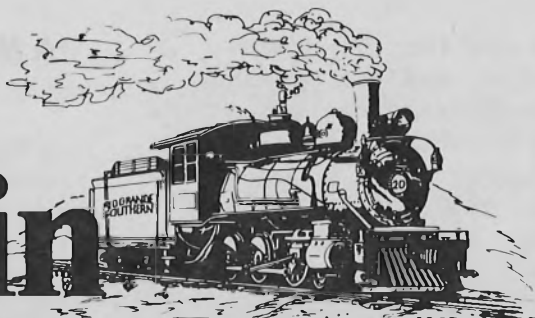


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 14, 1984 -- 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.

Jim Trowbridge..... Editor
Les Grenz..... 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; Jim Trowbridge,
Editor; 502 South Cody Street, Lakewood,
Colorado 80226.

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

NEWSLETTER CONTRIBUTIONS

We are always nappy 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 EDITOR, Rocky Mountain Rail Report,
502 S. Cody Street, Lakewood, Colo. 80226.

February, 1984..... No. 293
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.

FEBRUARY 14 PROGRAM

Those attending the February meeting will
have a real treat in store for them as
Erwin has arranged for OTTO PERRY films
to be shown. Ed Haley and Dick Kindig will
be splicing several reels together and have
advised Erwin that we can expect some very
spectacular scenes covering a number of
different subjects. (The previous state-
ment means that we will expect to be sur-
prised, as usual) It has been a couple of
years since the last showing, so don't
miss this meeting, if at all possible.

JANUARY PROGRAM

Club members and guests were treated to
some exceptional 16mm movies by Club
Member, Harrison Wroton. Included in his
program were shots of the Club's three-
day excursions from Alamosa to Silverton,
superb scenes of the Durango yards during
a snow storm, featuring additional shots
of equipment painted and lettered for
movie sequences--Union Pacific, Grand

Mountain R.R. Line and for the scene from the Butch Cassidy and the Sundance Kid movie where the baggage car was blown apart during a robbery scene. An NRHS excursion was also shown which was powered by CB&Q No. 4960, a class O1A, 2-8-2 steamer. Other subjects included 8444 excursions. All-in-all, the quality of the films and the addition of sound and narration made this a delightful evening. Thanks, Harrison.

NEW MEMBERS

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

E. E. (Casey) Hayes	Commerce City, CO
Robert M. Keller	Fountain Valley, CA
Darlene Edgerton	Denver, Colorado
Michael D. Shepard	Englewood, CO
Roy L. Moore	Wheat Ridge, CO
"Chip" Sherman	Englewood, CO
James A. Escalante	Santa Susana, CA
Tom Morrison	Denver, Colorado
Erma Morison	Denver, Colorado
Marion Chandler	Evans, Colorado

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

Hal Hutchinson (#807)	Laramie, WY
Fred A. Chandler (#505)	Evans, CO

NEW EDITOR

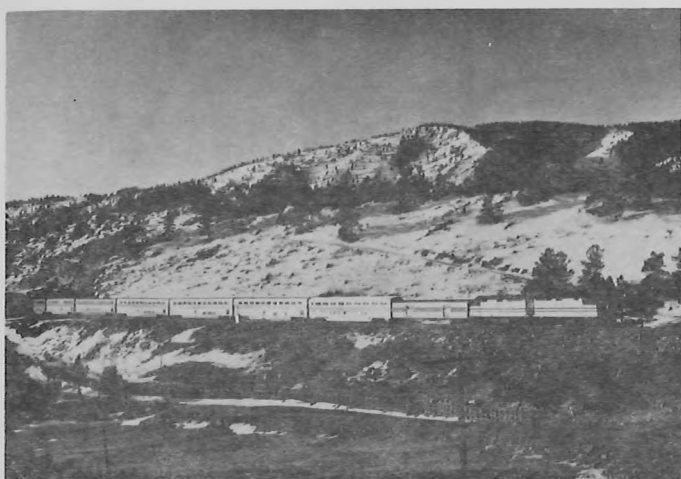
With this issue, Jim Trowbridge will attempt to fill the shoes left by Les Grenz. Les did a superb job of editing the Club's newsletter during 1983 and January, 1984 and we wish to thank him for his time, effort and expertise that he so freely donated to this important aspect of the Club. All of us have enjoyed the new format and the new masthead design that Les introduced in 1983. Les owns and operates Accu-type, Inc., a type-setting and letterpress job printing shop in Denver and pressing (no pun intended) business matters have forced him to give up the editorship at this time; however, he will continue to help Jim to paste-up and put together the Rail Report during this coming year. Thanks, Les, for a job well done.

