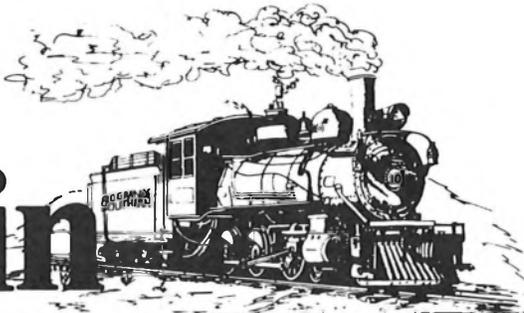


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

October 10, 1987 -- 6:00 p.m.

ANNUAL BANQUET

Sheraton Graystone Castle, I-25 and 120th Avenue (83 East 120th Ave.).

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.

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

October, 1987..... No. 337
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.

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.

OCTOBER 10 PROGRAM AND ANNUAL BANQUET

PROGRAM -- A classic railroad film has been secured for this year's banquet. It is entitled "Silver Streak" and stars the original shovelnose diesel, the Pioneer Zephyr!

Filmed in 1935, the plot involves a young train designer who creates a super-fast diesel which is put to the test when the son of a rival train builder develops paralysis whileworking on the Boulder Dam. His only hope for survival is an iron lung

which must be brought to the dam site. Hence, the super train is enlisted to race the lung to Boulder Dam. After numerous close calls, including a murder attempt, a runaway engine, and other thrills, the train arrives just in the nick-of-time!

The Banquet will again be held at the Sheraton Graystone Castle which is located at I-25 and 120th Avenue. The evening will begin with a cocktail hour starting at 6:00 p.m. with dinner at 7:00 p.m. The dinner will consist of a fresh garden salad, prime rib, stuffed, baked potatoe, sweet peas, rolls, and lemon meringue pie.

Following the dinner, a door prize distribution will take place and then our fine program. Arrangements have been made by Alan Greene.

SEPTEMBER PROGRAM

A somewhat different and unique program was presented at our September meeting. Long-time Club member, George W. Hilton, Professor of Economics at U.C.L.A. in Los Angeles, shared his research and knowledge of narrow gauge railroading with us. George discussed the origins, growth and decline of the narrow gauge concept.

It was most interesting to have all the factors that led to the establishment of narrow gauge in this country presented at one time and gave insight as to why Colorado had so much narrow gauge and why it lasted as long as it did!

Our thanks to George for taking his time to join us and share this information.

ADDITIONAL SEPTEMBER MEETING HAPPENINGS

Darrell Arndt kindly gave us a preview of the (then) upcoming Cadillac & Lake City excursion, held on Saturday, September 19, 1987. Various photos gave us the flavor of the equipment to be used and the country to be traversed. Just prior to the writing of this newsletter, eighty-some folks had signed up for the trip. We eagerly await a review of the trip in the November newsletter.

NEW MEMBERS

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

| | |
|-----------------|----------------------|
| John Everett | Santa Anna, CA |
| Jeff W. Griffin | Colorado Springs, CO |
| Craig B. Story | Ganado, AZ |
| Robert R. Wier | Ouray, CO |

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

| | |
|-----------------|------------|
| Vestal L. Brown | Denver, CO |
|-----------------|------------|

PRESERVATION FUND AND BOOK DRAWING

Tom Lawry continues to oversee the book drawing to benefit the Club's Preservation Fund. In addition to the proceeds from the drawing each month, members do occasionally send in pure donations such as the \$55 check we received just recently from John Soule of Oracle, Arizona. Such donations are, of course, very welcomed. There are a number of projects that the Club would like to contribute to at this time.

If you wish to contribute items for the drawing, that would also be appreciated. Such donations can be directed to Tom Lawry at 2013 So. Elkhart St., Aurora, Colorado 80014. (303) 750-2697. Members outside the Denver area who wish to participate in the drawing may also contact Tom for details.

The following people were fortunate to win one of the many railroad related items at the August meeting:

Joe Priselac / Railroads of Arizona, Vol. I
George Sevier / Logging Railroads of the West

Dick Ross / Back issues of TRAINS Magazine
Phil Wise / 10 postcards: Vanishing Vistas, etc.

