

Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 14, 1989 -- 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
Carl Carlson..... 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 10th of the month prior to month of publication.

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.

February, 1989..... No. 353
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.

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

FEBRUARY 14 PROGRAM

Dave Stickley, a long-time resident of Laramie, has spent an extensive amount of time covering the development of the Wyoming-Colorado, shortline, Railroad since its beginning in the fall of 1987. Dave has acquired quite a selection of slides depicting freight operations, passenger service, and, of course, the removal of vast amounts of snow which falls along the railroad's trackage. In connection with snow removal, we will see the UP's rotary snowplow in action! In addition, Dave will answer any questions members or guests may have regarding the railroad and its operations.

(Steve Rasmussen)

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9233) is published by the Rocky Mountain Railroad Club at 223 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80202 for \$12.00 per year which is deducted from members' dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

JANUARY PROGRAM

Long-time member and former Club President, Ed Gerlits, presented those attending the January meeting with a potpourri program of modern railroading, historic railroad equipment and sites, tourist railroads, unique and historic buildings, and, some great scenery of his October Sojourn to the northwest, covering the states of Wyoming, Montana, Idaho, Washington, Oregon, California and Nevada, as well as British Columbia, Canada.

It was a pleasure to have Ed give a program after such a long period of time. All in attendance enjoyed the presentation and we wish to express our thanks to Ed.

In addition to Ed, Erwin Chaim and Darrell Arndt presented a newsreel. Erwin covered the building of the 50th Anniversary Banquet cabooses, the moving of the Interurban No. 25 from the Colorado RR Museum to the Federal Center for restoration, the ski train and the new Alaska RR Tour Cars. Darrell covered the ski train to promote the upcoming Club trip to Winter Park via the D&RGW's Ski Train.

NEW MEMBERS

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

Hugh B. Alexander	Denver, CO
Frank E. Fine	Oakdale, CA
Rick Gossic	Carnegie, PA
Bill Haefele	Golden, CO
Jay Hein	Boulder, CO
Jeff Otto	Arlington Hts, IL
Donald Vancil	Aurora, CO
Paul A. Zaro	San Jose, CA

1989 SCHEDULE OF EVENTS

Feb. 14	Reg. Monthly Meeting
Mar. 14	Reg. Monthly Meeting
Mar. 18	Rio Grande Ski Train
Apr. 11	Reg. Monthly Meeting
Apr. 29-30	Glenwood Springs/CZ Zephyr
May 9	Reg. Monthly Meeting
May 13	Work Day on the Club's Equip. at the Colorado RR Museum
May 20	Alternate Work Day
June 13	Reg. Monthly Meeting
June 17	UP 3985 Excursion (Tentative)
June 18	Wyoming-Colorado Excursion
July 1-12	Trans-Canada Excursion
July 11	Reg. Monthly Meeting
July 22	Ft. Collins Trolley Trip/Picnic
Aug. 8	Reg. Monthly Meeting
Aug. 12	Argentine Central Hike
Sept. 2-4	St. Louis, MO Rail Exhibits & Excursion
Sept. 12	Reg. Monthly Meeting
Sept. 22-24	Private Car Trip to Salt Lake City, UT (Tentative)
Oct. 7-8	North Platte, NE/UP Rail Facilities
Oct. 14	Annual Banquet
Nov. 14	Reg. Monthly Meeting
Dec. 12	Elections & Reg. Monthly Meeting

MEMBERSHIP CARDS

The 1989 membership cards have been printed and the membership committee is in the process of typing out the first of approximately 1100 names corresponding to the revised number list. We normally wait until the majority of members have renewed their membership and this year is no exception. LOOK for your membership card with your MARCH newsletter!!! It will arrive in an envelope marked: "MEMBERSHIP CARD ENCLOSED". Please...do not write to the Club prior to this time asking where your membership card is!!!!!!!!!!!!!!!!!!!!!!!!!!!! Thank you for your cooperation.

MEMBERSHIP DUES: Please...if you have not renewed your membership, do so immediately. Membership renewal is a heavy burden on our treasurer and membership chairman and early completion of this would be greatly appreciated by both of them. Members not renewing by April of each year are purged from the rolls and lose their lower number. It also requires the payment of the enrollment fee to become a member again.



