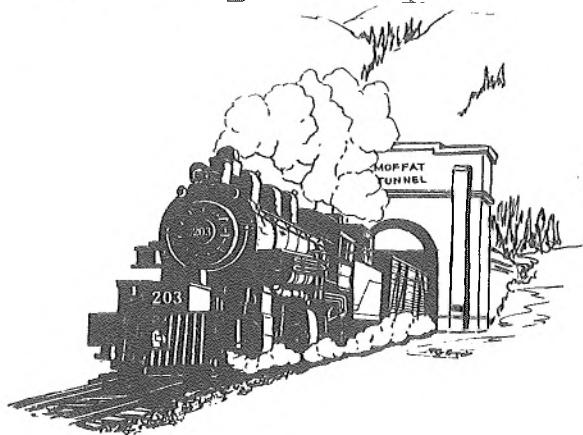


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391

Denver, Colorado 80201

November, 1975

No. 194

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

Editor - - - Darrell T. Arndt

MEETING NOTICE: Date Tuesday, November 11, 1975
Time 7:45 P.M.
Place Southeast wing of Christ Episcopal Church, 2900 South
University at Bates; offstreet parking at rear (east)
of meeting hall.

PROGRAM NOTES: For the November meeting, Norman White has prepared a slide presentation based on a trip arranged for the reunion of those who had been on Swissair's Railroader II excursion of 1972. This would have been Railroader IV, except that those who went decided on their own itinerary rather than Swissair's. The program will concentrate mostly on Austria, but will include Switzerland, and to some extent, France and Germany.

THE CLUB'S ANNUAL BANQUET for 1975 was held on Saturday, October the 11th, and turned out to be a most enjoyable evening for everyone. A very tasty and filling dinner that included a choice of chicken or roast sirloin of beef was complemented with all of the appropriate trimmings and side dishes. Pleasant music from the piano drifted across the banquet room as club member and accomplished pianist, Dr. Dwaine Sole, fingered the ivories without a sheet of music in sight. Dwaine also provides a little music periodically at regular club meetings. Our thanks to him for adding to the evening's atmosphere.

Following the dinner, the drawings for the door prizes took place. There were many lucky winners of some mighty fine items. Listed below are the winners and prizes:

<u>NAME</u>	<u>PRIZE</u>	<u>NAME</u>	<u>PRIZE</u>
Ruby W. Simmerman	100 years on U.P.	Gene McKeever	NG rail slice
Gerrit S. Barnes	100 yrs. on U.P. - rail slice	Jill Abbott	"Giants of the Rails"
Ray McAllister	SLVS waybill - 100 years	Dan Abbott	GM&O Stock Cert.
Violet Aldridge	FRA Test Track Pictures	Bill Gordon	DRCW color post cards
Jeanette Haberkorn	FRA Test Track Pictures	Ivan Duff	Large photos
Gene Nilson	FRA Test Track Pictures	Charles Watts	Color post cards
	FRA Test Track Pictures	Mrs. R.A. Ronzio	CC stock certificate
Emil Sozin	FRA Test Track Pictures	Darci Ranniger	1,000 shares of DSP&P
Merle Anderson	C&S Psngr. train notices	Vestal L. Brown	D&RCW track slice
Joseph Priselac	D&RCW "Grn Lgt" Anniv. Issue	Louise Peavler	Telegraph sounder
Mabel Landvatter	D&RCW "Grn Lgt" Anniv. Issue	Margaret Houston	Spittoon
Neal Uphouse	Santa Fe Rulebooks	Bill Cramer	"Rainbow Route"
Mary Carlson	High Country RR Annual Pass	Cleta Poor	Mr. Pullman's Private Cars
Ardie Schoeninger	1948 "Trains" magazine	Lil Ranniger	"Colorado Midland"

WE WOULD LIKE to thank all those who donated prizes for the drawings; Carl Carlson, Ed Gerlitz, Bob Griswold, Ed Haley, Arthur Hibbard, Elden Larsen, Robert Le Massena, Jackson Thode and Sundance Limited. Art Hibbard donated the book "Colorado Midland," certainly one of the most prized gifts given away. We do hope we mentioned everyone who contributed as it was rather difficult to keep track at the time.

