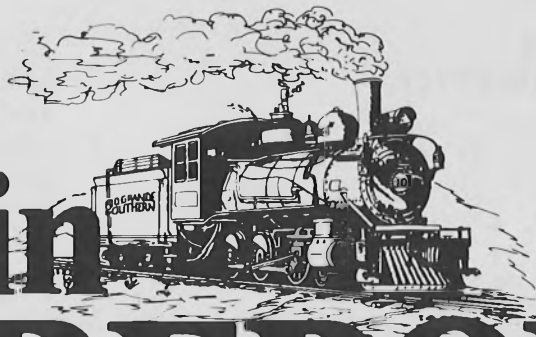


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 12, 1983 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Les Grenz Editor
Steve McCormic Associate Editor
Darrell Arndt President
Erwin Chaim Vice President
Bill Gordon Secretary
Ardie Schoeninger Treasurer

Send all items for publication to: ROCKY MOUNTAIN RAIL REPORT; Les Grenz, Editor; 6288 Vance Street, Arvada, Colorado 80003.

COPY DEADLINE--All copy for publication is due no later than the 18th of the month prior to month of publication.

NARROW GAUGE WEEKEND REMINDER

Now is the time to get your reservation for perhaps the greatest weekend ever. Yes, it's the "Rocky Mountain Railroad Club Narrow Gauge Weekend." The trip will be Saturday and Sunday, September 3 & 4. It may seem there is lots of time left to get tickets, however, one-half of the seats are already sold and the rest are selling very quickly. Cinders, smoke, fall mountain colors; what could be greater? All of this on both the Cumbres & Toltec Scenic R.R. and the Durango & Silverton Narrow Gauge Railroad. Do not miss this one!

July, 1983 No. 286
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.

RAILFAIR 1983

Railfair is once again nearly here. The annual event is once again being held at the Jefferson County Fair Grounds on July 16 and 17. The times are as follows: Saturday--10 a.m. to 6 p.m., Sunday--10 a.m. to 5 p.m.

This is an event you will not want to miss. There is something for everyone, the railfan, collector, photo and stamp collector, and the modeler.

JULY PROGRAM—TIME FREEZE

Time freeze. It is the late thirties. The place is one of the most beautiful stretches of narrow gauge track on the Denver and Rio Grande Western. Autumn, a thunderstorm and wildlife provide the setting for two days of operation. We will see a freight, stock and work train, including the Jordan spreader. Professional photographer Dwayne Easterling presents the dual projector show that includes a sound effect and music soundtrack. Dwayne's work has been published in many forms including Sundance Publications Rocky Mountain Railroad Calendar.

RIDING THE RAILS A LA J. P. MORGAN STYLE

Wen DeWitt Chapple, president of Chapple Leasing Inc. of Middletown, Ohio, goes on a business trip, he takes the train. But when Mr. Chapple sees America on Amtrak, he sees it through the windows of his own private railroad car.

Not just any railroad car, either. His was built in 1922 by E. F. Hutton, who spent his honeymoon with Morjorie Merriweather Post on the 85 foot mahogany gem, modestly equipped with four staterooms, a lounge, a dining room and a touring platform.

Mr. Chapple is one of a handful of executives who think the jet age has a fair amount to learn from the way things were done years ago. Rather than rush from meeting to meeting across the map, they prefer to do business while traveling--and in a style more reminiscent of J. P. Morgan than Frank Borman. In an age of status symbols, a Learjet pales in comparison with a private railroad car.

Amtrak said that last year it received requests to haul private cars on 342 trips, some lasting a few weeks. That was 41 percent more than the requests the previous year. Revenues from private car hauling rose 73 percent. And the first quarter of 1983 saw a 29 percent rise in the number of requests over the comparable period last year. "There is apparently a high degree of interest," said Clifford Black, an Amtrak spokesman. "We think it is because we have made it much easier for private car owners to move their cars" on Amtrak lines.

But while luxury is nice, even companies with extraordinarily generous travel budgets might blanch at the cost and difficulty of transporting their executives in such style. The private cars range in price from several thousand dollars for an unrenovated car to \$500,000 for one that meets Amtrak's strict equipment requirements. They are towed by regular Amtrak trains or commuter and freight lines, usually at a cost of \$1 to \$2 per mile. Then there is the cost of switching, maintenance and paying the crew. And when you roll into town, you likely have a panoramic view of the freight yard.