Hugh Wilson and Brian Bechtold guide No. 25 as it leaves the ground in preparation for loading on to a truck. Several rigging adjustments were required to find the "balance point" of the car. (Darrell T. Arndt Photograph)

INTERURBAN NO. 25 OPEN HOUSE

As mentioned in the January issue of the Rocky Mountain Rail Report, the Club's Denver and Intermountain Interurban Car No. 25 was successfully moved from the Colorado Railroad Museum to the Denver Federal Center in Lakewood on December 12, 1988. There, in the coming months, volunteers will be working to restore the car to operating condition and complete body repairs necessary for operation. To highlight this new phase of our equipment restoration efforts, an "open house" will be held at Building 84 on Saturday, February 18, 1989, during which we encourage our fellow Club members and other interested parties to come out and see No. 25 and this facility which we are most fortunate to have access.

The Denver Federal Center is located just south of Sixth Avenue off Kipling Street in Lakewood. Only one gate, Gate No. 1, is open on the weekends. Gate No. 1 is about 3/4-miles south of Sixth Avenue, almost to Alameda Avenue.

After entering this gate, follow Main Street as it winds its way along the south side of the complex until the road turns to the north onto to Seventh Avenue. After about 3/10th of a mile, turn left at No. Center Avenue where the narrow grass median ends and Building 78 can be seen. To visually locate this small, tan building, it is situated directly between the two tall water tanks. Since public access to the Federal Center is restricted during non-working hours, each visitor must make prior arrangements so that his or her name



Car No. 25 gets a glimpse of Denver for the first time in almost 36 years shortly before arriving in Lakewood on December 12, 1988. The trucks were waiting at the Federal Center, having been reassembled there the week before. (Darrell T. Arndt Photograph)

is on an access list with gate security personnel for a particular day. Consequently, should you wish to visit with us on the 18th, please call Darrell Arndt at 572-7868 or Dave Waltrip at 499-0470 BEFORE Thursday, February 16, and give the name of EACH INDIVIDUAL who will be coming. YOU WILL NOT BE ADMITTED on that Saturday unless your name is pre-registered with their gate security people.

This open house is for all Club members and other parties interested in this project. If you know someone who would like to visit the site, by all means, invite them. Open house hours are between 10:00 a.m. and 1:00 p.m., but, if this day or time slot is difficult for you, let us know and we will try to accommodate you at another time. In fact, visitors are always welcome, but, they

should contact us by the Wednesday before the weekend of the visit. Building 78 is heated but take note...it has no water or restroom facilities. See you on the 18th!!!
(Darrell Arndt.)

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.



ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

D&RGW SKI TRAIN EXCURSION

In recent years, the Club has arranged a number of spectacular trips on the D&RGW's Ski Train. On Saturday, March 18, 1989, Club members will venture out on another very enjoyable trip aboard the Ski Train. This year, we've chartered a coach which will allow more Club members to join in on the fun at a very economical price.

The train departs Denver's Union Station at 7:30 a.m. with an arrival at Winter Park at 9:30 a.m. Food service is available on the train for purchase. Passengers are encouraged to go skiing or visit the town of Winter Park via the free shuttle bus. For those passengers that prefer not to ski, several other activities have been arranged. For those interested, a bus has been chartered to go to Fraser and Tabernash so that photography fans can photograph the train being turned on the wye at Tabernash and the subsequent run to Fraser for the train's layover prior to the afternoon departure. Amtrak's California Zephyr and freight train activity may also "come into the picture" depending on that day's operations.

After lunch (on your own), a railroad movie will be shown in a meeting room at the Winter Park Ski Lodge.

Following the movie, the group will board the Ski Train and at 4:15 the train will depart with an arrival back in Denver at 6:15 p.m.

Tickets may be purchased at the February and March meetings or can be purchased by mail. Send orders along with a SSAE to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Mat Anderson
1117 S. Clayton
Denver, Colorado 80210

Please send _____ Tickets @ \$26.00
per ticket.

