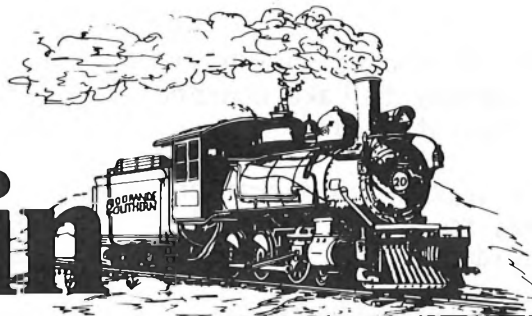


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

February 10, 1987 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 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  
John Dillavou..... President  
Rich Dais..... Vice President  
Bill Gordon..... Secretary  
Elbert E. Bidwell..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

**COPY DEADLINE --** ALL copy for publication is due no later than the 15th of the month prior to month of publication.

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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year. Membership covers the immediate family unit.

February, 1987..... No. 329  
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.

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships and lost newsletters to:

Chuck & Chicky Morison, Co-Chairmen,  
Membership Committee  
3550 South Kendall, #8-301  
Denver, Colorado 80235  
(303) 980-6698

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## FEBRUARY 10 PROGRAM

Long-time Club Member, Bob Stull, will provide a most interesting program at the February meeting.

Part I, entitled "Cab Trips", will take us back to the days of the "Real" California Zephyr as Bob rides the Cab and photographs sights from Denver to Bond and back. In addition, we ride the Cab on the Yampa Valley Mail from Denver to Craig and back. Having seen this portion before, your editor can readily recommend that you be in attendance.

Part II is entitled "A Private Car Trip That Wasn't Suppose to Be." We will be

treated to an excursion aboard the White Pass & Yukon from Skagway to Lake Bennett and back aboard a "private" car.

Bob's photography is superb and narration is always entertaining, so.....Be There!!!  
(Jim Trowbridge)

## JANUARY MEETING

Mike Trent, Jr.'s presentation of his father's (Mike Trent, Sr., long-time member of the RMRRC) favorite C&S Steam photographs was just great! While Mike, Sr. probably never envisioned his tape recording to be used in this manner when he prepared it back in December of 1962, it came out very nice and was well received at the January meeting. The photos were magnificent and the personal reminiscences added greatly. Our thanks to Mike and Todd Hackett, our projectionist.

## NEW MEMBERS

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

Philip G. Cox	Denver, CO
George E. Hinds	Woodland Park, CO
John C. Hutchins	Littleton, CO
Audrey & Ray Mathewson.....	Levin, New Zealand
William & Mary Nicholson.....	Colorado Springs, CO
Bill Skinder	Pueblo, CO
David Stewart	Des Moines, IA
Forest Stewart	Kansas City, MO
Thomas V. Toft	Cheyenne, WY

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

Lawrence S. "Bud" Reid	Norman, OK
Edward C. Reus	Grand Rapids, MI

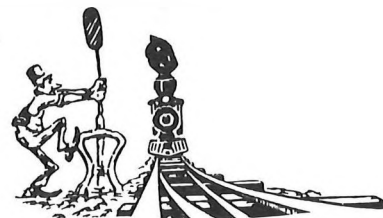
## 50th ANNIVERSARY CELEBRATION

Please read the Anniversary Insert Sheet! The excitement is beginning to build for 1988 and you can be a part of it!!!

# EXTRA!

## NEWSLETTER DEADLINE FOR MARCH ISSUE

Due to the way in which the weeks of February fall, it will be necessary to move the newsletter deadline up five days to our monthly meeting on the 10th of February. ALL COPY must be in your editor's hands by that date if it is to make the March issue. There can be NO exceptions. To do so would keep the newsletter from being mailed on time!



## MARCH PROGRAM

Oh, Woe Is Me!!! Just when your editor thought it was safe for him to put some slides in the March Potpourri Program, Erwin Chaim (recently retired, we thought, Program Chairman) announced that he was going to be in charge of the Potpourri Night. Imagine the many sleepless nights until the March meeting that your editor will experience wondering if his slides will be conveniently lost...or shown out-of-focus, upside down, etc. Perhaps we could avoid this annual embarrassment to your editor if EVERY Club Member wrote a threatening letter to Erwin. [Erwin Chaim, 560 Emerson, Denver, CO 80218] Keep those cards and letters com'g in!!!

