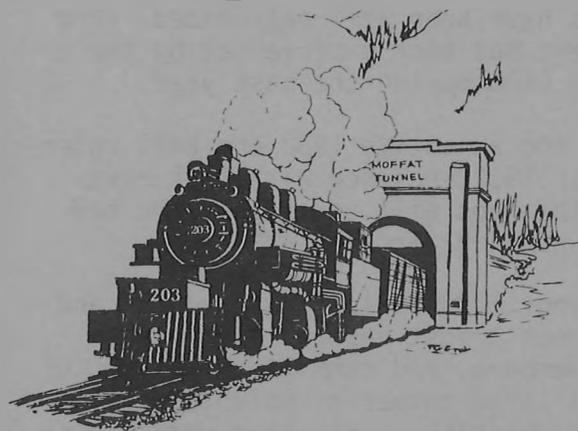


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391  
December, 1981

Denver, Colorado 80201  
No. 267

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

Editor ----- Neal Reich  
Contributing Editor ----- Darrell T. Arndt

MEETING NOTICE: Date .... Tuesday, December 8, 1981  
Time ... 7:45 P.M.  
Place ... Southeast wing of Christ Episcopal Church, 2900 South  
University at Bates. Off-street parking at rear (east)  
of meeting hall. Please use building's south entrance.

### PROGRAM NOTES: ELECTION NIGHT

As has become custom, the December 8 meeting of the Rocky Mountain Railroad Club will include a full evening of activities. Heading the agenda will be election of officers and three members of the club's Board of Directors for 1982. After the short business session, President Jim will entertain with another fine edition of Ranniger's Newsreel. The topic for this movie-story will be the club-sponsored trip, via Amtrak, to the Midwest Old Settlers & Threshers Reunion at Mt. Pleasant, Iowa last September. Rounding out the evening, will be the traditional serving of cookies, cake, coffee, punch, and other goodies in the spirit of the holidays, and to salute another successful year for the Rocky Mountain Railroad Club.

A wide variety of sale items plus an enthusiastic group of bidders combined with the wile and wit of actioneer, Erwin Chaim, to produce an evening of fun at the November meeting of the Rocky Mountain Railroad Club. While quite an array of highly valuable railroad artifacts was handled, including a scanner radio, an antique lantern, time tables, passes and railroad linens, books and pictures proved to be the most popular commodities of the night. In fact, a copy of the club's publication, RAILS AROUND GOLD HILL, by Morris Cafky, brought the high price of the sale. Proceeds for the evening went well over the \$1,200 mark, with a tidy share of that figure going to the club. Hats off to Erwin for another fine job as auctioneer, to all those generous folks who contributed items for the auction, and of course, to those people who did the buying.

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### PRESIDENT'S MESSAGE

AS 1981 COMES TO A CLOSE, the Rocky Mountain Railroad Club will conclude its forty-fourth year of operation. 1981 has been a year of aggressive pursuit of the various objectives of the club. Extensive work has continued on the preservation and maintenance of the club's equipment, film library, and other materials in the archives. The monthly meetings have offered a wide variety of excellent railroad related programs and have been well attended. Club sponsored trips and

other events offering a wide range of activities have been well patronized. And most important of all, a lot of personal enjoyment has been experienced by the hundreds of members who have been a part of this club during the past year.

With the new year less than a month away, plans for an active 1982 are well underway. You will find a schedule of club events for 1982 enclosed with this newsletter. As you review that schedule, I'm sure that you will agree that the new year promises to be a fun year for the Rocky Mountain Railroad Club.

The enjoyment you have had this past year from your membership in this club, and the enjoyment you are sure to have next year, doesn't just happen. It results from a lot of hard work by the officers, board members, and committee chairmen of your organization, as well as the hard work of a large number of volunteer aides. Take the time to express your appreciation to these folks. They have worked very hard for the Rocky Mountain Railroad Club. My personal thanks go to all of them.

Serving as your club President this past year has been a most enjoyable and rewarding experience for me. I appreciate the opportunity you have made available to me to serve in this capacity. And most of all, I appreciate the support and participation of all who made 1981 such a great year for the Rocky Mountain Railroad Club. May this holiday season be a happy one for all of you, and may the New Year bring forth many opportunities to enjoy the great organization.

