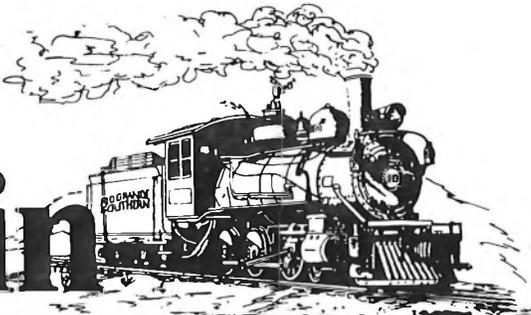


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

November 8, 1988 -- 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.

November, 1988..... No. 350  
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, lost newsletters, etc. to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

## NOVEMBER 8 PROGRAM

You will be treated to a very unique program at the November meeting, entitled "Railroad Medicine of Bygone Days."

The program will be given by pathologist, Dr. Bob Shikes, who is a western history buff and a member of the Ghost Town Club. The program will consist of a slide presentation with narration explaining pioneer medicine from the treatment of snakebites to medicine show hoaxes. We'll also take a look at medicine as practiced by the railroad doctors...Don't miss this!

## OCTOBER MEETING & PROGRAM

Since auctions do take a great deal of time, there wasn't anything scheduled except the auction. The auction itself was a lot of fun with many interesting and unusual items up for bid, including stock certificates from the famous Denver, South Park & Pacific RR, outstanding photographs and paintings, rare books and model railroad equipment.

Erwin Chaim acted as our auctioneer and we enjoyed many a good laugh. Sellers did well and buyers went home with outstanding new treasures making everyone happy! Our thanks to our runners and record keepers as well as our auctioneer.

## PRESERVATION FUND AND BOOK DRAWING

With the auction being held this October, there was no time for the monthly book drawing. We will resume the drawing at the November meeting.

Should you have donations or wish to participate, please contact Roger Callender at: 2573 So. Williams St., Denver, Colorado 80210. With the donations received thus far, all monies collected have been put into the preservation fund since the Club has not had to purchase any prizes. We wish to thank those members who have made donations as well as those who have participated in the drawings.

## NEW MEMBERS

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

Bernice Dement	Daly City, CA
David Gruber	Littleton, CO
Warren Hidahl	Denver, CO
Gary McMills	Baton Rouge, LA
Russ Rigtrup	Denver, CO
Bill Rueb	Torrington, WY
John Rueb	Meridan, ID
Geoffrey Willett	New South Wales, AUSTRALIA

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

Albert R. Merritt Colorado Springs, CO

## 1988 SCHEDULE OF EVENTS

Another year of events will have passed by as members receive this issue of the Rail Report, but there is one additional event of great importance--elections. We urge you to participate.

Dec. 13 Elections

## ELECTIONS

Our annual elections are only one month away. An organization can only continue to exist and serve its members if good, qualified persons are found to lead the organization. With that in mind, the nominating committee has begun looking for candidates to serve as officers and on the board of directors of the Club. They would greatly appreciate hearing from interested persons. The nominating committee is composed of the holdover board members and includes: Sidney J. White, Joe Niklas and Joe Priselac. You may contact any of these men at Club meetings or through the Club's mailing address or phone number.



## NEWS FROM THE DURANGO & SILVERTON RAILROAD

The Durango railbus closed two months early due to continued mechanical trouble. The railbus was scheduled to run through October 30, but was shut down on Sept. 6.

Although the railbus ran on a separate schedule and was not considered part of the D&SNGRR, both enterprises are owned by Florida businessman Charles Bradshaw.

Bradshaw announced the start of the railbus at a news conference in April and told a group of Durango business people that the railbus only would visit Durango once a year for maintenance. George Connor, vice president and general manager estimated that the railbus was repaired about six times over the course of the summer and

stated that regular steam-powered locomotives and rail cars were used to accommodate passengers who reserved tickets on the railbus.