Never-the-less, March will be Potpourri Night at the Rocky Mountain Railroad Club March meeting. Members are encouraged to participate by bringing fifteen (15) of their favorite slides to the February meeting. The slides are to be given to Erwin so that he may make a "Name" title slide prior to the March meeting. If you already have a "Name" slide, please present it along with your program slides. REMEMBER... slides should be in focus and correctly exposed (not that it matters in your editor's case).

## PRESERVATION FUND AND BOOK DRAWING

Interest continues to be high for our monthly book drawing and many members outside of the Denver and Colorado area are participating. The following Club members won books or other railroad related items at the January meeting.

Oren Whitwell / Pictorial Supplement to  
DSP&P--Abridged Edition,  
Trowbridge Press Donation  
Herb Berner / Passenger Train Annual #3  
Ed Gerlits / Group of Model RR Magazines  
Barbara Sausa / Trails Among the Columbine,  
Sundance Publications  
Sid White / Dixon Paper Calendar with fine  
painting--1987  
Bruce Nall / 1987 BN Calendar  
Jim Row / 1987 BN RR Calendar  
Jeff Danning / UP RR Calendar, 1987  
Douglas Junda / UP RR Calendar, 1987

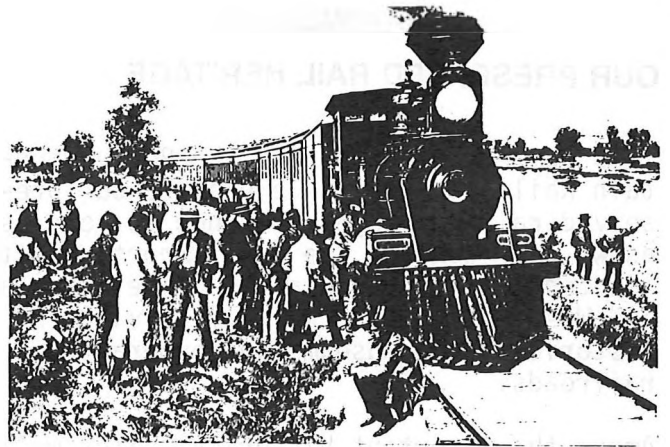
We continue to receive many donations from Club members and wish to thank them as well as Sundance Publications for substantial discounts on their many fine books and the Trowbridge Press for their donations.

If anyone has railroad books or artifacts that they might wish to donate, please contact Tom Lawry at 2013 So. Elkhart St., Aurora, CO 80014 or (303) 750-2697. ALSO, those members who cannot attend meetings but would like to participate in the drawing, contact Tom and he will send a letter explaining how you can participate!

## 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 them.

FOR SALE: Several copies of Dorin, P.C., The Milwaukee Road East and Wood, C.& D., The Milwaukee Road West. Each book is a new soft-covered edition, unopened, in the original shrink-wrap, and available for \$20.00 Post Paid. Please include a SSAE with your order. Robert Fryml, P. O. Box 1262, Cheyenne, WY 82003. (307) 632-9906.



## EVENTS SCHEDULE FOR 1987

- |                   |  |
|-------------------|--|
| Feb. 7            | Denver Union Station Tour  |
| Mar. 28*          | Winter Park/D&RGW Ski Train  |
| May 2             | Preservation Work Day/ Fleming,<br>CO Depot (May 16 Alternative)   |
| May 9             | Manitou & Pike's Peak Cog Ry.                                      |
| May 24            | Union Pacific 3985 Excursion                                       |
| May 30            | Colorado Railroad Museum Work<br>Day (June 6 Alternative)          |
| June 13-<br>21    | Pennsylvania & Eastern US Tour                                     |
| June 21           | High Country RR/Heritage Square                                    |
| July 25           | Preservation Work Day/ Victor,<br>CO/ Alta Vista Station, F&CC RR. |
| Aug. 22-<br>23    | Hagerman Tunnel Field Trip   |
| Sept. 5,<br>6 & 7 | Flagstaff, AZ/ Grand Canyon/<br>Amtrak Excursion                   |
| Sept. 19          | Cadillac & Lake City RR Trip                                       |
| Oct. 10           | RMRRRC Annual Banquet  |

\*Please note this date change. It was made after the January newsletter went to press. The Trip Flyer was correct. Additional note: the trip is sold out!