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HOW ADEQUATE CAN A "THANK YOU" BE?? - Well, that's about all I can offer, but I would again like to say "thanks" to all who have given of their time this year, toward the maintenance of the Club's equipment at the Museum. The response to the Work Day was gratifying (considering its postponement because of inclement weather), and I hope that the scheduled work day next year will be circled on many 1982 calendars! Ranniger's Roadbed Commissary will again be there, always a delightful experience during our "formal" work session. In addition to the accomplishments of the work day, Interurban 25's roof was resealed and repainted later this summer, and additional revarnishing completed inside. Work on the Rico proceeded at a slower pace this year, but will continue, with the rebuilding of the other platform a priority. Support of the book drawing, plus donations to the equipment fund were also signs of encouragement in our efforts with the equipment. So, whether your contributions were of a monetary or a physical nature, no matter how large or small, it all adds up to a secure future for our historic rolling stock! Thank you!

-- Darrell Arndt

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THE RIO GRANDE SKI TRAIN WILL OPERATE again, beginning this winter on January 9. Round trip fare will be \$12, up from last year's \$9.

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HEADING FOR NEW TURF - After sitting neglected in the weeds at the end of the C&S line in Golden for many years, the round end observation-lounge car, Silver Bowl, appears to have a new lease on life. The car left Golden in a freight on October 10, bound for a repair facility near the old C&S shop in Denver. There, the running gear will be refurbished so the car can be moved in freight to Texas. An airline pilot has purchased the car and plans to place it on his property near Denison. Suffering from heavy vandalism, the interior will be redone, but there is no plan to return it to serviceability for trips. The car was a "one of a kind" creation, and was used in the Texas Zephyr.

The Silver Bowl is not the only stainless steel passenger equipment to leave Colorado this year. Last summer, ex-California Zephyr (WP) observation-dome-lounge Silver Crestent and baggage car, Silver Stag departed their resting place of many years at Jolly Rancher Candies, near Golden, for the warmer climate of Florida and Gold Coast Museum.

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STYMIED AS TO WHAT TO GET THAT RAILFAN friend/relation of yours for this Christmas?? Then, don't forget the many items available at the Colorado Railroad Museum!!!

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CLUB JACKETS ARE AGAIN AVAILABLE for purchase at the meetings. The lined windbreakers have the club's logo on the front, and a rendition of the club's No. 20 steam locomotive on the back. The jackets are Navy with white artwork. Price is \$25. Come up before or after the meeting, and try one on!!

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STILL AVAILABLE FROM THE CLUB is the Memorial Edition of DENVER SOUTH PARK & PACIFIC, by M. C. Poor, the story of one of the most popular of Colorado's narrow gauge railroads. This hard cover, 8½" x 11" volume contains over 500 pages of text, pictures, maps and charts printed on heavy gloss stock paper. Priced at \$39.95, the book may be ordered directly from: The Rocky Mountain Railroad Club  
C/O Bryant McFadden  
2561 South Cook Street  
Denver, Colorado 80210

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TICKETS ARE STILL AVAILABLE FOR THE CLUB's Sunday, February 14, 1982, winter excursion aboard the SILVERTON TRAIN of the Durango & Silverton Narrow Gauge Railroad. This special 50-mile round trip will traverse some of the most rugged and beautiful country of Colorado's San Juan Mountains. The steam-powered narrow gauge train will consist of heated coaches; a roofed, opensided gondola car; a snack car featuring light lunches and a bar car, serving alcoholic beverages, soft drinks and coffee. A number of photo runbys are scheduled, and passengers are encouraged to wear appropriate clothing and footwear for winter activity.

Fare for the train ride is \$20 for adults and \$12 for children, 11 years of age and under. For those folks who might not like to drive the Colorado mountains in winter, or who will need transportation to Durango from the Denver area, special chartered motor coaches will be available. Fares for the bus trips include round-trip transportation, box lunches, train fare and two nights lodging in Durango. Tickets and information for the narrow gauge winter excursion may be obtained from The Rocky Mountain Railroad Club, C/O Jim Trowbridge, 502 South Cody Street, Lakewood, Colorado 80226. Questions may also be directed to the club's answer-recorder at (303) 431-4354.