Bert Bidwell / Santa Fe belt buckle
Doug Wilson / MKT paper weight
Jack Hettinger / Record of UP Steam Sounds
Olie Larsen / Classic Power - Northern Pacific 4-8-4

Val Lamb / Official Guide of the Railways, October, 1972.

Jim Blouch / Hagerman Pass Photo-reprint



A hearty group lines up for a photograph at the East Portal of Hagerman Tunnel on the Club's August field trip over the roadbed of the Colorado Midland Ry. on the eastern slope of Hagerman Pass. (Tom Lawry Photograph)

HAGERMAN PASS HIKE RESULTS

Threatening weather saw 55 people show up in Leadville for the Club's annual field trip, this year covering Colorado Midland Ry. roadbed up the eastern side of Hagerman Pass. [We've come full cycle--the first of these annual events was led by your editor up the same roadbed a decade ago or so]

The first day was spent around the Leadville area touring old mine and railroad sites including the C&S, Rio Grande and Colorado Midland railroads and such mine locations as the St. Louis Tunnel, Ibox-4 Mine, Robert Emmett Mine, Denver City Mine and the Wright Shaft.

Sunday was the highlight as the group left their vehicles just above the Busk-Ivanhoe Tunnel site on a fill that was created by the large curved cut that began the hike up the roadbed to Hagerman Tunnel and back down through Douglas City where tunnel workers stayed during construction.

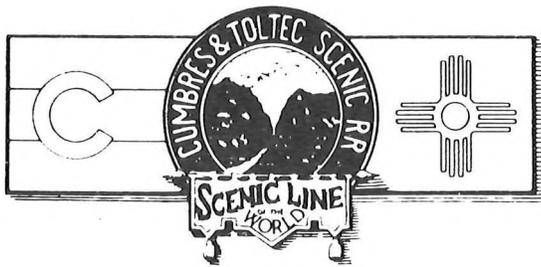
Lunch was served both days by Jim & Lil Ranniger with help from Cathy & Tom Lawry and Carl Carlson. Trip leaders were Rich Dais and Tom Lawry.

While overcast, the rains held off until the group got off the highline on Sunday and then let loose! Tom said that the group had a great time, as usual.

(Information from Tom Lawry)



Extra 489, the San Juan Express, impresses all in attendance as it thunders upgrade at MP 329.00, Tanglefoot Curve, on Sunday, August 30, 1987. (Jim Trowbridge Photograph)



CUMBRES & TOLTEC SCENIC RAILROAD WORK WEEKEND

The Cumbres and Toltec Scenic Railroad has a very active volunteer program to help the railroad preserve its equipment and structures. The present volunteer program is now six years old and is spearheaded by William L. Lock and Glenden Casteel of Albuquerque, New Mexico. Four organizations

have contributed volunteers: The New Mexico Historical Society, The New Mexico Railroad Club, The National Railway Historical Society, and The Rocky Mountain Railroad Club. Last year, 27 volunteers worked 1½-days and this year 37 volunteers worked 2-full days. This year's volunteers came from New Mexico, Colorado, California, Florida and Vermont.

The Rocky Mountain Railroad Club was well represented with seven volunteers this year. Because of insurance, everyone who volunteered had to become a member of the New Mexico Historical Society. [Editor's Note: This is beneficial to everyone who volunteers in that it allows expenses to be deducted from their income tax as the NMHS is a tax allowed charity and work donated to this group--as on the C&TS-- is

considered charity and expenses incurred can generally be deducted]

Over the years, 42 freight cars and various other pieces of equipment have been painted and lettered; also, numerous repairs have been made to freight cars. This volunteer effort is making a significant contribution to the railroad as a living museum.

On Sunday of the work-weekend, Kyle Railways, concessionaire of the C&TS, gave the

volunteers a ride over the line in an open gondola and caboose from Antonito to Chama as a "thank you" for the volunteers' efforts.

Next year, the work-weekend will be held at the same time--the third weekend in August. If you can see your way clear to volunteer your time please plan to join fellow rail enthusiasts for some hard work and good times while preserving a truly outstanding piece of railroad history!

(Carl E. C. Carlson)

GET READY FOR THE RMRRC'S SPECTACULAR WEEK OF "RAILROADIN' "— JUNE, 1988!!!