Connor said the railroad has every intention

of repairing the railbus for the start of the season next May and said officials are considering an expansion of facilities at the Rockwood station where the railbus originates. (Denver Post)



*The Grand Canyon Tour Group takes time to pose for the traditional photograph.*

*(Carl Carlson Photograph)*

### **RMRRRC TRAVELS THE ROUTE OF THE "SOUTHWEST CHIEF"—REPORT ON THE GRAND CANYON EXCURSION**

Several years ago, the Rocky Mountain Railroad Club put together a trip via Amtrak to the Grand Canyon. It was so well received that the Club planned another trip for 1988. Thus, over this past Labor Day Weekend, the Club once again traversed the territory of the great Santa Fe passenger trains of bygone days. However,

unlike the bygone days of boarding the train at Denver's Union Station and arriving at the rim of the Grand Canyon, this trip group had to travel by bus to Trinidad and then continue by Amtrak to Flagstaff, Arizona, where a bus ultimately delivered the group to its final destination--the rim of the Grand Canyon.

On Thursday evening, September 1, 1988, thirty-seven people, led by Carl Carlson and Bud Lehrer, boarded a motor coach for the trip to Trinidad, Colorado. Included

in the group was RMRRRC member No. 16, 84-year-old Ed Mahoney, now of Ft. Worth, Texas. Along the way, the Grayline driver enthusiastically gave a narrated tour, and, being somewhat of a historian, tried to stump the group with railroad history.

Having spent the night at the Holiday Inn in Trinidad, the train was boarded the next morning. As the train was running late, there was time to do a mini-tour of Trinidad, which, by-the-way, is on the old Santa Fe Trail. It was a fascinating town of unique architecture, popular in the late 19th century. It was good to see old C&S No. 638 on display. Some of the group had ridden behind her in earlier days.

The trip to Flagstaff on the Santa Fe Route is one of great historical and cultural significance, traversing a land of contrasting color and ever-changing landscape. Out of Trinidad, the train ascended historic Raton Pass on the Santa Fe Trail. From Raton, it sped across the ranching country of Northern New Mexico and climbed into the southern reaches of the Sangre Cristo mountains. It was here in the Apache Canyon that a little-known battle of the Civil War took place when the Colorado Volunteers stopped the Confederate Texans from making a foray into Colorado for gold to support their cause.

Many beautiful Santa Fe Railroad stations of the glory days are still standing, such as Raton, Lamy, Las Vegas, Winslow, Flagstaff and Grand Canyon. One can see the evidence of the days of steam with the roundhouse foundation in Raton, the roundhouse in Las Vegas and the huge service facilities in Albuquerque. One of the great Harvey Houses, La Castenda in Las Vegas, sits next to the station. Maybe, someday, it will be restored to its former splendor.

The Indian country from Lamy west takes one back into history with the colorful pueblos of Santo Domingo, San Jelipe, Sandia, Islata, Laguna and Acomita. Amtrak furnishes a guide on the train from Albuquerque to Gallup which describes and identifies the culture and history of this beautiful land of Indian reservations.

Three days were spent in Flagstaff at the

luxurious Little America Motor Inn--great rooms and delicious food. One can even conduct telephone business while sitting on "John"! How 'bout that!!!

The next two days were spent aboard the Nava-Hopi Tour bus. This company provided modern coaches, contrasting to the days of the famous Indian-Detour trips which used great open Packard Touring Cars. The Nava-Hopi driver was outstanding. He made the tour exceptional with his unending knowledge of the area. He skirted around the San Francisco Peaks and across the Coconine Plateau and Forests to the South Rim of the Grand Canyon. A stop was made to view the Imax film production of the Grand Canyon--an excellent introduction to one of the seven wonders of the natural world.

It was interesting to see the extensive rail yards and beautiful Grand Canyon Depot just steps away from the historic El Tovar Hotel. Today, the yards are overgrown with grass and large ponderosa pines growing between the rails. It was from good authority that we heard that the trees were planted between the rails by the N.P.S. It sounds like a plot to keep trains from ever returning; however, we also heard that there is now strong effort being made to put the Williams-Grand Canyon branch back into reality as a tourist railroad.

The tour continued to the East Rim and made numerous stops at some of the scenic viewing points. It was somewhat of a frustrating day for the photographer as it was not very clear. The tour also stopped to view the gorge of the Little Colorado River near Cameron. This was a great day, especially for those seeing the Canyon for the first time.

Sunday morning saw us off for Sedona and Jerome. One of the real highlights of this tour was down a typical narrow mountain road called Schnebly Road which wound down through magnificent red rock country into Sedona. The camera shutters were certainly popping along here. Sedona is a very picturesque high desert community--a home for art galleries, shops and the affluent.