## NEWSLETTER CONTRIBUTIONS

We are always happy 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 attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody Street, Lakewood, Colorado 80226.

## SUMMER '87

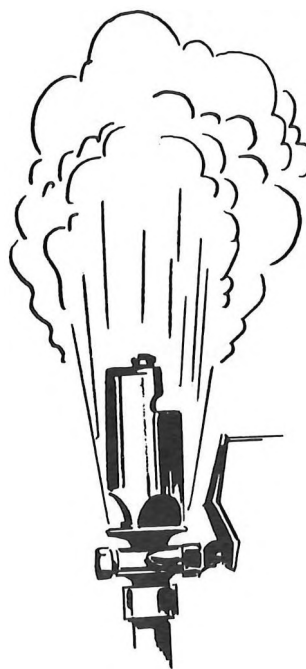
### OUR PRESERVED RAIL HERITAGE . . .

This summer, plan to join the Rocky Mountain Railroad Club as we explore our preserved rail heritage. Plan now to join us as we tour some of the most important sites located in Pennsylvania, Delaware, Maryland and Washington, D.C. We will be visiting historic sites, museums and operating railroads.

Among the important historical sites we'll visit are: Horseshoe Curve, Gettysburgh Battle Site, Independence Mall in Philadelphia, several historic places in Baltimore, and the Mall in Washington, D.C. We'll tour some of the most important museums in the U.S., including: The Railroaders Museum at Altoona, Pennsylvania, The Shade Gap Electric Railway in Orbisonia, Pennsylvania, The Railroad Museum of Pennsylvania, The Toy Train Museum, The Franklin Institute in Philadelphia, Steamtown in Scranton, Pennsylvania, The Baltimore and Ohio Railroad Museum, and, the Smithsonian in Washington, D.C., to name just a few.

We'll be riding a variety of trains including several Amtrak trains, the East Broad Top, the Strasburg Steam Railroad, the Gettysburg Train, The New Hope Steam Railway, perhaps a Brill Bullet to Norristown, the Wilmington and Western Railroad--everything from 70-year-old narrow gauge steam locomotives to 125 mph electric Metroliners.

So, plan now to join us on what promises to be a very exciting, very busy tour this June. We'll leave Denver by rail (there will be a later departing air option) on June 10, returning to Denver June 28. In an upcoming newsletter, look for more details. For more information now, contact Allen Miller, at Alpine World Travel, 1555 South Havana, Aurora, CO 80012, or, call at (303) 752-0900. (Keith Kirby)



# Memo!

### DENVER UNION STATION TOUR

WOW!!! This tour was sold out prior to the January meeting! Our apologies to those who were turned down, but, take heart..... we may be able to arrange another tour at some later date. Watch for details in the Rail Report.

### SKI TRAIN EXCURSION

Another sellout! We are pleased to announce that interest was especially high for this excursion and that the trip is sold out. We may arrange to secure the "Silver Sky" for another excursion at some later date. Watch for details in the Rail Report.

### FROM THE PRESIDENT

#### AN EDITORIAL

It seems like that time is coming each year when we have to be constantly upset by something coming out of Washington, D.C. It seems like we have to vote for the lesser of two evils to elect someone to represent us in Congress or as President any more. And, here it is again, with the President submitting his budget. Again, this time around, he and his staff want to get rid of Amtrak. In the mean time, I've spied a salary increase for everyone in Washington.

It seems that Amtrak is carrying more and

more passengers each year and Conrail is actually making a profit! It makes one wonder why it is that when we have something that makes money for the Federal Government at times, the first thing the government wants to do is sell it off!