For his part, Mr. Chapple does not doubt that his railroad car helps his auto leasing business, especially when he takes his annual tour to meet and entertain his customers. "It gives you a chance to make your pitch in isolation," he said. "They are going to listen to you. What else are they going to do, jump off the train?"

But the cars are useful for more than assuring a captive audience. In Pasadena, California, the Casablanca Fan Company owns two cars, and used them for two years as traveling showrooms for its ceiling fans to draw the attention of buyers. Now the mission completed, the cars are up for sale for about half a million dollars each.

The Carter Manufacturing Company in Milwaukee also owns two cars. But the company will not disclose exactly how it uses the cars, reputedly some of the finest in the country. "They are a business tool," a spokesman said curtly. "We keep a low profile, and that is all we will say about them."

Esthetics aside, though, railway cars have a certain charm, particularly attractive to businessmen and politicians, says Richard A. Horstman, president of a group of railroad buffs in Syracuse that makes two cars available for leasing. "You can use your time effectively, because the diningroom provides conference space," he says. And if the meeting gets boring, an executive can always retire to a brass bed in the stateroom or take some air on the observation deck.

Still, you might not get exactly where you wanted to to. Consider the case of the Irving Trust Company, which wanted to take executives and guests to the Winter Olympics in Lake Placid, N.Y. It engaged Eastern Railcar Services of Hillside, N.J., which assembled a train of private cars. But because of poor tracks on the last leg to Lake Placid, the train stopped in Plattsburg, about 50 miles away. "There were no snow plows" on the decaying track to Lake Placid, said Richard O. Aichele, Eastern Railcar's president, "and if anything happened out in the woods, it would be a long way through some pretty cold territory to the nearest road."

SWAP 'N SHOP

Personal ads are accepted from club members for items to be listed for sale, trade, or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

FOR SALE--Bledsoe 35mm Railroad Slide Sets "The First UP 3985 Excursion Over Sherman Hill" 5-29-83. 20 slides \$7.00. Box 604 Manchaca, Texas 78652.

MOONBEAM SPECIAL

Here is a rare opportunity for all of you romantics to get moonstruck on the Manitou and Pike's Peak Cog Railway. The Rocky Mountain Railroad Club will sponsor a sunset-moonrise trip on the famous cog train on September 24. The train, which usually operates in the daylight hours only, will be operated on a night trip especially for the Club. The train will depart the cog depot in Manitou Springs at 5:20 p.m. with arrival at the top of the famous Pike's Peak scheduled for 6:50 p.m., just in time to view a beautiful sunset from the top. And, with a little luck, the Aspen color should be at its peak.

The Pike's Peak Summit House will remain open following the sunset and will serve the passengers of the special train a sandwich buffet, beverage and, of course, their famous Pike's Peak doughnuts. The price of the buffet is included in the ticket price.

The special train will depart the summit at 8:20 p.m., just in time to view the moonrise over the sparkling city lights of Colorado Springs. Arrival back at the Manitou Springs depot is scheduled for 9:30 p.m.

You won't want to miss this most unusual trip.

Tickets are priced at \$17.00 for adults and \$12.00 for children under 12, including the sandwich buffet at the top. Use the order form elsewhere in this newsletter to order your tickets. Please order your tickets early so that the railroad and the Summit House can be advised of how many passengers to be prepared for. Ticket orders must be received by September 10. Payment must accompany all orders. Refunds will be made if order is cancelled prior to September 10. \$2.00 handling charge per refund.

FOR SALE--PRE RAIL FAIR. Books, passes and miscellaneous. Call for appointment. 237-4877 Cash Only. Francis B. Rizzari, 1716 Viewpoint Rd., Lakewood, CO 80215

MAIL AUCTION--V&T Railway List No. 1. Items include paper, (maps, photos, tickets, etc.) Hardware, models and rare V&T wooden patterns for sandmolds. Bid deadline July 16th. V&T list, \$1.00 and SSAE. J.C. Benson, PO Box 2737, Carson City, NV 89702, (702) 882-8896.