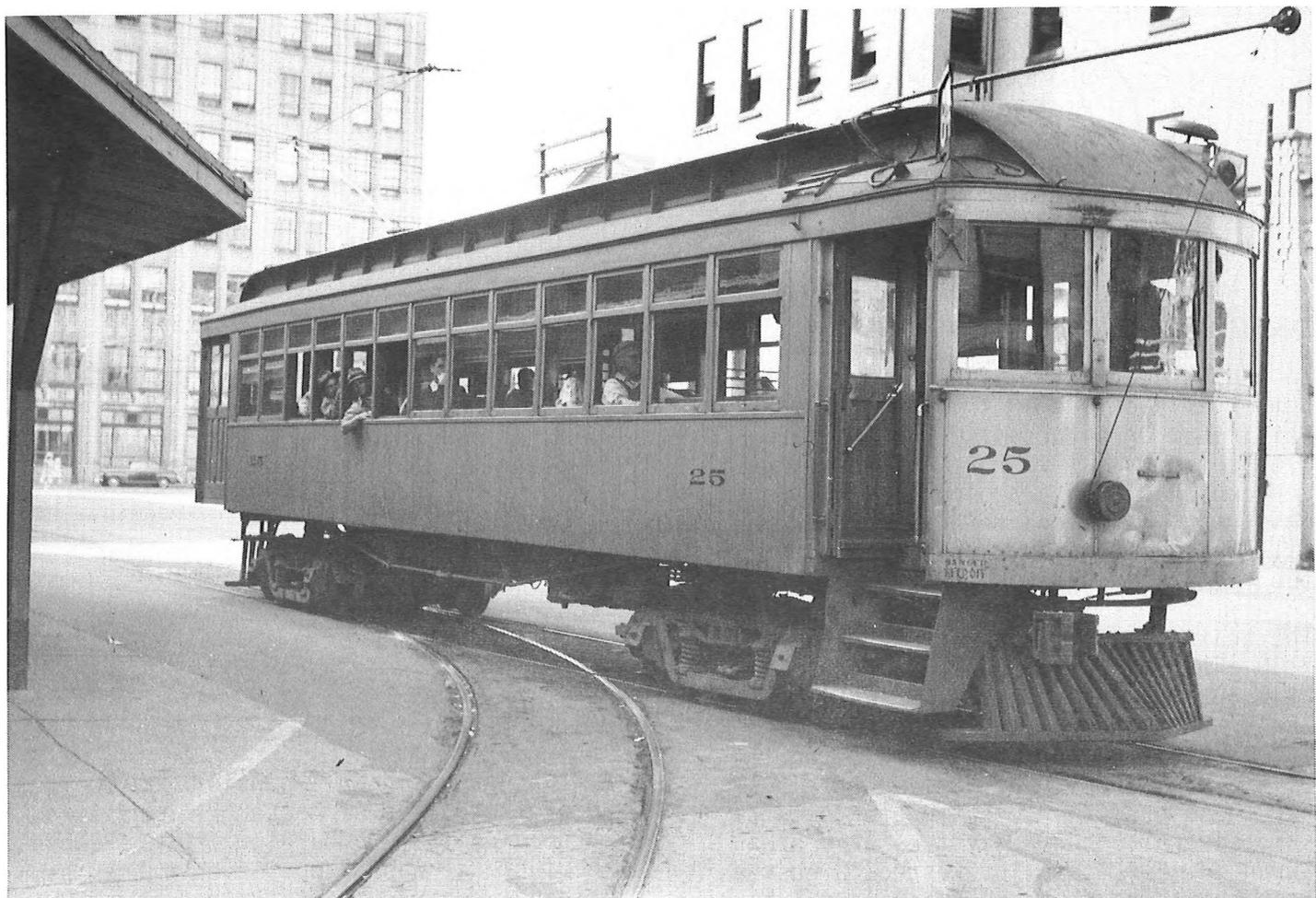
I/we enclose \$ _____ in check or MO.