A MEMORABLE MORNING

A bright morning sun, beautiful skies, and sharp dispatching by the D&RGW combined to make the foothills west of Denver the place to be for the rail photographer on Saturday morning, January 7th. Not only was the California Zephyr running "on the advertised" and the first run of the D&RGW Ski Train taking place, but the motive power assigned to the Ski Train consisted of F-9 No. 5771, companion "B" units and the steam generator from the ex-Alco "B" unit. As the accompanying photos depict, the action began shortly after 8:00 a.m. at the west portal of Tunnel No. 1 with the appearance of Amtrak's California Zephyr. No sooner had the last car of the Chicago-West Coast passenger train disappeared when the roar of a D&RGW freight grew louder and louder as it wound its way around the "Big Ten" and the entrance to Coal Creek Canyon commencing its assault on the 2% grades to the Moffat Tunnel. As it emerged from the tunnel, a "visitor" to the Rio Grande was immediately apparent in the form of a leased Conrail GP-40 as the third unit. Twenty-three of these engines are currently on the property and the Rio Grande has an option to purchase them. Bringing up the rear was a sight not uncommon on Rio Grande freights, two helper engines working hard to assist the long freight up the line. As the sound of the helpers faded away, the distinctive sound of the venerable "F's" began reverberating along the canyon walls as the Ski Train began its climb over the famous grade. The spotless consist was a sight to behold in its Rio Grande Gold, silver and black paint scheme and provided an emotional uplift to see the famous diesel engines in passenger service again, even if in Ski Train service.

The Ski Train operates round trip to Winter Park every Saturday and Sunday, departing Denver at 7:35 a.m. and returning at 6:00 p.m. On Sunday, the 8th, the consist was shortened somewhat and a "B" unit was removed, but on the following weekend, the complete consist with nine cars was used both days. Elsewhere in the newsletter is information regarding the Club's plans to ride the Ski Train later in the season.

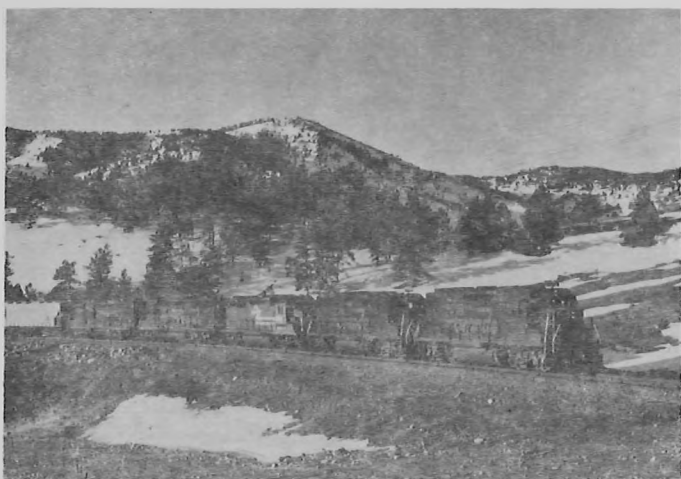
Text and Photos by Darrel D. Arndt.



Though not as charismatic as the Rio Grande Zephyr, Amtrak's California Zephyr still makes an impressive sight climbing the old Moffat Road.



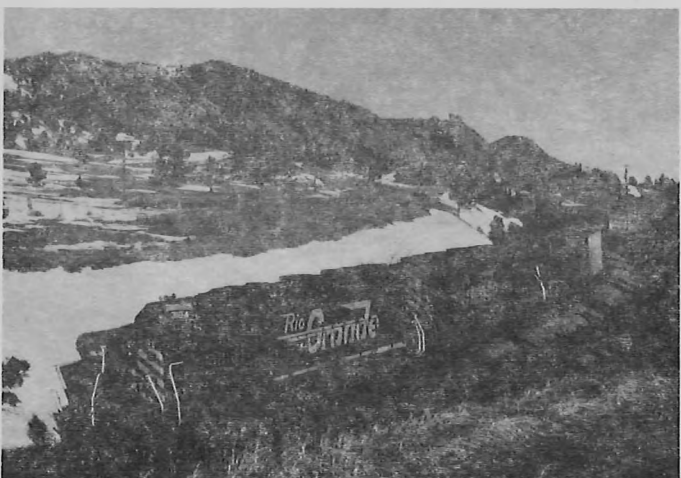
A sight to behold, the Rio Grande's passenger units seem where they look best, at the front of a passenger train heading into the mountains.