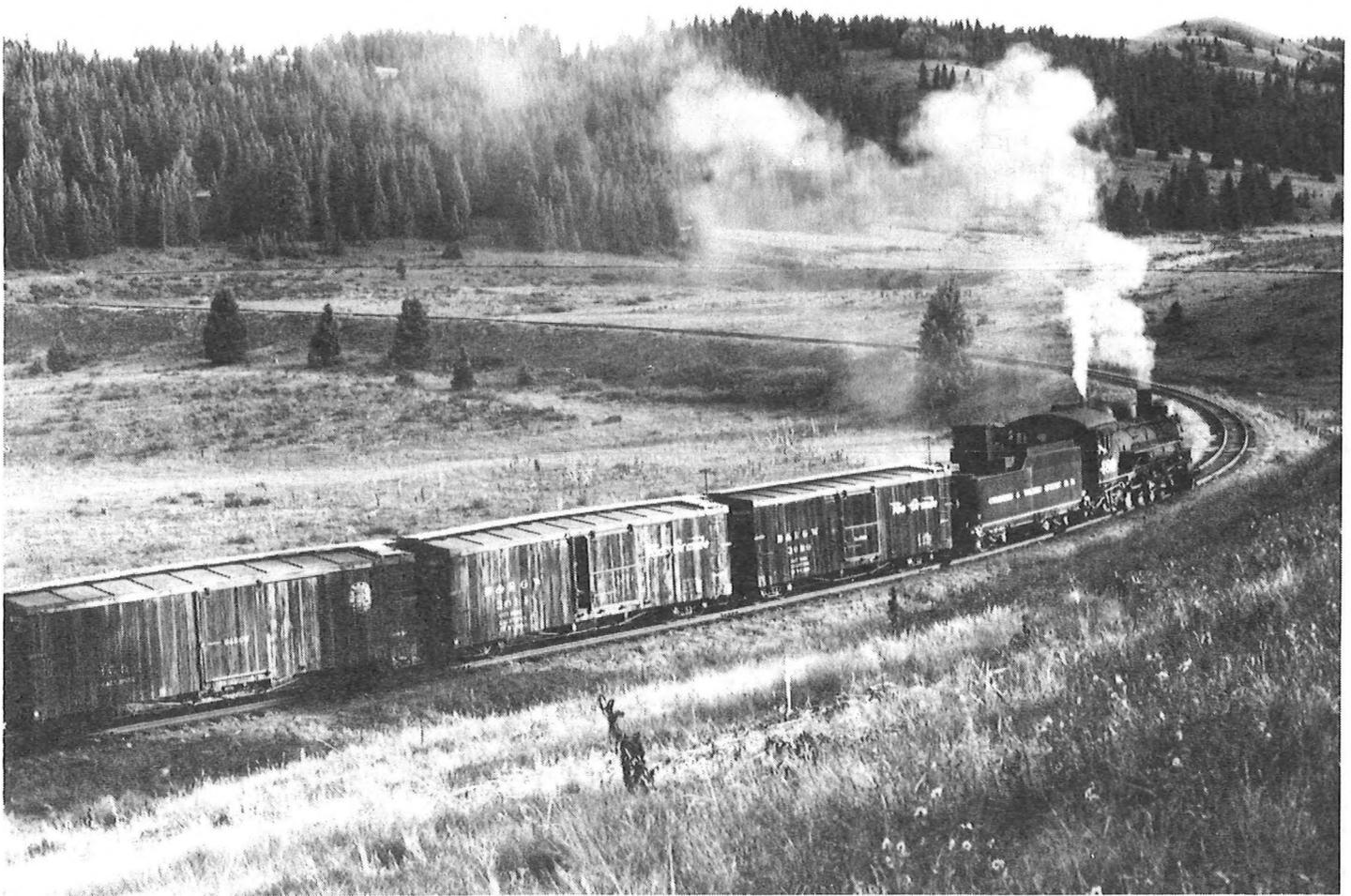
Extra 489, the San Juan Express, roars through a cut at MP 300.60 on the Rio Grande's San Juan Extension, now part of the Cumbres & Toltec Scenic Railroad. (Jim Trowbridge Photograph)

In the September issue of the Rail Report, you were informed of the two-week rail-roading extravaganza. Each month, your editor hopes to highlight one of the trips scheduled for that celebration period that is being held in conjunction with our 50th Anniversary.