AMTRAK NEWS

Amtrak announced an expansion to 100 from 50 of the number of passenger cars it is purchasing from Bombardier Inc. of Canada. The increase was an option on Amtrak's original contract, signed in June, 1988; and the second fifty cars will cost the same (one million dollars each) as the first fifty. The order is being financed through the Export Development Corporation of Canada. Delivery of the first 50 cars will begin in March of this year, and end in August. The second group of 50 will be delivered between November, 1989, and the spring of 1990. All the new cars will be assembled by Bombardier at its facility in Barre, Vermont. They will be similar to the aluminum-clad cars currently operating in transit service in Connecticut, Massachusetts, New Jersey, New York and Pennsylvania. However, the interiors are designed for comfortable intercity travel, and the cars are fully compatible with all current Amtrak equipment. Amtrak plans to use these new cars on short-distance routes, primarily in the Midwest (Carl E. C. Carlson/20th Century RR Club)

At the same time, Congress is once again trying to dump Amtrak. If you are so inclined, you might want to write your representatives in support of Amtrak.



No. 25 is shown in this photograph taken by George K. Isaacs of St. Paul, Minn. Mr. Isaacs generously supplied the negative for us to make prints for the Club's archives. The place is the lower Denver Loop in August, 1948. Note the narrow gauge tracks curving out from under the No. 25. These were part of the Denver Tramway System. (George K. Isaacs Photo)

PRESERVATION FUND AND BOOK DRAWING

Gary Ellison (NY) / Don Ball, Jr. 1989
Railroad Calendar

Prizes and winners at the January meeting are as follows:

- Phil Wise / Rio Grande to the Pacific
- Chuck Morison / Saloons of the West
- Erwin Chaim / Iron Horse
- Hugh Alexander / Locomotive Quarterly,
Spring, 1987
- Bob Whisler / Railroads of Today
- Bob Fryml / Official Guide of Railways,
October, 1942
- John Holzman / From Zephyr to Amtrak
- Jack MacLennan / Marklin OO/HO
- Wally Porter / National Railway Bulletins,
set of ten
- Art Lort / Set of 20 small post cards

We continue to receive many fine drawing prizes and wish to offer our appreciation to those who have given books and other railroad related items to help the preservation fund. Should other Club members wish to donate such items, please contact Roger Callender at: 2573 So. Williams St., Denver, Colorado 80210. Also, if you live outside the Denver area and wish to participate by mail, such as Gary Ellison does each month, you can obtain information from Roger as to details. Again, we wish to thank the many donors as well as the many participants.



RMRRC REMEMBRANCES



THERE ARE NO TRAINS TO SALIDA

by Irv August

"This is one Helluva way to get to Salida," I grumbled as I sought to find a more comfortable spot atop the pile of coal.

"Perhaps we should have taken the bus," answered Franklin Longwell, my traveling companion.

There we were, sitting on Crested Butte coal, five cars ahead of the caboose, stalled on the west side of Marshall Pass near Mill Switch curve. As I listened to the K-36 on the head end whistle, followed by an answer from the helper, I reflected on how it came to pass that we were in that particular spot on that dark night way back in September of 1941. I had moved to Colorado, with my wife, only months before, and in the hectic pace of a new assignment had given little thought to any railroading. Until, that is, I read a newspaper article by the famous war correspondent Ernie Pyle, telling about his recent trip over Marshall Pass. That was when I mentioned it to Franklin, our next door neighbor.

"Great idea, but let's do as much of the narrow gauge circle as we can," he replied with enthusiasm.

That was an exciting thought, but before it could materialize I would need the OK from my employer and the blessing of my wife. Both were cheerfully given and we were off.

We drove to Alamosa and left the car there. The following day we took the daily San Juan to Durango. That night we stayed in a "fleabag" hotel just down the street from the depot and next to an iron foundry. It cost us a dollar apiece, quite some different from the Palmer House there today. Then on to Silverton on the tri-weekly mixed freight riding in the caboose. The only other passengers were a couple of bewhiskered prospectors who had been in Durango for supplies. We left them off in the Cañon where they had corraled their burros before going to Durango. Hoping to spend the night in Ouray, we walked out to the highway from Silverton to thumb a ride. Soon a grizzled hard rock miner picked us up. I never will forget that ride on that narrow gravel road over Red Mountain Pass in the rumble seat of that beat up sixteen cylinder Cadillac. But that is another story!