Rounding out the evening was the showing by Mel Patrick, of his highly acclaimed slide/musical program on Chicago Union Station, and a more recently developed program on the Rio Grande Zephyr. The latter program was obviously the result of many trips out to various locations on the Zephyr's 570 mile run to obtain the required material. The excellent photography of the RGZ was the product of the combined efforts of Mel, Rich Loveman and David Rasmussen. Our sincerest thanks to them for providing great entertainment for the evening.

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PERFECT WEATHER WAS IN THE PIKES PEAK REGION on October 4, as the Rocky Mountain Railroad Club's Manitou and Pikes Peak Cog Railway excursion took place. Three chartered cars were used to take the participants to the top of the famous peak. The foliage was excellent in the lower canyons. Three photo stops provided ample opportunity to photograph the three car special out on the line. Many passengers also took advantage of the opportunity to walk through the railway's shops before departure. Following the arrival back at Manitou Springs, many of those who were aboard the ride then proceeded to Giuseppe's Old Depot Restaurant in Colorado Springs where reserved rooms were waiting. As was to be expected, the food was superb and served in a unique atmosphere. Following dinner, those who wished stepped outside and toured the American Freedom Train which was parked at the station. At that time of the evening there was little or no line, and visitors could just walk aboard.

We would certainly like to thank the M&PP Cog Railway for their fine service and handling of our group, and to the management and staff of the Old Depot Restaurant for accommodating us during a time when their operations were complicated by the Freedom Train's visit.

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THE AMERICAN FREEDOM TRAIN'S VISIT TO COLORADO SPRINGS was considered well patronized as approximately 56,000 people, half of them adults, toured the exhibits during its four day stop there. The waiting lines ranged from none at all to several hours, depending on the time of day. Opinions and thoughts on the train were as many and varied as the number who rode through the train on its moving belt, but most everyone agreed that the trip through was pretty quick and allowed no time to absorb any of the displays, a necessary evil, perhaps, in order to get enough patrons through the ten cars of exhibits.

The train arrived in the Springs on the evening of September 28, having passed through Denver from Omaha about 8:00 P.M. that Sunday via the BN. It departed the Springs early in the morning of October 6, and was through Denver by daybreak. It stopped in Cheyenne, Wyoming, for several days before heading to Billings and Salt Lake City. It was to have stopped in Casper instead of Cheyenne, but at the last moment Casper backed out. Of great disappointment to Colorado Rail fans was the absence of the 4449 which was held in Omaha for repair work on its wheels. The train was pulled, instead, by BN's two Bicentennial painted diesel locomotives, No's. 1776 and 1876. The engines sported a very colorful and tastefully done paint scheme, but sure couldn't replace the 4449 for looks and interest.

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UNION PACIFIC'S 8444 RETURNS TO CHEYENNE UNDER STEAM - The 8444 returned to Cheyenne in grand style from Omaha on Sunday, October the 12th, under its own power. Accompanying it, and also under steam, was the AFT's 4449 on its way west after receiving repairs in Omaha. The train consisted of the 8444 on the head end, followed by the 4449, AFT baggage car, UP business car, eight UP box cars, and a caboos.

The train left Omaha early Sunday morning, arriving North Platte in late afternoon,

and Cheyenne at about midnight. A number of service stops were made enroute, including North Platte and Sidney, Nebraska where sizable crowds were on hand to see the two 4-8-4's. Very early Monday morning, the 4449 continued west to meet up with the Freedom Train in Utah, but not under its own power. A diesel pulled the engine across Wyoming and into Utah to reduce the number of stops for water.

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AS WAS MENTIONED in last month's Rail Report, dues have been raised out of necessity, to \$4.00 per year per member. Enclosed with this newsletter, is a dues notice which should be returned with your dues. Any address corrections can also be made if necessary.