This month we wish to highlight the trip on the Cumbres & Toltec Scenic Railroad. Your editor has been given the assignment of organizing this trip and the following is what is expected on that excursion:

Our special excursion on the C&TS will occur on Thursday, June 23, 1988. Our train will traverse the old Rio Grande line from Chama, New Mexico to Big Horn Wye and back (some 90-miles of fabulous scenery). We will have a mixed train (some 11 or 12 vintage freight cars plus caboose in front of our passenger cars), pulled by two class K-36 Mikados up the 4% grade to Cumbres. Many photo runbys will be scheduled and lunch will be served at Osier (or you may bring your own). You will have the opportunity to see such legendary sites as Lobato Trestle, Cresco Tank, Hamilton Point, Cumbres, Tanglefoot Curve, Osier, Toltec Gorge, Mud Tunnel, Calico Cut, Phantom Curve, Sublette, Big Horn Wye, Cascade Creek Trestle and Los Pinos!!! You will recognize many movie set locations from such titles as The Legend of the Lone Ranger, Bite the Bullet and Shootout (location of the station and tank at Weed City).

The freight portion of our train will allow many extraordinary shots as the caboose will precede the passenger equipment, allowing for freight-only photography, if you so

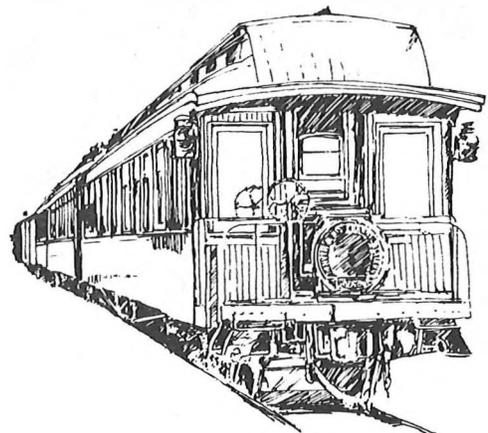


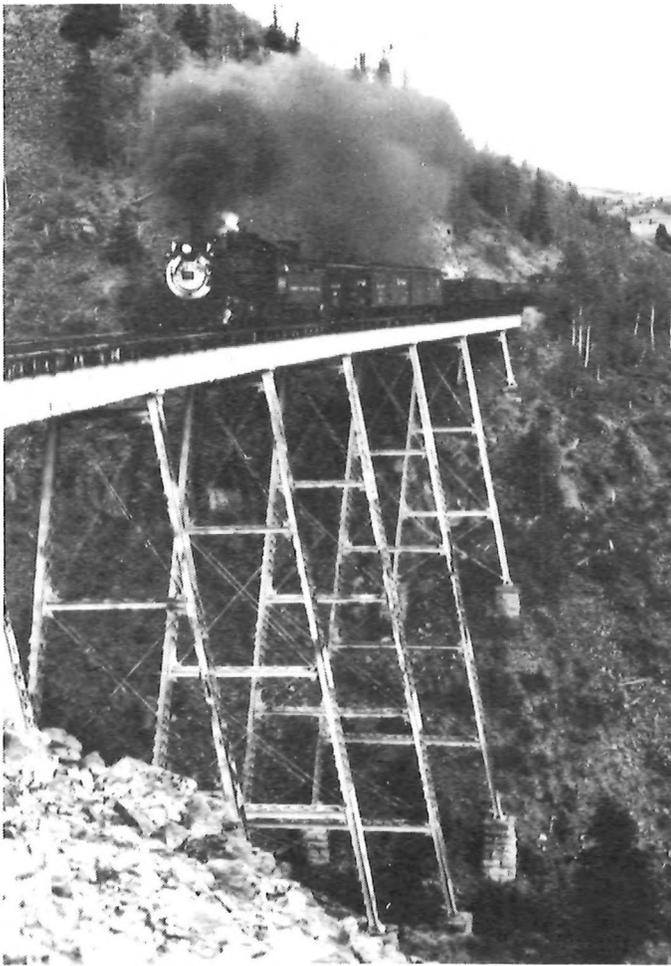
The "San Juan Express" traverses beautiful mountain country in Southern Colorado/Northern New Mexico during the weekend of August 29-30, 1987. A private freight train, it shows the look the Club will encounter on Thursday, June 23, 1988 as we celebrate our 50th Anniversary by providing a mixed-train excursion on the Cumbres & Toltec Scenic Railroad. Our consist will have a doubleheader up Cumbres Pass and we will travel across the line to Big Horn Wye and back to Chama, New Mexico. (Jim Trowbridge Photograph)