So it was, several days later we found ourselves in Gunnison in the early afternoon. With great confidence, I walked into the depot and stepped up to the ticket window.

The telegraph ticker was sounding as the agent bent over the desk. Finally, all was quiet and he turned and said, "What do you fellows want?"

"Two tickets to Salida," I replied as I shoved a \$10 bill across the counter.

"There are no trains to Salida. You'll have to take the bus," he said with an air of finality and turned back to the desk.

"I know that there are no passenger trains to Salida, but we want to ride the caboose," I countered. It was plain that the agent was not too keen about selling any tickets. Perhaps too much trouble! How long had it been since he had sold the last one, I thought.

"I hope that you fellows know what you are doing," he said as he passed the tickets and the change back over the counter.

We walked out smiling to ourselves. What the agent did not know was that before we left Denver, I had gone to see Harold Eno, Rio Grande Passenger Traffic Manager, to get a pass to ride a Gunnison to Salida train. He told me then that while there

were no passenger trains, the tariff was still in effect and all we had to do was to buy a ticket. Then, to hope that there would be a freight train on at least the same day as we would want to make the trip.

It was after six P.M. when we left Gunnison. A solid train of Crested Butte coal stretched out ahead of the caboose. I expressed doubts about getting over Marshall Pass, but the conductor only shrugged and grunted, "We'll get a helper at Sargent." Sure enough, once we were there, we took water and a K-36 coupled up BEHIND the caboose. I thought that this was rather strange, but said nothing. It wasn't my affair. Leaving Sargent, an early evening shower had stopped and it was dark. Soon we were on the 4%. Those engines were really barking! Franklin and I were up in the caboose talking to the brakeman when the engine on the point lost its footing and quickly regained it. The slack bunched up and ran out again as the helper did the same thing. The caboose heaved like a bucking bronco. The conductor stood up and shouted, "You fellows go up four or five cars and sit on top of the coal. That S.O.B. behind us is going to flatten this caboose." Climbing over those weaving cars in the dark was not the easiest thing to do but we made it safely, and there we sat!

Because of the shower and the falling aspen leaves, the rail was quite slippery and just before Mill Switch curve we stalled. After several attempts and lots of Whistling and with the slack running in and out, we got moving again and made it to the top without further trouble, stopping in the gloomy, smokey snow shed that straddled the Continental Divide.

In the darkness, we climbed down, somewhat the worse for wear, and made our way to the rear end. The helper had already cut off and backed away about ten feet. After we had left, it would turn on the covered turntable and return to Sargent.

"How long are we going to be here?" I asked the brakie.

"Maybe half an hour," he answered. "We must turn up the retainers and test the air."

Walking forward, I reached the "station" platform. Those enormous timbers took on a ghostly appearance. The wind was blowing through the many cracks with an unearthly moan. As I stood there, I wondered if it might not be the spirit of those who had passed over this mighty Divide in times long past? The Mountain Utes on their way to the prairie for their annual buffalo hunt, William Marshall seeking a short cut to Denver for relief of an aching tooth (and for whom the pass is named) redoubtable Otto Mears who pushed his toll road over the Pass and General Palmer's tracklayers topping the summit with rails of steel?

Two blasts of the whistle brought me back to reality. As the caboose went by, I swung onto the rear platform. The rest of the ride to Salida was uneventful. The quiet of the night air broken only by the click of rail joints and the protesting squeal of flange on rail on those 24 degree curves.

It was daylight when we reached Salida. Climbing down, we bid the crew good bye and headed uptown for breakfast. Funny thing though...the conductor never did ask us for those tickets!

NEWSLETTER DEADLINES

You will note that the Newsletter Deadline has now been established as the 10th of the month prior to the month of publication. This deadline will not only make life easier for your editor, but will also take early mailings into account for such things as elections. While we have tried to accommodate folks who cannot seem to get their material into the editor on time, month after month, this policy has caused a great deal of trouble and more space for error. THEREFORE, from this point on, the deadline will be strictly enforced as per the Board of Director's directive. This not only pertains to written text, but photographs as well. Material not received by a reasonable hour on the 10th will not appear in the immediate newsletter, but will be held over to the following month.