But, down to brass tacks, folks. We have to write those cards and letters again. No matter where you live, you need to bombard your senators and all representatives, regardless of their district, with your directive to fund Amtrak at least at the current levels to keep passenger service going. (Have you noticed that no mention is made of the subsidies given to the airlines?) It seems to me that instead of selling off or junking Amtrak and the huge investment in equipment and the jobs it creates, it would be far better to actually add some routes to the system to enhance the country's transportation system. Passenger rail service in other countries is subsidized by their governments because they recognize the importance of this facet of transportation. For example, in case of a conflict affecting national security, do you think the air force could move 180,000 troops and their equipment across the country like our railroads and Amtrak could? No Way!

So, write your letters; get your friends to write; and, even get your relatives to do the same, especially if they live in other states. Sooner or later, volumes of letters translate into votes and finally influence legislators. (John Dillavou)

## OTHER JANUARY MEETING HAPPENINGS

Prior to our scheduled program, we were treated to two short newsreels. The first was presented by Erwin Chaim, covering the upcoming Ski Train excursion and also covering a trip on the Hiawatha Lounge/Observation car that Club members fondly recall from our past Chicago Trip. The second newsreel was presented by Keith Kirby and wetted our appetites for the upcoming Pennsylvania/Eastern U.S. tour that is mentioned elsewhere in this issue of the Rail Report.

A special presentation and "thank you" from Keith Kirby surprised many in attendance.

Keith had expected to do this at the December meeting, but a carton-full of 1987 Amtrak calendars arrived too late. Keith wished to thank many of the folks who were instrumental in helping him during his tenure as President in 1985 and 1986. In addition to presenting each a calendar, Keith mentioned the many chores and work that each had contributed to the good of the Club and its members. Receiving Keith's gift included: Erwin Chaim, Bill Gordon, Bert Bidwell, Merle Dorsett, Dave Salter, Carl Carlson, Jim Ranniger, Tom Lawry, Rich Dais, Dick Kindig, Jim Trowbridge, Darrell Arndt, Bud Lehrer, Bill Gould, John Dillavou, Jack Morison, Irma Morison, Chuck & Chicky Morison, Roger Callender, Ardie Schoeninger & Cyndi Trombly, Mat Anderson, Alan Greene, Pete West and Cathy Lawry.



## "SOUTH PARK" MAN DIES

Board member, Merle Dorsett sent a clipping from the Gunnison County Times with the following information:

Through Francis Trudgeon it has been learned that the survivor who worked on the Denver, South Park & Pacific Railroad, Bert Renck, a fireman on the run through the Alpine Tunnel to Gunnison, has died.

He died September 28, 1986 at Colorado Springs at the age of 98 years, five months and six days. It is believed that he was the oldest survivor of World War I in Lincoln County and probably El Paso County.

Many of this area remember him for his honesty and his wit, the latter evident in his visit to Pitkin to help the annual Alpine Tunnel Day celebration in 1973 and 1974 when he entertained with his humorous stories of early-day railroading.

The Denver, South Park & Pacific railroad was instrumental in building the county, and its Alpine Tunnel, while no longer passable, remains as a silent monument to the 30 years the narrow gauge operated before abandoning service in 1912.

## **POSSIBILITY OF A NEW TOURIST RAILROAD IN WYOMING**

An operator of a shortline railroad in Colorado is looking into developing a tourist train from Laramie to Walden, CO., in conjunction with the Old Territorial Prison project.

Pete Ascher, president and chief executive officer of the Great Western Railway Co., of Loveland, Colorado, said Union Pacific has announced its intention to sell the Coalmont Route between those two cities. It has been reported that Union Pacific has received 16 to 24 responses by parties interested in the route.

Great Western is a successful shortline railroad serving Loveland, Welby, Johnstown, Milliken, Windsor and Eaton. It also operates a 70-mile line from Lakeview, Oregon, to Alturas, California.

Ascher was in Laramie recently to meet with state legislators, bankers, city officials and representatives from the Old Territorial Prison about the future of the route.