From Sedona, the tour visited the Anazazi Indian dwelling known as Montezuma's Castle,

nestled in the cliffs in the Verde Valley. Traveling across the valley and into the mountains, you arrive at Jerome, the famous mining town which almost became a ghost town with the closing of the great copper mine in the 1950's. Today, it is a revived tourist town with shops, art galleries and restaurants. It was interesting to observe the evidence of the large amount of rail activity that once served the area and its mines. After a long day of touring, it was enjoyable to have an invigorating swim at Little America and a relaxing evening.

On Labor Day morning, the tour group was ready to catch the train at 6:30 a.m., but, as usual, it was about 50 minutes late. It seems that Amtrak must play second fiddle to the freight traffic, and, as a result, cannot really run on the scheduled time. However, once you board the train, you soon become convinced that this is the only way to travel. The return trip to Trinidad was on an absolutely beautiful day and we were able to see things that we did not see coming west, at night.

What about the Southwest Chief? It is a fine train; not as crowded as the California Zephyr, a great crew (it was noted that the Los Angeles based on-board crew was much more friendly and helpful in contrast to some of the Chicago based on-board crews experienced on other trains).

Once more, the Grayline bus driver met the group in Trinidad and drove us back to Denver with an 11:30 p.m. arrival time. It was a tired, but happy group that pulled back into Denver! (Bud Lehrer)

## 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 St., Lakewood, Colorado 80226.

## PRESERVATION UPDATE—RAILROAD CLUB EQUIPMENT

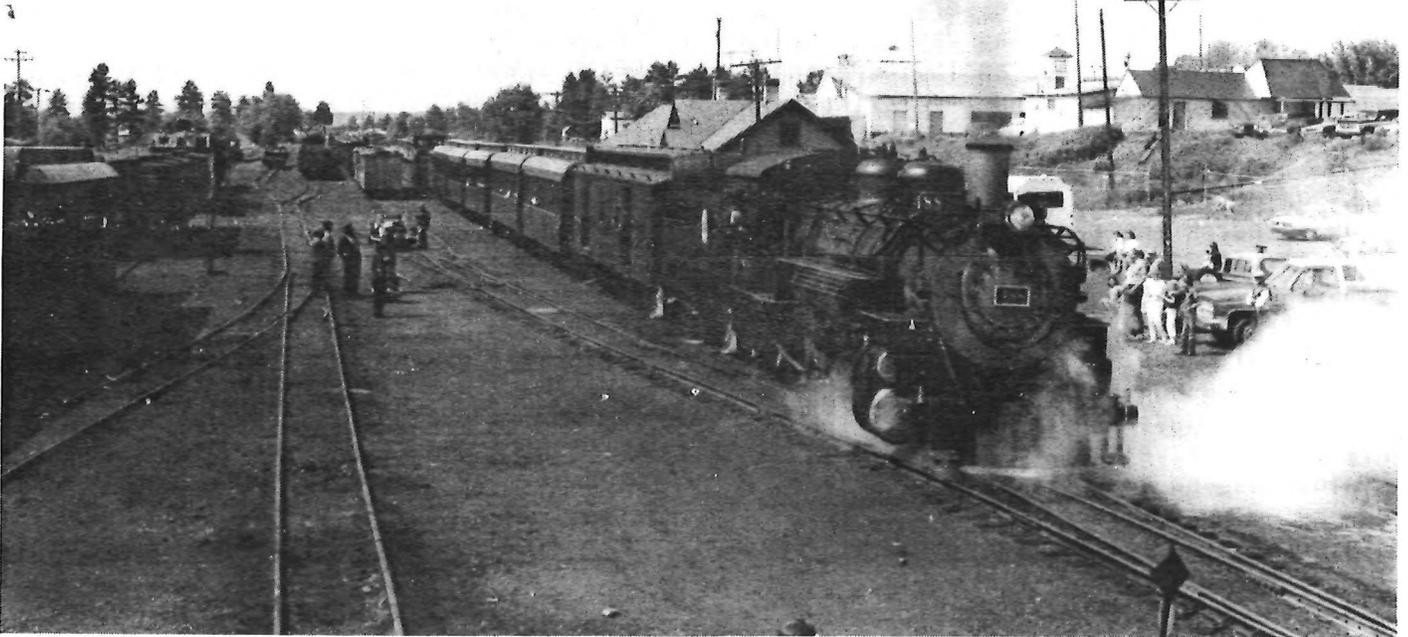
Club president, John Dillavou, announced at the October meeting that the Club has spent, or has authorized the expenditure of quite a bit of money for the preservation of Club equipment.