Not only did a Rio Grande freight provide an additional treat for the camera lense, but a Conrail unit added a different touch to the scene. One wonders if it might not be longing for the grade of Horsehoe Curve rather than the rarefied air of the Colorado Rockies.



The "F" units were not idle during 1983. Here, several miles west of Minturn, No. 5771 leads a lashup hauling a ballast train back to Minturn after a day of work in Glenwood Canyon. "B" units No.'s 5762 and 5763 were with No. 5771 until this morning when they were assigned to another freight that would take them to Denver for routine servicing (October 10, 1983)



Adding to the drama of "mountain railroad-ing at its best", two helper engines lean into the rear of the long, westbound freight

RIO GRANDE SKI TRAIN EXCUSION

Join us, Sunday, April 1, 1984, for a trip on the last regularly scheduled ski train in the United States. We have reserved one of the ex-Northern Pacific heavyweight coaches built in 1915, exclusively for our use. In addition, if the current motive power arrangements continue, the "F" units that powered the Rio Grande Zephyr for many years will provide the power. This will be the last run of this train for the 1984 ski season and, with the train facing an uncertain future, could be your last opportunity to experience this nostalgic trip. Departure time from Denver Union Station will be 7:35 a.m. with arrival in Winter Park at 9:45 a.m. This will allow for a full day of activity with departure from Winter Park scheduled for 4:00 p.m. and arrival in Denver at 6:00 p.m. All this for only \$15.00 per person.

While in Winter Park, there will be many activities for even the most discriminating individuals. Foremost, will be incomparable Colorado Skiing in what should be fantastic conditions if the early season is any indication. Lift tickets will be available on the train. Two different snow-cat trips will be offered. First, a two-hour tour around Winter Park's facilities with striking views of the surrounding mountains. The charge for this enjoyable trip will be \$11.00 per person. This tour will leave from the base of the mountain at 10:00 a.m. The second tour is a four-hour extravaganza up the old Moffat Road. On this tour, you will see mountain scenery virtually inaccessible during winter time. We will follow the old railroad grade through Arrow to Rifle Sight Notch and return. The charge for this unique trip will be \$30.00 per person with a minimum of ten people required for the trip to operate. Refunds will be made if the minimum number is not met. The tour will leave from the shuttle bus departure area at 10:00 a.m. Bring your lunch with you. Other activities available during the day include dining and relaxing at the Balcony House, riding a shuttle bus into the town of Winter Park, where many restaurants and shops await, or, depending on the dispatchers cooperation, the Rio Grande may entertain us with some occasional freight trains. Appropriate

attire, particularly footwear, is certainly a requirement. So.... make your choice of events and send your check or money order payable to the ROCKY MOUNTAIN RAILROAD CLUB today to insure an enjoyable day in the mountains. Remember, space is limited, so it's FIRST COME - FIRST SERVED. Reservations will not be accepted after March 20th. Payment must accompany your reservation request. Parking is available at the Depot, but, spaces are limited, so an early arrival is recommended. Carpooling also has advantages in this regard. Send the following coupon or facsimile today, or, tickets may also be purchased at the February meeting.

RIO GRANDE SKI TRAIN EXCURSION

Sunday, April 1, 1984

Count me in for the following:

Number	Item	Amount
_____	Ski Train Tickets @ \$15.00ea	_____
_____	Winter Park Snow-Cat Tour @ \$11.00ea	_____
_____	Moffat Road Snow-Cat Tour @ \$30.00ea	_____
	Total enclosed.....	_____

Name _____

Address _____

City _____ State _____

Phone _____ Zip _____

Send to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Warren M. Anderson
1117 South Clayton Street
Denver, Colorado 80210

C&S ALONG THE SOUTH PLATTE

Helen McGraw Tatum will be presenting her interesting C&S narrow gauge film on riding the narrow gauge line between Denver and Leadville in the Continental Room of the Denver Union Station Restaurant, every Sunday throughout the month of February. Show times are at 1:00 p.m., 3:00 p.m. and 5:00 p.m. The footage was shot between 1933 and 1937 and sound was added later. The showings are to benefit the project of erecting the old narrow gauge bridge that was removed from the Platte Canyon a number of years ago onto a new site at Bailey.