Ascher said Union Pacific's union contracts made operating shortlines like the Coalmont Route unprofitable. But he said he could start operations on the line immediately, with the route's good condition, its industrial and tourism possibilities and his company's resources.

"The branch line has excellent tourism potential at this end of the line and freight operations at the other," Ascher said.

The biggest advantage of the idea was that a depot could be built on the state park site surrounding the prison, he said. The site is just off Interstate 80.

Other advantages include the condition of downtown Laramie, its nearby location to the line and the city's name, Ascher said.

"Laramie is a good name. It has a lot of western history associated with it," he said. "People will stop to see the prison, go on the train, and visit downtown. They'll bring dollars in by the trainload."

Rick Peden of Walden said although only one freight train a week carrying coal was being run by Union Pacific, the line was very important to his community's livelihood.

Both Peden and state Sen. Charles Scott of Casper praised Albany County voters for approving a sales tax that will help develop the prison's tourist potential and improve the railroad's tourist potential.

Scott said when state revenues improve, Laramie and Albany County will be in good position to receive state funding since residents have demonstrated their commitment to the prison project.

Scott added that Old Territorial Prison project, along with associated private development efforts like the tourist railroad, was one of the top economic development opportunities in the state.

(Tom Keeton--AP article)

## **UPDATE ON THE FORNEY TRANSPORTATION MUSEUM**

It has been reported that the Forney Transportation Museum will go on as it has for the past 17-years.

Jean Stokes, Forney's manager expects to continue much along the same lines as had been established and will be handled by Forney's son, Jack.

The museum, located at 1416 Platte St., is crammed full of cars, carriages, locomotives and thousands of smaller items.

J. D. Forney, the museum's founder, at 81, was frequently the door monitor and sometimes ticket taker. Mr. Forney died last October 15th, but as late as last May, he and his wife Rae, personally ran the museum every Sunday.

Of special interest is that the museum is housed in the former Denver Tramway System power house, built in 1901 adjacent to the confluence of Cherry Creek and the Platte River. The high red structure has served as home for the museum since 1969.

## FORT COLLINS SHELVES PLAN ON RAIL ROUTES

Fort Collins officials temporarily have abandoned their proposal to reroute Burlington Northern trains through Windsor and Timnath, and say they are waiting to see if BN and Union Pacific railroad officials reach an agreement to share tracks from Cheyenne to Denver.

But BN officials say they are not negotiating to share Union Pacific tracks from Cheyenne to Greeley. They say their only negotiations are to share tracks from Greeley to Denver.

For the past number of months, Fort Collins officials have studied possible alternative routes for the four to six BN trains that run daily through downtown.

The problem of trains rumbling through its downtown has plagued Fort Collins for 25 years. City railroad committee chairman Earl Wilkinson said a deal between the two railroads to share tracks from Greeley to Denver would solve the city's problem.

BN regional manager Bill Joplin said it is possible to connect with UP in Cheyenne, but it has never entered into negotiation. Fort Collins commissioned a \$26,000 study in July that outlines six alternative routes.

But BN officials have said they favor diverting the trains through Windsor, Timnath, Greeley and south to Denver. Burlington Northern has the final say on how the trains will be rerouted.

Residents along that route have formed the Committee Against Proposed Railroad Relocation to fight the plan. They say the increased train traffic would reduce their property values, hinder emergency services, and create safety problems because some of the trains carry hazardous materials.



## CADILLAC & LAKE CITY NEWS

It appears that the Cadillac & Lake City had a good year for passenger service. The Colorado Midland Rails reports that the C&LC has made a real effort to promote passenger business on the old Rock Island line from Falcon to Limon. As of December 19th, the passenger count for the season stood at 7490 fares! This includes the Fair Trains, Santa Claus Trains, and special excursions such as the RMRRC and Midland Chapter (NRHS) and the school trips for local grade school classes. C&LC owners, Howard and Myra Noble, have made a fine effort to come up with unusual trips and they are to be congratulated on this showing. (It would be interesting to learn how many passengers the Rock Island carried on this line the last five years of operation!)