\$4,000 was originally authorized on the restoration of Interurban #25 with \$2,000 being spent thus far. At the last board meeting, another \$13,000 was authorized to move the car to the Federal Center where arrangements have been made for the use of a building where the #25 will be completely refurbished and put into running order over the next year or so.

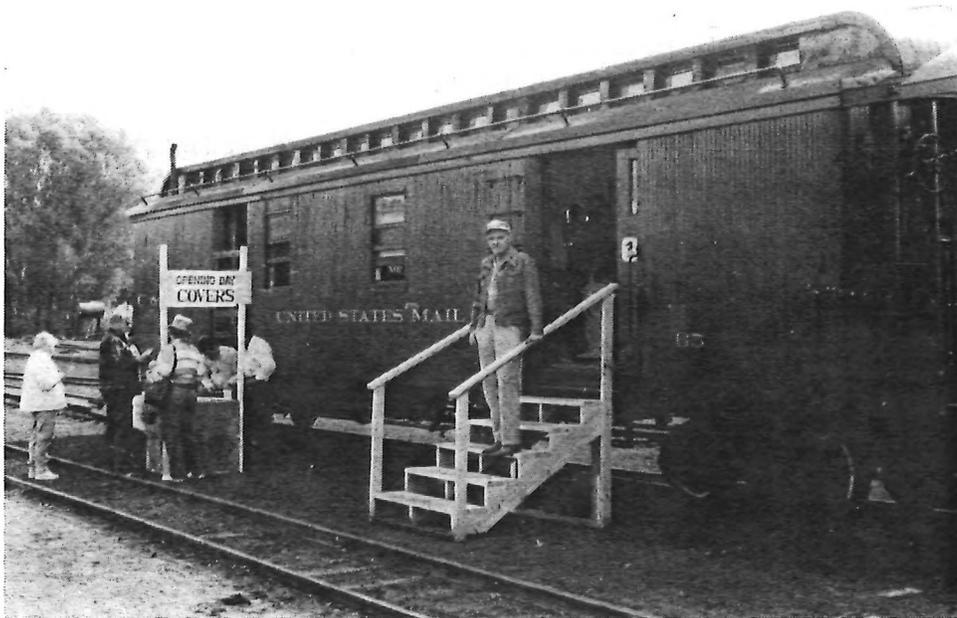
Ex-RGS #20 has also received \$13,000 in authorized expenditures to remove all the asbestos along with a lot of other work on the way to eventually retoring the engine to running condition. The asbestos has now been completely removed by experts and the Club can breath easier with the current environmental concern over this material.

The ex-RGS RICO has undergone a lot of work with a beautiful new paint job and lettering. Much of the work on this car has gone unnoticed since it has involved undercarriage bracing, end platform raising through steel channel inserts and truss rod bracing in the side walls as well as new siding and letter board replacement. Materials have cost plenty and we still have much to do.

Other expenditures have gone toward new window glass, window sashes, paint, etc. Age and the environment work their hardships on this historic equipment and it takes money and hard work to keep the equipment reasonably well preserved. Unfortunately, the time comes when each piece of equipment needs major overhaul. We're at that point on almost everything! What are we looking at over the next few years? Consider the #20 for example... It has been estimated that with a lot of experienced volunteer help to offset labor costs, we will still need to put \$50,000 to \$60,000 into the engine and tender to bring the locomotive back to running condition. Now...that's a lot of money!!! We'll keep you informed as to our progress.



*The Opening Day train leaves Chama, New Mexico for Osier, Colorado on June 11, 1988 with ex-Rio Grande RPO #65 in the consist. (Russ Fischer Photograph)*



*Ex-Rio Grande RPO #65, open for business on June 11, 1988. (Russ Fischer Photograph)*

### **NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD**

A special event added a great deal to the Opening Day train out of Chama, New Mexico on the C&TS, June 11, 1988.