Donations will be accepted for the Bridge Fund of Park County Historical Society. Members may recall Helen's presentation of the C&S narrow gauge films at a Club meeting several years ago. Helen, by the way, has been a long-standing member of the Rocky Mountain Railroad Club.

NO MORE THISTLE

Thistle has been removed from D&RGW timetables. Replacing it is "Rio", located at M.P. 676.7. The Marysvale branch is still sitting idle, having been cut off from the mainline because of Lake Thistle. Freight cars stranded on the line were trucked off last summer.

THE ELEVENTH HOUR

A group has been formed in an attempt to save the ex-Rock Island trackage between Colorado Springs and Limon, according to a recent news report. Permission had been granted to tear up the trackage after February 24th, however, the East Central Council of Local Governments made an agreement to temporarily buy the line in hopes of finding a permanent operator. Three groups have expressed an interest in the line--Kyle Railways, the Colorado & Eastern and the GW 75 Railway Co. of Denver who proposes to operate a steam tourist operation on the line.

RESTORATION ON THE C&TS

Club member, Bill Anderson, of Los Ojos, New Mexico works for the Cumbres and Toltec Scenic Railroad and reports that they are currently overhauling K-36, number 484. Bill says that they have pulled all 137 flues and all 30 of the superheater tubes out to clean the scale off and weld new ends on for reinstallation.

The 495, K-37, is parked outside the shop and its driver wheels are to be removed and replaced under the 484. With some rod and bushing work work also required, they still expect to have the engine running by this coming season.

Bill made mention of the Club's excursion last September--he was working the evening shift and ran the 489 out into the yards for us to photograph. He said he really enjoyed our visit and was particularly impressed with the cooperation from the crowd. Thanks, Bill, we enjoyed ourselves and really appreciated the cooperation from the C&TS, making for a great weekend of narrow gauge railroading.

NATIONAL GEOGRAPHIC TRAIN SERIES

On Wednesday, February 8, 1984, Channel 6 TV, in Denver, will present the National Geographic series entitled Love Those Trains. The series asks the question: Can cold, hard metal inspire warm affection? And answers "Yes, when it's a TRAIN" Be sure to look in on this program and check with your local educational TV station if you are in other parts of the country.