TICKET ORDER FORM

Rocky Mountain Railroad Club
Manitou & Pike's Peak Cog Trip
Moonbeam Special

September 24, 1983

_____ Adult Tickets at \$17.00 \$ _____
_____ Children's Tickets
(Under Age 12) at \$12.00 \$ _____
TOTAL \$ _____

Send Tickets TO:

Name _____

Address _____

City, State, Zip _____

Send this order form to:

Rocky Mountain Railroad Club
P.O. Box 2391
Denver, Colorado 80201

ANNUAL FIELD DAY TRIP COMING UP SOON

With all of this unseasonably cool weather we've experienced this Spring it doesn't seem like it is time to start thinking about August and Club's annual field trip already. But it is! This year we plan on completing the second portion of the Rollins Pass exploration that we began last year and consummate our examination of this historic, abandoned mountain railroad grade. Our activity will begin at Winter Park and include stops at such points of interest as Ranch Creek Wye, Arrow, Riflesight Notch, Sunnyside and Corona. A spectacular trestle, smaller bridges, remnants of numerous wrecks and the remains of the once sprawling complex at Corona at the summit of Rollins Pass plus impressive vistas will be among the attractions to be experienced during the day. Like last year at Tunnel No. 31, some hiking will be necessary to visit areas not otherwise accessible. Ranniger's Road-bed Commissary will once again make its way into the "boondocks" and have a delicious lunch awaiting us along the way.

Schedule for this day's activity will be announced in the August newsletter, but it will be an all day activity with a departure time from the Denver area by at least 7:30 a.m. on Saturday, August 13. As needle Eye Tunnel is expected to be permanently blocked by the Forest Service, return to Denver that afternoon will have to be via Berthoud Pass. We would be interested in hearing from anyone with room for extra passengers from Denver so that

ROLLINS PASS FIELD TRIP
Saturday, August 13, 1983

Golly--I can hardly wait to join in the fun of spending a day on Rollins Pass. Enclosed is my check/money order for _____ tickets at only \$6.00 each.

Name _____

Address _____

City, State, Zip _____

Send to: Rocky Mountain Railroad Club
Post Office Box 2391
Denver, Colorado 80201

EVOLUTION OF THE CABOOSE

No rail car had had so many names as the caboose. Through the years it has been called the den, crow's nest, flophouse, kitchen, parlor, shack, cabin car and a host of other names, most of which describe the roles it has filled and sometimes its condition.

In the early days of railroading the caboose, equipped with cooking facilities and beds, served as a home away from home.

On short hauls, cabooses on freight trains often carried passengers.

Each conductor was assigned a caboose. When the conductor's run ended, his caboose was removed from the train and the next conductor's caboose was added. In 1955, rail management and labor agreed to pool cabooses for through-freight service, meaning one caboose would ride through to the end of the train's run. Local freight and other assigned crews retained their cabooses.

In 1964, the railroads agreed to house train crews in motels or hotels when they were away from home. This eliminated the need for them to make their own lodging arrangements or, as far as local crews were concerned, for the caboose to be available as living quarters.

Today, the caboose's primary job is to provide a place for the conductor and rear brakeman to observe the train, monitor pressure in the air brake system and do rear-end signalling. The paperwork required of the conductor has diminished considerably.

For some trains, technological advances, such as centralized traffic control, dragging equipment and hot box detectors, have eliminated the need for cabooses.

(Reprinted from the May-June 1983 BN News.)

those who cannot drive will have an opportunity to participate also. Ridesharing has worked well in the past and is not only a way to share fuel costs but also enjoy extra company. The fare, which includes a handout and lunch, will be \$6.00. Please use the order blank in this newsletter or include the same information on a sheet of paper if you would like to keep your newsletter intact. Questions about the field trip may be directed to Darrell Arndt at 572-7868.

LAST MONTH'S MEETING

Once again the Rocky Mountain Railroad Club was privileged to see the Annual Pot-pourri Program. After several cancellations due to current interest in the unfortunate demise of the Rio Grande Zephyr, the Pot-pourri Program was finally seen. It was well worth the wait. The slides were from the collections of various club members, featuring everything from former club excursions, steam locomotives, diesel locomotives, railroad lanterns in an antique store, and just good old railroad scenics.

Individuals who submitted slides were called upon to also narrate those slides. Each group of slides and narratives was quite different and each group was equally very interesting.

Thanks to Erwin Chaim for creating the special title slides and editing an excellent program and a special thanks to each of you who were willing to share your slides with us.

SLOBBOVIAN MOUNTAINEERING

Two Iowa State University students were killed west of Boon, Iowa Saturday while rappelling on the Kate Shelley railroad bridge.

The accident happened at dawn when a North Western Railway freight train struck one of the men and severed the rope from which the other was hanging, Boone County Deputy Sheriff Donald Erickson said.

The victims were identified as Mark Randall Main, 23, of Cherokee, and Sean Kaliher, 22, of Tuftin, Calif.