A REMINDER - Monday, February 15, 1982, is the President's Day Holiday, and many people will have the three-day weekend. That's just ideal for winter train riding.

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WHILE LOOKING BACK UPON ANOTHER SUCCESSFUL YEAR of excursions and activities, the Trip Committee of the Rocky Mountain Railroad Club is already hard at work on a

full schedule of events for 1982. Heading the agenda, is the club's excursion on the Durango & Silverton Narrow Gauge Railroad, set for Sunday, February 14. Other events in the offing for next year, include a Denver to Glenwood Springs trek, via the Rio Grande Zephyr in the spring, and a 3-day Denver to Reno trip next fall via Amtrak. Plans also call for a summer hike to a historic site of Colorado's railroad past, plus another ride to the summit of Pikes Peak on the Cog Railway. In response to inquiries from the club, the Union Pacific Railroad has informed the Trip Committee that, at this time, there is no possibility of running any kind of trip with Steam Locomotive 3985. However, negotiations are under way for an excursion with UP 8444 on Sunday, May 30, 1982, during the three-day Memorial Day weekend.

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MEMBERS AND FRIENDS OF THE FT. COLLINS MUNICIPAL RAILWAY SOCIETY have spent the past few Saturdays removing the rail, ties and hardware of the Colorado Central Narrow Gauge Railway at Central City. The 3,000 feet of track was acquired by the society after the three-foot tourist line ceased operations last year. The six-foot ties being removed from the line are being moved to the Georgetown Loop Railroad, at Idaho Springs, where they are being traded for eight-foot standard gauge ties. The rail being removed from Central City came from the abandoned Black Hollow Branch of the Colorado & Southern Railway, so will be going back to the old neighborhood. Section Foreman, Al Dunton, reports he is having the time of his life on the project, although he admits he "didn't realize there was so much hardware involved in building a railroad."

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THE COLORADO RAILROAD MUSEUM will have ex-Denver & Rio Grande Locomotive No. 346 steamed up December 5 and 6, for operation of the annual Santa Claus Train. The 100-year-old engine will be running between 9:00 A.M. and 5:00 P.M. each day, so bring out the kids of all ages to see Santa, and maybe do a bit of Christmas shopping. The Museum is located at 17155 West 44th Avenue, just one mile east of Golden.

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THE STATE OF ALASKA IS CONSIDERING PURCHASE OF THE 533-mile Alaska Railroad from the Federal government. The Reagan Administration has apparently decided to sell the rail system, built by the government in 1923, and operated as a public service. While waiting for Congress to approve a bill implementing the sale, state lawmakers are considering various options, such as joining with private interests in buying and running the carrier. Proposals to expand service include building a line to the Beluga coal fields in the Cook Inlet area, and extending the route to Nome to spur development of mineral deposits in the northern regions. One of the few money-making endeavors of the U.S. Government, the Alaska Railroad, is expected to show a profit of between four and six million dollars this year.

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A FELLOW WE KNOW REPORTS THAT HE MAILED OFF A ROLL OF FILM to Kodak for processing in June of 1978, and just recently received the slides back, postmarked "October, 1981. He says that since the postage rates have been raised twice this year, he hopes he can now expect a little better service from Uncle Sam's mail handlers.

\* \* \* \* \*

EARLIER THIS YEAR, THE FRENCH "TRAIN A GRANDE VITESSE," or TGV, running along a special

Paris-Lyon right-of-way, set a world speed record of 236 mph. This test run cleared the way for regularly scheduled passenger service that began in late September. Travelers now, routinely, ride at an average 156 mph on the 300-mile, three-hour and fifty minute trip from Paris to Lyon. Twenty of the TGV's are now making the daily runs to Lyon with two more pushing on to Geneva on a five-hour and forty-five minute trip. Each train carries 111 first class and 275 second class passengers, and the French have plans for 87 trains to be running by the end of the year. Although TGV track is the same gauge as that found in the rest of France and most of Europe, there are some differences. The system relies on welded rails, concrete ties and extra deep ballast for stability, and all curves are 4,000 yards or more in radius. In addition, the lines climb grades as steep as 3.5%, a challenge for conventional trains.

