.
b) Still in the original mailing tube. Mint condition - \$5.00.
Please enclose with each book or calendar, 40¢ to help with shipping and handling with exception of the three limited first editions, which will be post paid and insured for the full amount. HARRY J. WAGNER III, E. Centennial Drive, Centennial Lake, Marlton, N.J. 08053

WANTED: Seeking items related to fire departments, books, photos, pamphlets, etc., Ludlow, Colorado massacre, anything! FOR SALE: Santa Fe Railway Uniform, History of Texas Electric Railway, Borland, Hal; Country Editor's Boy, \$3.50. A. Von Blon, 1111 Colcord, Waco, Texas.

ELDIN LARSEN, President

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