Earlier this year, the Rocky Mountain Railroad Club was the recipient of a generous donation of two railroad books that are now considered valuable collectors items. The books, "Denver South Park & Pacific," (copy #317) by Mac Poor, and "The Rio Grande Southern Story," by Josie Moore Crum, were donated by Thomas W. Streeter of Allamuchy, New Jersey, in memory of his uncle, Charles W. Cheney to be used in a way the Club's officers consider most beneficial to the Club and its members. It has been decided that a raffle of the books among Club members would be a good manner in which to accomplish this goal. The easiest way to operate such a drawing appears to be to coordinate it with dues payments for 1976, and it will work like this. If you would like to have a chance on these two fine books, just add two dollars to your dues payment for next year. This will entitle you to one chance on either book. Drawing stubs will be put together, and from them two will be drawn for the winners. As many chances can be obtained as desired at two dollars each, and if you purchase more than one, extra stubs will be filled out for you by the Club's officers. Participation will be limited to Rocky Mountain Railroad Club members only, and only those who have their dues paid up to date through 1976. Two drawings, (one for each book) will take place at a Club meeting early in 1976. This meeting will be announced later and the winner need not be present. If you have already paid your dues, just send in an additional \$2.00. Remember that participation in the raffle supports the organization and may result in the winning of a very valuable piece of railroadiana.

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HERE IS WHAT THE SILVERTON DEPOT'S west (south) end looked like on Friday, September 12, after it was rocked by a dynamite blast. The photo by the "Silverton Standard and the Miner" newspaper was taken about 20 minutes after the blast. Shown at the scene, is Silverton's Mayor, Vince Tookey, on the left, Allen Nossman, founder of the San Juan County Historical Society and the man mainly responsible for the original preservation of the depot, and Sheriff Virgil Mason who is heading the investigation. The culprits have not yet been found, but the investigation is continuing. Repair work has already

started and hopefully, will be completed before deep winter arrives in the San Juan Mountains. The contractor, Olathe Construction Company of Olathe, Colorado, began the work about October 15. Repair and reconstruction work is being made possible due to a good settlement from the insurance company, from the limited funds of the San Juan County Historical Society, and from the generous donations of individuals locally and across the country. Society Chairman, Fritz Klinke, stated that several hundred dollars has been donated by Rocky Mountain Railroad Club members alone in response to the mention of the tragedy in the October Rail Report. We can certainly be very proud of the positive and thoughtful action shown by those who have sent a contribution to the Society's rebuilding fund. If you have not yet sent a donation, and would like to help, it would still be most welcome as much work and expense is still to be encountered. For a \$5.00 donation, a memento from the depot itself will be returned to you, as explained in last month's newsletter. The address for the Society is: Box 154, Silverton, Colorado 81433.

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AN HISTORICAL RESEARCH PROJECT has been undertaken by Daryl Ryder of Golden that includes two relatively obscure Colorado narrow gauge lines, the results of which will be furnished to the Colorado Railroad Museum and the State Historical Society. Daryl is interested in photos and information, but especially photos of the Denver Fireclay Company Railroad (1928-1962) north of Golden, Colorado, and the railroad owned by George Lindsay which operated from 1929-1940, at the head of Leyden Gulch and transferred to the Denver & Intermountain west of Leyden. He would be grateful for any assistance along this line for the project, and can be contacted at 1022-9th St., Golden, Colorado 80401.

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THE SUGAR BEET HARVEST is now in full swing in Colorado and once again steam power is being used to switch railroad cars at the Loveland and Brighton plants of the Great Western Sugar Company. The standard gauge 0-4-0's, commonly called "Dinkeys," have been called out of "hibernation" for the work at the plants.

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ENGINE 346 WAS STEAMED UP at the Colorado Railroad Museum on October 25 and 26.

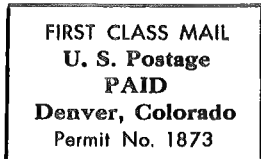
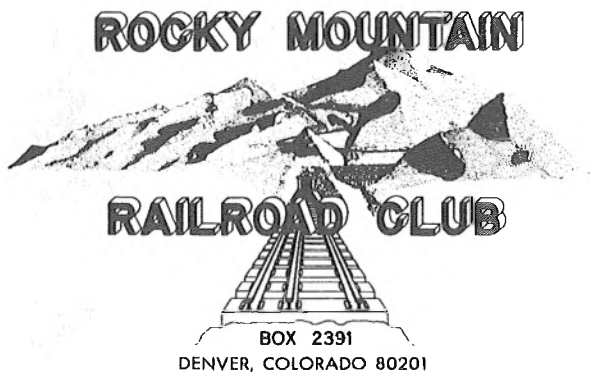
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