Erickson said Main was dangling over the side of the 180-foot high bridge when the train ran over his rope, which had been attached to one of the rails. Main plunged to his death, landing on the bank of the Des Moines River.

Kaliher was hit while standing on the tracks, Erickson said. His body was found on the bridge.

The crew on the train did not see Kaliher or realize anything had happened as the freight crossed the span, Erickson said. The bodies were discovered two hours later when another North Western train passed.

Erickson said Kaliher had been caught three weeks ago by a sheriff's deputy while Kaliher was rappelling down one of the iron legs that supports the huge

HECK OF A TIME ON THE HIGH COUNTRY LINE

A fun time was had by all who participated in the Club's day on the High Country Railroad at Heritage Square on June 19. All engines were steamed up and working in order to handle the railroad's regular customers and our special. John Robinson's unique vertical boiler climax also assisted in transporting passengers over the line. The weather was beautiful and provided a comfortable environment in which to ride and dine. Once again Jim and Lil Ranniger and their assistants outdid themselves in turning out many hot lunches for passengers and crew while Erwin Chaim and his helpers kept the food moving between the Silver Commissary and the adjacent cars.

Of course a "Big Thank You" is due Ed Gerlits and his crew for accommodating the club and making us welcome on this unique two foot gauge line.

NEW MEMBERS—MAY 1983

The following is a list of new members for May. The Rocky Mountain Railroad Club extends a welcome to you.

Shirley Owings	Denver, CO
Alan Crook	Denver, CO
John R. Veitch	Denver, CO
Joe Gury	Boulder, CO
James H. Allamian	Bensenville, IL
Riddick Riffel	Little Rock, AK
Clarence Hullinger	Murdo, SD

The Rocky Mountain Railroad Club regrets to announce the passing away of the following members. They have been appreciated and will be missed.

Dan K. Peterson (6-6-83) Denver, CO
J. F. Fitchie (5-11-82) Sun City, AZ

bridge. He was warned that it is against the law to trespass on the span.

"No Trespassing" signs are posted at both ends of the 2,685-foot-long bridge, Erickson said.

The deputy could offer no explanation why Kaliher apparently did not try to get out of the way when the train approached. The bridge is about 40 feet wide, he said.

The span carries the two tracks of the North Western's main line between Chicago, Ill., and Omaha, Neb.

RIO GRANDE MAKES PROGRESS

Progress continues on relocation of the Rio Grande main line to bypass the disastrous slide and floodwaters of Thistle, Utah. Approximately six miles of new double track railroad are being built on the mountainside northeast of the settlement overwhelmed by the rising waters. The project also includes a 3,000-foot, single-track tunnel, bored around a four-degree curve on a two-percent grade.

As the middle of June, grading of the new line east of the tunnel portal was 98% complete, while the grade to the west was 90% done. The tunnel itself, being drilled under contract by Morrison-Knudsen, was about half done.

Using the level of the old main line covered by the slide as "Ground Zero" in elevation, the top of the naturally formed earth dam is at elevation 240--equivalent to the height of a 24-story building. Water behind the dam crested at a depth of 204 and one half feet, but has now been lowered to 196 feet. At elevation 181 the railroad excavated a 500 foot long, 12 inch diameter water bypass tunnel through the cliff which forms the east abutment of the dam. This is serving very effectively in keeping the waters impounded by the slide at a level below the top of the dam.

The area has been closed to the public. Crews are working two shifts a day, seven days a week. Supervisors in charge are being transported between work areas by helicopter, and boats on the lake. In this case, that may not be such a bad way to build a railroad! The progress being made gives rise to the hope that it will be

J. FOSTER ADAMS COLLECTION

The locomotive "Fire Fly" of obvious Civil War Vintage posed somewhere on this trestle closely guarded by the army. As with most of the photos in the Adams Collection, we have very little information about the date and location. The name of the railroad is on the tender, but unfortunately it is not legible. Perhaps one of our readers may know where this beautiful 4-4-0 posed. (Submitted Bob Griswold)



possible to reopen the railroad sometime in July.

A contract has been awarded by the State to W. W. Clyde Construction Co. to build a new four-lane highway around the area, with a completion date of December 1. The road is to be located on the mountain above the new railroad grade and, when completed, should provide a spectacular view of what Mother Nature has been inflicting on the area around Thistle since April 15th.

ROCKY MOUNTAIN



RAILROAD CLUB

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