desire. The C&TS personnel have an outstanding reputation for providing an excellent trip and know how to put on a great "show!"

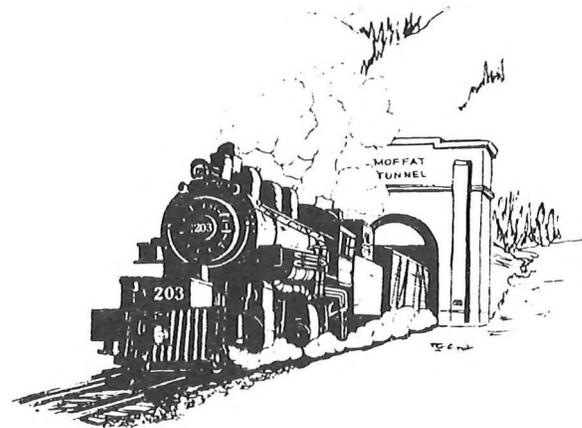
The accompanying photographs of the recent San Juan Express, put on by Jim Schwingle and Jim Trowbridge (fellow Club members) should give an excellent idea of what you may expect on this RMRRC excursion.

Plan now to be in Chama, New Mexico on June 23, 1988 to ride the RMRRC's C&TS EXTRA.





The "San Juan Express" crosses Cascade Creek Trestle, westbound, on Sunday, August 30, 1987. (Jim Trowbridge Photograph)



ROLLINS PASS RESTORATION UPDATE

Spring Bay Constructors moved into the construction site at Needle's Eye Tunnel, cleared fallen rock and smoothed the road during the end of July and first part of August. Trailers have been set up at Jenny Lake for the crews, two, who will alternate working 10 hours per day. One will work three days, the other will work four days and switch the following week. This will be kept up until the work is done! It is anticipated that work will be completed by the second week in October.

The workers are drilling holes in the rock and inserting 8-foot metal rods to keep the rock from falling. The ends of the rods, which stick out of the rock about 6 inches, are secured with steel plates. Plans also call for adding wire mesh to keep small rocks from falling.

The Forest Service will open a four-wheel drive road on the other side of the tunnel. Eventually, the Rollins Pass Restoration Association hopes to also restore another road for regular cars to travel.

ELECTIONS

Time is running out to make your thoughts known about possible board and officer nominations. The Nominations Committee, Mat Anderson, Alan Greene and Bud Lehrer, will be setting the slate for the December elections. If you personally wish to serve or would like to nominate someone else, please contact these men as soon as possible. They may be contacted at Club meetings or through the Club's address: P. O. Box 2391, Denver, Colorado 80201.

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: 14 volumes of TRAINS Magazine, 1963 through 1976, all in binders. \$10.00 per volume or complete set for \$100.00. FOB Lakewood, Colorado. Jim Trowbridge, 502 South Cody St., Lakewood, CO 80226. (303) 988-2267.



FROM THE PRESIDENT

Railroads and Ghost Towns go together, whether a lot of people want to admit it or not. If it were not for a lot of the little mining communities that formed around the Colorado mountains, the railroads would have never gone there. The little 3' narrow gauge rails plied their way over mountains, wagon roads, the lowest pass they could find, valleys, river routes, etc., to carry materials into the mining areas and haul their ore out.

When the towns were formed there were no local smelters for their ore processing. They had to ship it out to what were then the largest cities in Colorado (small to us by today's standards) for the processing. Needless to say, this was very costly to the mining companies.