Each TGV train has two electric locomotives, one at each end, with eight passenger cars in between. Six of 13-wheel bogies are motorized to drive the train, with the 12 motors producing nearly 8,500 h.p. Because the motors are mounted on the car frames, the power is transferred to the axles by universal joints. With such a setup, the load on each axle never exceeds 17 tons, while the load for a conventional electric locomotive can range from 21 to 23 tons. To stop the TGV, the motors are used for electric braking. Every bogie carries conventional brake shoes, while the unpowered bogies are equipped with disk brakes as well. Still, the TGV can't be stopped in much less than two miles. An emergency can bring it to a halt in just about a mile. At least a dozen countries have reportedly made inquiries about buying all or part of the TGV system, but at least one country is interested in taking the concept of high-speed train travel a step farther. West Germany's 200-passenger, two-car hovertrain now undergoing full-scale trials near the northern town of Emden, is reportedly designed to make runs at 250 mph.  
(UTU News)

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THE DECEMBER NEWSLETTER of the AIR FORCE ACADEMY RAILROAD CLUB extends an invitation from that organization and THE MANITOU MOUNTAIN RAILROADERS to attend the "Steam Engineers' New Year's Day Reunion." They promise photo stops, natural trails, technical discussions, coal smoke, steam whistles, and free chili hot dogs to all railroaders. Live steam enthusiasts are encouraged to bring their engines in either 4-3/4" or 7 1/2" gauge, and stationary engines are also welcome. The big January 1, 1982 show is to be at the home of Joe Keithley, in Manitou Springs, and while the announcement does not list Joe's address, you could probably find it in the phone book, or just follow the pungent aroma of coal smoke.

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THIS MONTH'S SOCIETY NEWS COMES FROM A CHURCH NEWSPAPER, The October 30 issue of THE UNITED METHODIST REPORTER. Dated Erwin, Tenn., the story says that "When C. Nadine Dolezal and Donald J. McGrady decided to get coupled this month, it took an F-type diesel engine to do it. The pastor of the local church performed the wedding ceremony in the Clinchfield Railroad's diesel Locomotive No. 200. The newlyweds, both train buffs, live in Kansas, where she is a high school teacher and he is an employee of the Santa Fe Railroad. They wrote Clinchfield's General Manager, John Thomas, asking permission to be married in Old No. 200. Mr. Thomas not only gave his blessing, but secured a lounge car in which to host the reception. The wedding ring was a handmade replica of an F-type diesel, with a diamond in the headlight. The wedding cake was the same shape. The young couple was convinced they'd started their marriage on the right track." In addition to the article, a photograph of the smiling couple posing with the minister on Engine No. 200 is captioned, "Wedding features bride with short train."

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FROM THE SEPTEMBER 29, 1881 ISSUE OF THE "FAIRPLAY FLUME" - The Denver & South Park line is just completing two very important branches. The Fairplay, running from Garo's Station in South Park, to Fairplay, will be ready for business about September 15, opening up all that vast mining region on and surrounding Mount Lincoln. The Breckenridge Branch, running from Como, also in South Park to Breckenridge, to be opened about a month later, will penetrate an empire of mineral wealth about the headwaters of the Blue, and open to the sportsman one of the finest hunting and fishing regions in the world.

-- Colorado Tourist

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DUES NOTICE ENCLOSED - It's that time again (already?!!!) for dues, so a notice is included with the newsletter. Please be sure to return the portion of the notice with your name printed on it, and show any necessary corrections. Since we started this procedure, it has been a great help for us to keep addresses up to date and in a more efficient manner. Proceeds from the drawing will again go to the equipment fund, of course, and your participation is appreciated!

\* \* \* \* \*

JIM RANNIGER, President 674-6180

BILL GORDON, Secretary 477-4646

ERWIN CHAIM, Vice-President 777-7682

ARDIE SCHOENINGER, TREASURER 238-4485



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