ILLINOIS IN '84

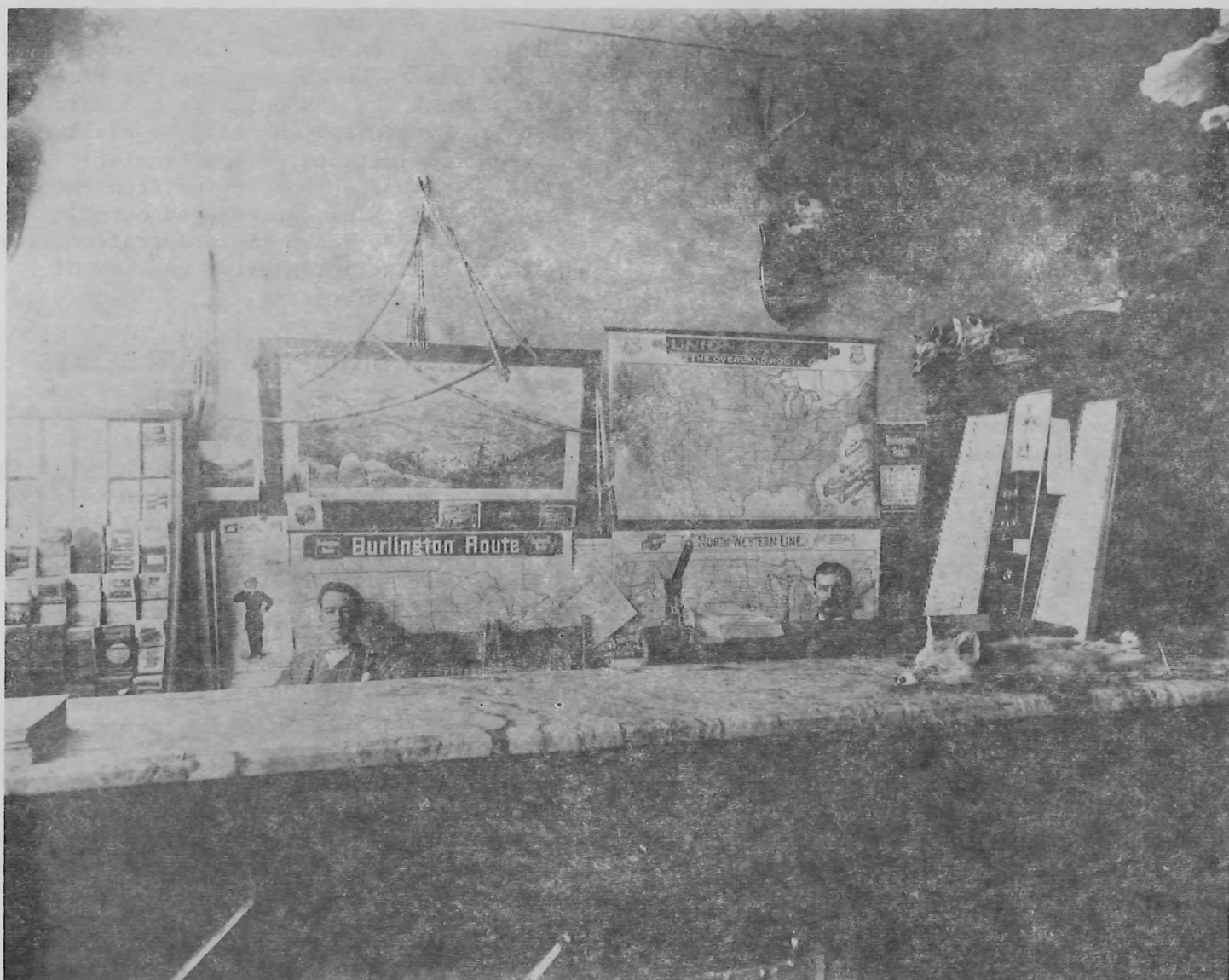
As a few details remain to be firmed up, we are unable to include a flyer on the Illinois trip with this newsletter. However, plans are coming along well for what will be a full week of rail activities as was outlined in the January newsletter. Remember to keep June 8 through June 17 open if you plan on joining us on this exciting trip. Details will be forthcoming.

A STRANGER

Seen on the rear of the westbound California Zephyr on January 21st was a private business car painted and lettered for the Central Railroad of New Jersey.



In the January issue of the Rail Report, we printed a photograph by Erwin Chaim of the Colorado Midland Herald and advertising sign he spotted on a building in 1961. We thought you would enjoy (and this editor certainly does) seeing some additional photos from E. J. (Ed) Haley's collection. The sign was painted on the side of the "California Building" at the intersection of 17th and California streets in Denver. The reason for the sign was that the Colorado Midland had its Denver Ticket Office in the ground-level corner office in this building.



Interior view of the Colorado Midland Railway's downtown ticket office in the California Building at 17th Street and California Street in 1897. The famous Colorado Midland Indian herald is prominently displayed in the center of the ticket rack and a steel engraving of Hagerman Loop is just above the Burlington map.

H. H. Buckwalter Photo / E. J. Haley Collection



Denver, Colorado - 1892. A depot-bound cable car of the Denver City Cable Railway Company on 17th Street crossing California Street. The California Building is at the left and the Colorado Midland Railway ticket office occupies the ground-level corner office (striped awnings). A sign on the rear of the cable car boasts a bit about the two viaducts constructed by the company. It states "Passengers for resorts on the City Cable lines cross no steam roads at grade." The tower of the Union Depot can be seen at the lower end of 17th Street. E. J. Haley Collection.

DUES REMINDER

If you have not sent in your 1984 dues, please do so immediately. If we have not received your renewal by next month, you will be dropped from the rolls, lose your number, and be required to pay the initiation fee again should you wish to continue in the Club.