An arrangement was made with the US Postal Service to open a temporary Rail Post Office, using ex-Rio Grande RPO #65. Through the C&TS Railroad Commission, monies were obtained to refurbish the car for use as an official RPO on the Opening Day train with the post mark to be out of Chama.



*Opening Day on the C&TS RR and ex-Rio Grande RPO #65 does a brisk business. A temporary post office station was created by the US Postal Service for this event. It was so successful, that a repeat is planned for 1989. (Russ Fischer Photo)*

The RPO was well received and at a recent Commission meeting, it was decided to repeat this event in 1989. The RPO will be scheduled for Opening Day, 1989.

The RPO will once again be run out of Chama to Osier and back. Arrangements will be made with the US Postal Service to open a temporary postal station and mail will be accepted and stamped with an appropriate cancellation. This is a rather unique event and Club members may want to arrange to receive a RPO cancellation next year.



*WARNING!!! This is the first picture of a new prototype car being built for your editor to discourage those people who consistently "pace" special trains rather than ride and support the railroad and special excursions. Note the placement of heavy artillery and special forces. You will probably see this piece of equipment on the next San Juan Express or RMRR Club excursion. Beware!!! (Russ Fischer Photograph)*

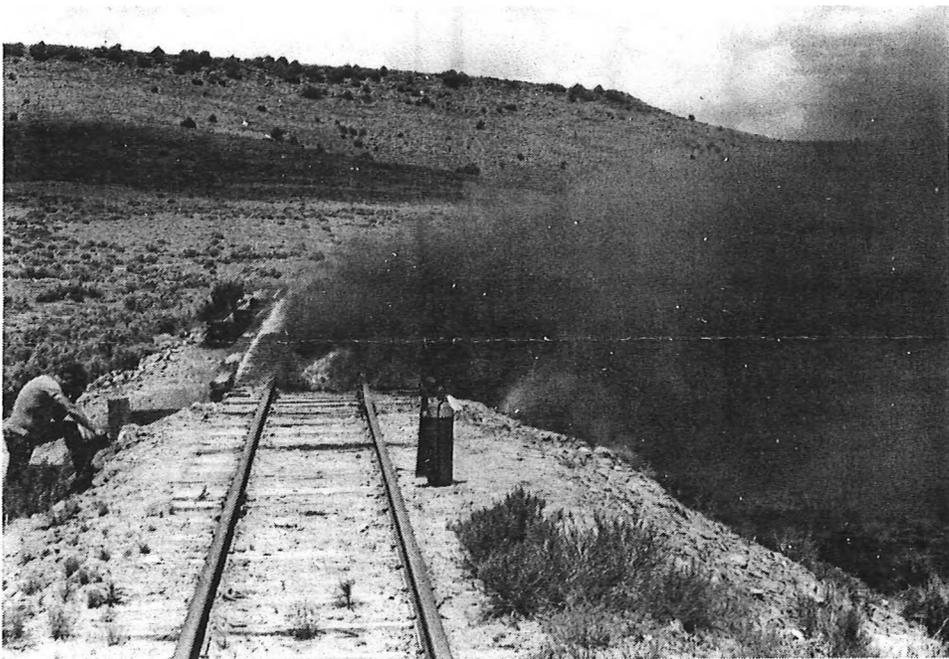


### MOVIE TRAINS

Two major movies were filmed on the C&TS this summer. We'll cover the "Indiana Jones" movie later, but thought you would like to see some pictures of the Willie Nelson filming where the Fergeson Trestle, MP 285.25, was burned to the ground when a special effects scene got out of control. The date was June 13, 1988, just two days after the Opening Day on the C&TS!



Here we see part of the movies train with film crews getting ready for action. The movie plot is set in Mexico and involves some rathering interesting railroading wich took the vast amount of total filming time. (Russ Fischer Photo)



One look at the man in the left side of the photograph and you know that something has gone wrong! The Bridge was completely destroyed and the railroad was shut down for amost a week before a replacement fill could be built. Replacement of the bridge is expected prior to the 1989 season.

(Russ Fischer Photograph)

The title of the Willie Nelson film is expected to be: "Where the Hell's the Gold" and is expected to be aired on TV this fall. Watch your TV list-ings for time and channel.