It all started out with someone digging or panning for ore and finding something. Then they would come into Denver or other east slope towns to get a little drunk and, sooner or later, would let it slip where they had a claim. Then, the whole town would empty to comb the surrounding hills to find their "strike." They camped in tent cities or lean-to's for shelter. If the ore played out, they were back to the warmer places by winter. If the ore was good and there seemed to be plenty of it, log cabins took shape, and many added false fronts to them. Fires were evident throughout this period and, would at times, consume a whole town. If they rebuilt, it was often with brick and stone structures.

As the towns grew, the first women to the community were generally found in the saloons, in upstairs rooms and/or "cribs" along the streets. As more respectable women and families moved into the communities, schools and churches were built and towns generally settled down. With this development, the railroads came to our mountains to serve these people, and it became their transportation mode as well as supply source. Over a period of time, various mines played out, many times because the equipment of the time was not like we have today where most of the ore can be extracted by various means. So, some potential claims that were set aside then

could be worth thousands of dollars today. Many mines and claims were abandoned and the 1893 silver panic threw the whole country into a depression. With the shift from silver to gold, many communities continued to thrive while others were totally abandoned. The railroads were still there to serve them.

Over the past 50 years, we watched many of these rail lines totally disappear from our landscape. They have become "ghost railroads" just as people abandoned and created "ghost towns." Each time I walk an old roadbed, or explore an old cabin, mill or mine structure, I realize that much of this took place only 100 years ago. Each time you find a mine or mill, you realize that a railroad was not too far distant to haul that ore out. Remains of aerial trams lie high upon the mountains. Cables dot the landscape with ruins of mines and buildings at all elevations, many being above timberline. Many of the miners rode in the ore buckets on the aerial trams to get to work. And, when you walk their cemeteries, you find that they often did not live very long either. Whole families succumbed to various diseases that today we get protection from a shot in the arm. And all for a piece of rock that everyone hoped would bring them riches. Today we buy a lottery ticket for the same thing.

People talk of the good old times, and what it was like to live back then. I once thought that I would like to live in those "times" but not anymore. When you get off the beaten track and find these places you realize the back-breaking work it took to lay ties and rails, blast and cut rock, grade dirt, fell trees, dig tunnels and build bridges. It was done not by machine but by hand labor, and/or crude tools by our standards. There are some old trestles that have outlasted our newer concrete highway bridges. But the goal often was to beat the "other" railroad there first. A lot of this has disappeared during our 50 years as a Club. The up-to-date-state-of-the-art items disappear every day whether it be a computer, or a diesel locomotive, because of our technology.

Today in our mountains you see the remains of roadbeds, where trestles were, and find rotting ties, maybe a spike and

if really lucky, a link and pin. Some communities are lucky to have been able to salvage NG locos, cars, and buildings from the past, to use as displays for their parks. Model railroaders model this time period of NG by the thousands. People flock to our state to ride the little trains that now are tourist rides. Others try to save and/or restore as much as possible in the way of structures such as water tanks and depots. Some remember this history with 35mm slides while others recall it through books.

In 1988, come see where some of our railroad history was located, where it traversed, and what is left. Plan your 1988 vacation around our field trips to see a bit of Colorado railroad history.

(John Dillavou)

THE OPTIONS FACING THE SANTA FE AS REGARDS ITS DIVESTING OF THE SOUTHERN PACIFIC AND WHAT EFFECT IT HAS ON THE RIO GRANDE

Friday, September 4th, Santa Fe Southern Pacific Corporation said that it wants to sell its ailing Southern Pacific railroad unit to comply with a federal divestiture order that it dispose of one of its two rail systems. As expected, the diversified holding company said in a filing with the Interstate Commerce Commission that it wants to keep its more profitable Atchison, Topeka & Santa Fe Railway unit.

The options being considered include: 1) Allow employees to buy the SP unit, 2) Sell Southern Pacific to another railroad or a non-railroad company, 3) Spin off the railroad shares to Santa Fe Southern Pacific Corp. shareholders and making the railroad an independent, publicly held corporation with stock traded on the open market, and, 4) Selling major parts of Southern Pacific to other railroads that are in a position to provide extended single-line service to shippers.