UP 3985 EXCURSION

Along with this month's newsletter, you will find a flyer describing the Club's UP 3985 excursion on Sunday, May 27, 1984. Because of our receiving such late information on costs from the UP, we will not be able to give Club members the usual full month of advance notice before advertising to the general public; consequently, please do not put off making your reservations.

EVENTS CALENDAR FOR 1984

The Club is including an events calendar in this issue of the newsletter. It gives a listing of every Club activity during 1984 and should be handy to keep up with all the events scheduled.

MEMBERSHIP CARDS

Every year we have members write asking why they haven't received their new card by January. We would like to explain why you receive the cards, usually with the March newsletter. First, Mary Carlson, our membership Chairman, must wait for members to renew in sufficient numbers to proceed with numbering the new cards and entering your names. New membership cards cannot be printed before December since your new President and Treasurer's signatures are required on the cards. When a majority of members have renewed, a group of volunteers gets together to stuff the proper cards into preaddressed envelopes which then are sent out with the newsletter to save on postage. Because many do not renew in early December, we have found it necessary to wait until March each year. Early renewals would help a great deal in this matter; however, we still couldn't send the cards out until the February newsletter because of printing and typing of names on the cards. It's a big job and those who are involved each year deserve a great deal of thanks.

Another thing, while on this subject-- a number of Club Members tend to throw their cards away because they do not search for it in the envelope. When you receive your newsletter in an envelope, you can be sure that something important is enclosed which we do not want to staple. This year, we are stamping the envelope "Dues Card Enclosed" in hopes that the cards will not be discarded by accident. So, please watch for your cards in the March newsletter.

D&SNG RR HAPPENINGS

Major schedule changes are in store for the Durango & Silverton Narrow Gauge Railroad's coming season. Operations to Silverton, which ran through November 22nd last year, will terminate on November 4th this year due to ridership factors. The first morning train will depart at 7:30 a.m. instead of 7:00 a.m., resulting in northbound departure times of 7:30, 8:30 and 9:30 a.m. The first train will consist of seven cars, the next two will have thirteen cars with an overall capacity of 1,356 passengers. Four or five additional cars will be added in 1985 and that many more in 1986, which will eventually permit a new 10:00 a.m. train out of Durango. Not changing this year, is the fare which will remain at \$24.95 round trip.

Construction work at Durango has not been restricted to indoors this winter as preparations continue for the new stalls to the roundhouse. Nearing completion is a new structure on the west side of the yard that resembles a switch tower, that in reality is a guard tower that will provide a shelter and office for railroad security personnel, a vantage point from which most of the yard can be observed, and a checkpoint for employees and visitors who enter the facility.

UP CENTENNIAL ENGINES & 8444

UP CENTENNIAL ENGINES & 8444

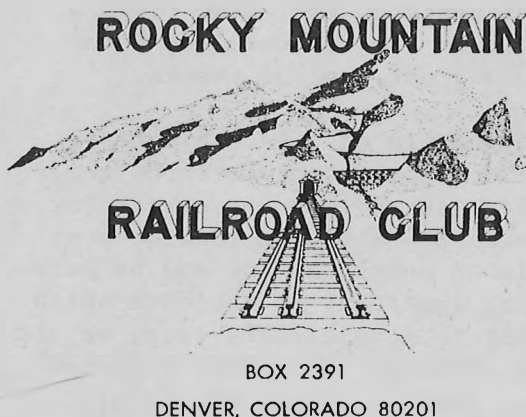
Word has been received that the 6900 series "Centennial" engines are to be used in experimental service from Salt Lake City to Kansas City. They have recently been stored in Salt Lake City.

The first or second week in March will see UP 8444 on its way to New Orleans for the World's Fair. Apparently the Union Pacific plans to keep it there long enough that they plan to build a building around the engine while it's being displayed. DAVID SCHUMACHER

PRIVATE CAR TRIP

Dave Schumacher has advised us that some spaces are still available on the private car, YERBA BUENA for a trip between Salt Lake City and Denver. The trip is scheduled for March 1 and 3, 1984 and costs \$150.00 one-way and \$250.00 round-trip. The car will be staffed by skilled crew members providing food, beverages and passenger services in the finest of railroad traditions.

Because of the limited number of spaces left, we suggest that you call Dave at Home: 759-8169 or at Work: 740-0761.



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