The problem occurred be-cause of high winds and no fire department back-up. The bridge was com-pletely destroyed on June 13, 1988. Antonito trains were suspended until the following Monday, June 20th. During that time, Railroad Builders of Denver were called in to replace the trestle with a fill that would allow operations to resume until the end of the season when a new trestle would be built. A trestle is needed in this area in case of the rare, but awesome runoff of rain storms. A fill with culvert would be washed out!

At this writing, it is not known whether the trestle will be rebuilt this fall or next spring, but, it will be done prior to the 1989 season.

In spite of the loss of a week's revenues and passenger count and the adverse publicity of shutting down for a week, the railroad did manage a modest increase in passengers this year and with the last day of operation on October 16, 1988, the count is placed at 39,250.





Ferguson's Trestle as it appeared on Monday, June 13, 1988.

(Russ Fischer Photo)

## Bulletin

It has been in the works for almost nine years and we received word just in time to get it into this month's newsletter! Sunday River Productions was given permission to reproduce the Rio Grande Southern footage of the Otto Perry Collection of 16mm film. The Video is complete and the following offer is being made to Club members:

OTTO PERRY'S "RIO GRANDE SOUTHERN" VHS or Beta II Video Tapes by Sunday River Productions are available to Club members at 20% discount!

The Rio Grande Southern, often referred to as the most spectacular piece of railroad-ing in North America, was torn up in 1951.

Otto Perry liked to call it his favorite narrow gauge railroad and for more than 10 years he tracked it across three of America's highest railroad passes photographing it in all its splendor. This video, made primarily from Otto's 16mm color film, is an extraordinary record of a most extraordinary railroad.

Narrated by men and women who worked for, rode on, and whose families were a part of the RGS with commentary by people responsible for preserving these pictures and what little remains of the RGS today. More than 400 scenes, most of them run-pasts. Approximately 2 hours. All sound. Most in color with a little black and white. Regular Price: \$69.95.

MEMBERSHIP PRICE: \$55.96, postpaid.

(Limit: One per Member. Offer expires December 31, 1988)

TO ORDER: (Specify VHS or BETA II)  
Send your Name, Address, RMRC

Membership Number and payment to:

SUNDAY RIVER PRODUCTIONS

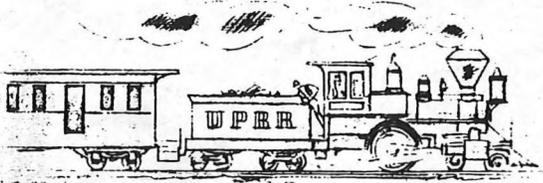
P. O. Box 565

Concord, MA 01742

(Mass. members add 5% Sales Tax)

or:

Call 800-334-0854, Op. 423 for VISA or  
MasterCard orders.



### FROM THE PRESIDENT

Just when you thought things had settled down and you could relax this winter and not take so many photos, guess what? Things are a'changin' again. And boy, are they changing in our area! I think the railroads secretly bought up all the Kodak stock in order to sell film to railfans.

The Rio Grande of course, shut down the Tennessee Pass route for a while, then opened it up with a train now and then. Now I hear it could be up to a daily train or more. Many millions of dollars are being spent on the upgrading of that line in anticipation of the freight movements that will come with the merger. So you will want to run up there and sit all day to get pictures of who knows what will come along.

Of course rumors abound as to the color scheme of the Denver and Rio Grande Western with its merger to the Southern Pacific. The most recent I heard a few weeks ago is the Rio Grande engines will be painted into SP red and gray colors and the flying Rio Grande will be on the sides with a small D&RGW along the front platform. One rumor most people wanted to hear and had hoped for was the name would be changed to the Rio Grande Southern! But we will all have to wait and see what colors come forth.

Once in a while you may catch a glimpse of one of the 4 original railroads that were merged to make up the Burlington Northern. Many of these cars are faded and almost

look like they should be phased out of use. So you take a picture of these just to show what it used to be like with the separate road names and colors. You could always take a BN photo any time. Not now. If you see a BN freight car with the big BN symbol on the right side of the car, take the photo. It seems a lot of the cars coming out of the shops are now painted in the BN green but that big BN logo is not there. All there is is a small B.N. and a car number on the left side of the car these days.