The Denver-based Denver & Rio Grande Western Railroad is one of the railroads that has expressed interest in the Southern Pacific. Samuel Freeman, Rio Grande vice president and general counsel, has stated that the Rio Grande is interested in all

or part of the SP. The Rio Grande has especially coveted SP routes extending from Salt Lake City to the West Coast. An ICC spokesman said the agency would have to approve the sale of Southern Pacific operations to other railroads. While the Santa Fe Southern Pacific has not divulged its choice of options, they must bring a new plan to the ICC by September 28th.

WHAT APPEARS IN THE RAIL REPORT & WHY

Club members sometimes wonder why certain items appear in the newsletter and others do not. We thought you might like to know some of the answers.

The basic goal of the Rail Report is to report on current Club news as regards the monthly meetings, trips and other activities. We do the best we can to cover these areas first and as complete as possible. If some event is not covered completely or in a timely manner, then you can assume that information has not been given to the editor: ie., the Eastern US trip was not mentioned because information has not been received and, at this time, is so far in the past that there will not be any mention.

New members and deaths of members are listed as soon as possible after membership committee members have had time to compile such listings. We generally do not give more than a notice of deaths unless a member has had a significant impact on the Club over a period of years.

We solicit membership participation, but give priority to Rocky Mountain Region news first as the vast number of members are in this region and the Club generally provides activities within this geographic region.

As editor, I try to provide a variety of news and information to satisfy a broad array of members and their interests. If it appears that there is heavy concentration on a particular area of railroading, it is due to information available at any given time. Some months see more input by members than other months.

The availability of good photographs that enhance news items determines how many

and when photographs are used as well as the budget allowed for the newsletter each year.

Timing also plays an important part in what you see in the newsletter. On the front page of the newsletter is listed the COPY DEADLINE. Generally, this is the 15th of the month prior to the month of publication. Sometimes, as is the case this month, that deadline is moved up to accommodate Club needs such as an earlier mailing for the banquet or elections. While your editor tries to accommodate the insertion of information by various members, there comes a point at which the writing, editing, paste up and printing of the newsletter cannot be delayed.

Then, as you might suspect, personal time, family obligations, business interests and other factors have an effect on what a Club volunteer can do. This is just as true with the newsletter editor as it is with our president, committee chairmen or board members. Sometimes the content of any given issue of the Rail Report is based on very complex mix of time, budget money, availability of information from Club members, mailing deadlines and the time of the year (lots of railroading activity during summer months compared to mid-winter months). Things really get tricky when your editor has to make decisions about content when hurt feelings are possibly involved. For example: one member submits a story and photographs in a very timely manner. Your editor accepts the material. Another member submits a better photograph due to a better angle,

but it arrives after the closing date. The new photograph is so good that your editor uses both at the risk of chastisement for doing so. So, what has been accomplished? The original contributor has been satisfied and members also saw the best possible photograph--even if there was some duplication. Get the picture? (No pun intended) While things do get complicated sometimes, they are NEVER DULL!

MISCELLANEOUS

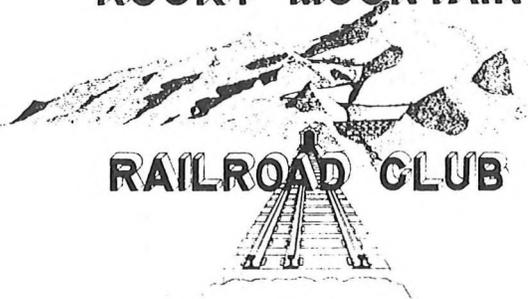
PHOTOGRAPHIC CENTER SPREAD

Club members Darrell Arndt and Chip Sherman have had their combined effort rewarded with the center spread of the October, 1987 TRAINS Magazine. Against the modern, moonlit Denver skyline, at Union Station, Darrell and Chip caught the UP's 8444 and ex-Milwaukee Road Skytop lounge observation Cedar Rapids. Check it out!

AMTRAK NEWS

Club member, Doug Barton, writes to inform us that a recent trip from Denver to Seattle via Amtrak with his family was very enjoyable. They had a "Family Bedroom" in the sleeping car and all their meals were included in the cost of the accommodations. "It was like cruising on a train. My two daughters had room to play so they didn't get cabin fever and we were treated well by the staff. It was a pleasurable experience--one we hope to repeat someday. Way to go--Amtrak!!!"

ROCKY MOUNTAIN



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