Additional news about the Cadillac & Lake City includes the arrival of a snow plow, a former ATSF plow and idler car. The plow is a wedge plow on a flat car, formerly ATSF 199359. The plow was built by the Santa Fe many years ago, and features a pivoting plow blade which can be locked down to plow, or pivoted up to ride on an idler flat car, and travel in the middle of a train. The idler car was ATSF flat 192272. This plow, with its flat car was stationed in Colorado Springs in the early 1970's, and sat for several winters in the lower yard, behind Sutherland Lumber. The plow later sat at La Junta for several years until declared surplus. Purchased for the C&LC in December, it will be stationed at Falcon and renumbered C&LC 203, and the flat car will become 204. Unofficially, it is known as "The Silver Grump" for its owner.

## CHICAGO'S DEARBORN STATION TO REOPEN

Chicago's 101-year-old Dearborn Station, closed when Amtrak took over passenger services in 1971, is opening as an office/retail center. An arcade with a 120-foot-long skylight and a parking lot have replaced the train shed from which the Santa Fe's famous "Chief" trains were dispatched, but the headhouse with its distinctive 138-foot-tall clock tower has been restored. The 28,000 square feet of offices and

69,000 square feet of retail space should be 70% leased by January. A restaurant run by the owners of the trendy Dixie Bar and Grill will open on the ground floor--as well as a florist-gift shop, hardware home improvement center, pharmacy, bookstore, health center and wine store--are planned. The area around the station, once occupied by rail yards and warehouses, is now home to 10,000 residents. (The Fast Mail)

## LITTLETON TO RESUME RAIL WORK

As any Metro area resident can tell you, the many freight trains moving through the area causes inconvenient delays for traffic along the front range routes. This is especially true of the 100-car coal trains that rumble through town at 15-20 mph.

The city of Littleton has taken the lead in overcoming this traffic congestion with over and underpasses. After a six-month delay, Littleton is getting back on track with its 5-year-old project to lower the railroad bisecting the city.

The city will resume work next month to drop the railroad 35 feet, freeing east-west vehicle traffic from the 35 freight trains that travel each day through the heart of Littleton.

Lack of federal funds has delayed the project, said Charles Blosten, Littleton Public Services director. But the U.S. Transportation Department appropriated \$4.1 million in its 1987 budget for the project's final phase, allowing work to

begin.

The city will not need to reinstall extensive traffic detours that have beleaguered drivers since the work began in 1983, officials said. But traffic may be slowed by the large trucks needed to haul dirt out of the 1.6-mile pit.

The depression project, which will cost about \$21 million, should be finished by spring of 1988.

## 1987 AMTRAK CALENDAR

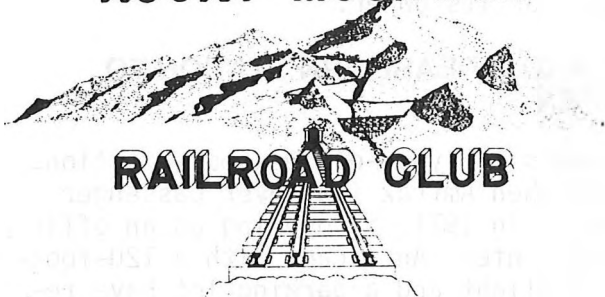
Amtrak's annual year-at-a-glance calendar for 1987 features one of Amtrak's most scenic train routes, one which includes both shoreline and mountain scenery.

It is the Seattle-Los Angeles "Coast Starlight," pictured near Point Concepcion, between Santa Barbara and San Luis Obispo, California. During this segment of its 1,388-mile run, the train hugs the shoreline for more than 100 miles.

The "Coast" portion of the route is made by daylight in both directions. The "Starlight" portion of the name is descriptive of the section of the train's run between the San Francisco Bay area and the Pacific Northwest, much of it through the Cascade Mountains.

Painted by noted rail artist, Gil Reid, copies of the calendar (\$4.50 for one, \$8.00 for two, \$10.00 for three) may be ordered from: Amtrak Calendar, P. O. Box 7717, Dept. S, Itasca, Ill. 60143.

**ROCKY MOUNTAIN**



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