California Zephyr

For A Rocky Mountain Railroad Club Weekend Excursion To Glenwood Springs

GLENWOOD SPRINGS SPRING FLING

Take a "Spring Break" to Glenwood Springs with the Rocky Mountain Railroad Club aboard the California Zephyr on Saturday, April 29-30, 1989. View the spectacular Colorado scenery along the Rio Grande's right-of-way and spend a relaxing night at the beautifully restored, historic Hotel Colorado.

Saturday night we will enjoy a special Prime Rib dinner with other Rocky Mountain Railroad Club members at the Hotel Colorado. You will have plenty of time on either Saturday or Sunday to relax in the world's largest outdoor hot springs pool. Other activities include shopping, watching trains, church, and a visit to Doc Holiday's grave (the best shopping day is Saturday).

All this for only \$129.00, double occupancy; \$159.00, single. (For children's, call Al Miller at 752-0900) Included in the fare are the following:

- *Round trip coach accommodations on Amtrak's California Zephyr
- *Saturday night lodging at the Hotel Colorado
- *Saturday evening Prime Rib banquet
- *One-day admission to the Hot Springs Pool
- *Baggage handling to and from the hotel
- *Applicable tips and gratuities

Space is very limited and will be assigned on a first-come, first-served basis. Send

your reservation requests and checks made payable to:

Alpine World Service
Attention: Al Miller
1555 South Havana
Aurora, Colorado 80012

RESERVATION REQUEST

Glenwood Springs Weekend
April 29-30, 1989

Individual Names: *(Please Print or Type)*

Address _____

Zip _____

Phone () _____

My/Our check or MO is enclosed in the amount of \$ _____



FROM THE PRESIDENT

Just when you think you've seen or heard everything, someone comes up with something new and "exciting." As the railroads developed over the years, transients began to ride the trains, a practice continued to this day. Eventually, they became known as "hobos" and I remember seeing them in Iowa where they developed their own little communities.

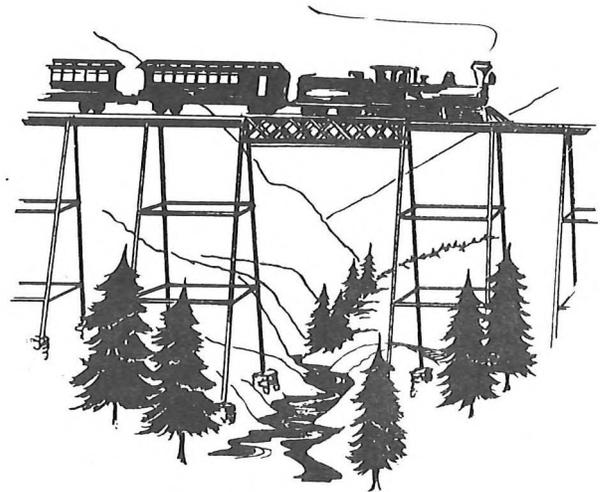
We now have more homeless and general transients as well and many still use the railroads as their mode of transportation. Many of these people still have their little "areas" where they live near the railyards. Many die each year in accidents as they try to "hop" a freight. Or, they drink themselves into a stupor, collapsing on the tracks where they lose various limbs or even their lives because train crews cannot see them in time.

Movies, in this country, have somewhat glamorized "ridin' the rails." Now, it is surfacing somewhat differently in Brazil. I came across an article recently in one of our local newspapers under, of all things, the "Behavior" column. Down in Brazil, they are having big problems with people who "surf" the trains for sport! They call themselves "Surfistas." Government officials say that the stunt is popular among the poor youths of Rio as well as the acute social problem-people of the country. Since

April, 1987, over 200 people have died and at least 500 have been injured from this new "sport." (If the railroads can catch anyone doing this, "train surfing" carries a \$2.00 fine)

I can just imagine what such a sport in this country would do to our railroads and their insurance companies and what these folks may be thinking about this sort of thing happening here. There are enough "legal" wild sports like wind surfing, parachute sailing, hang gliding, etc., without a new illegal one like this emerging. I am sure some idiot out there will try it here in this country sooner or later, but I would hope it doesn't happen.

(John Dillavou)



ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

SECOND CLASS