Just this past month the last train ran on the KATY which has now been absorbed into the Union Pacific. How long will it be til those units will turn into Armour Yellow colors. And for some time now, we have all been taking photos of cabooses, any caboose, because it too could be on its last run and you will never see it again. You take photos of a lot of cars because they are getting to be unique and different and they too could be phased out as modern technology comes up with new ideas for transporting the goods that railroads carry. You take photos of those older diesels wondering if they too will soon be traded off for newer high tech units or scrapped.

Remember back when a lot of the little railroads were being absorbed into the bigger ones. Now the branch lines and services to the smaller communities are being abandoned so new local and regional lines are springing up to serve those areas. There are so many new color schemes out there it is unbelievable.

Now with winter coming, think of all the new possibilities that those snow scenes can give you with backdrops of white. Unique photo angles taken in snow drifts are possible along with the possibility that you could take action shots of a rotary plow throwing snow all over you and your vehicle. Some people even enjoy taking photos of trains in raging blizzards.

I just wish Kodak would come out with a 50 exposure roll of Kodachrome 64. Think what that could do for railfanning and photo taking. Happy Thanksgiving.

(John Dillavou)

# NOTICE

## FROM THE EDITOR

Beginning with the December newsletter, the Club will be mailing the Rail Report

a week earlier via 2nd or 3rd class mail. THEREFORE: The Deadline will have to be moved up to no later than the 10th of the month (from the 15th now stated), and, on some months earlier than the 10th, depending on how the weeks fall on the calendar. We will try to adjust this date on the front page of the newsletter each month.

## "SILVER RAILS AND GOLDEN MEMORIES" IRV AUGUST CINEMATOGRAPHY ON RMRRRC EXCURSIONS, CIRCA 1952 to 1962

A reminder that a special arrangement has been made with WB Video Productions to provide RMRRRC members with a reduced cost for the outstanding new video of Irv August photography depicting Club trips between 1952 to 1962. This is in connection with the 50th Anniversary celebration and will be offered through the end of 1988.

The regular retail price of this tape is \$54.95. Club members may obtain copies through the Club for only \$43.00 plus \$2.00 postage and handling. An order coupon is included for your convenience.

### ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_

MEMBERSHIP NO. \_\_\_\_\_

Please send \_\_\_\_\_ copies of WB Video's "Silver Rails & Golden Memories". I enclose

\$ \_\_\_\_\_ in check or MO.

Make checks payable to:

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

*Colorado residents please add \$3.00 sales tax or a total of \$48.00. Thank You.*

## "SILVER RAILS AND GOLDEN MEMORIES" 50th ANNIVERSARY BANQUET PROGRAM ON VIDEO

The 50th Anniversary year is almost over! We wish to remind you of the Ron Ruhoff video of the 50th Anniversary Banquet Program. Ron has made this program available to Club members at a very reasonable price, donating his profit of \$10.00 per tape sold to the Club's equipment fund for preservation and restoration of the Club's historic equipment on display at the Colorado Railroad Museum in Golden. The tape features commentary (actually recorded at the banquet) and photographic insights of 50 years of railroad excursions by the Rocky Mountain Railroad Club. Available on either VHS or BETA formats, this 60-minute, multi-media, slide presentation is priced at only \$24.50 with postage paid!!!

Tapes may be ordered directly from:

Ron Ruhoff  
P. O. Box 1361  
Evergreen, Colorado 80439

### ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_

I enclose \$ \_\_\_\_\_ in check or money order for \_\_\_\_\_ Video Tapes. Please send VHS [ ] / BETA [ ] format.

**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: Ft. Collins Municipal Railway Birney trolley car decals. HO-Scale. 1930 version or 1950 version now available. Complete sets \$8.00 each. Please specify era. (Note: If there is enough interest, decals could also be made to duplicate the restored car now operating in Ft. Collins, but production would depend on at least 25 firm orders. Also, O-Scale decals are a possibility. Please write if interested) Daryl B. Ryder, Box 792, Kotzebue, AK 99752.



**GEORGETOWN AND THE LOOP—  
50th ANNIVERSARY BOOK**

Have you ordered your copy of "Georgetown and the Loop" yet? We're advised that only 300 of the 1000 copies remain.

The cost of the book is \$27.50 plus \$2.00 for postage and handling. Colorado resi-

dents please add \$1.75 sales tax for each book.

Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. Box 2391  
Denver, Colorado 80201

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