

Rocky Mountain Rail Report

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The Rocky Mountain Railroad Club

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

Editor - - - Darrell T. Arndt

MEETING NOTICE: Date Tuesday, March 9, 1976
Time 7:45 P. M.
Place Southeast wing of Christ Episcopal Church, 2900 So.
University at Bates; offstreet parking at rear (east)
of meeting hall.

PROGRAM NOTES: POTPOURRI NIGHT

The program for the March meeting will be a "Bring your own slides and show your own thing" routine with each individual invited to bring around 20 slides or less to be shown on the Club's trusty stack-loader projector. The slides should be put in order as follows: First slide should be put on the bottom with the white or blank side up, second on top of the first, also with white or blank side up, continuing on through all of the slides in this manner, ending up with the last slide on top. This way the projector will show the pictures in the correct order. Check through when finished with stacking, to see if all right sides are up. Choose your own subject matter, but if you want to remain on the good side of everyone present, it probably should pertain in some way to railroading. Of course, be sure to give a little description of each slide so we will all know what we are viewing. Don't be shy - it's hoped that everyone will join in the fun.....See you on the 9th!!!

EVEN THOUGH some folks might have been disappointed that there was no blizzard through which to struggle to attend the February meeting, no one appeared disappointed when Erwin Chaim showed slides of his August, 1971 trip in Europe by train. Although the rail scenes were a highlight of the program, Erwin presented many other views of the numerous scenic, architectural and historic attractions that Europe is so well known for. Included were shots of the famous 8½ mile long monorail at Wuppertahl, Germany, a system that was built back in 1901 and would probably put to shame many of our current designers of urban rapid transit creations; also the rack railway and cable car systems on Mt. Pilatus near Lucerne, Switzerland, and the Falsel Yard near Trier, Germany, in which Erwin and Barbara found approximately 80 steam locomotives in service. In addition were views of the picturesque towns and scattered castles that can be seen from boat trips on the Rhine River in Germany. Erwin's often amusing narration and knowledgeable descriptions about these and other attractions in Germany and Switzerland certainly made for a very pleasant evening.

BIG STEAM TO LARAMIE - Enclosed with this newsletter is a flyer on the upcoming 8444 excursion to Laramie on May 30th of the Memorial Day weekend. Make no bones about

it, if you wish to participate in this operation, it would be most advisable to order tickets as soon as possible. The trip is going to be publicized locally and nationally within the next few weeks, visitors to a regional model railroad get-together the same weekend will probably take the run, some ticket orders have already been received, and the trip is usually a sellout anyway. Fare is \$30 roundtrip, which, incidentally, is only \$6.00 more than the regular round-trip Amtrak fare to Laramie.

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A LITTLE REMINDER about "you know what!" Most dues are now paid up for 1976. Send yours in now if you haven't already. \$4.00 per year. The drawing for the books "Denver South Park & Pacific" and "Rio Grande Southern Story" will be held at the April meeting. Chances are \$1.00 each.

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THE SNOW WENT FLYING - What appeared to be a record turnout of narrow gauge fans descended upon Chama, New Mexico over the weekend of February 14-15, for this year's rotary snowplow operation on the C&TS RR. The "formal" activities began on Saturday evening with a dinner, attended by a capacity crowd of 152 people, followed by a program. Both dinner and program had been sold out since mid-January with over 25 states represented.

Overcast skies were the rule, with snow falling continuously on the pass on Sunday, the day of the operation...The plow train departed Chama a little after 10:00 A.M., powered by engines 487 and 483, trailed by an open gondola car, two other enclosed cars for passengers, and caboose 0503, accommodating a total of 118 persons. With the two engines for power the consist made rapid progress, compared to previous years, in attaining its goal of Lobato Trestle by mid-afternoon. Numerous photo runs were allowed for those riding the train who alighted from the cars and waded through waist-deep snow in places to get set up for photos. The railroad reported snow encountered by the plow was as deep as 34" above the rail. Quite a caravan of cars also followed the train, a ball-park count running easily over 100 cars plus a bus. 139 pacer passes were purchased by these people to help support the operation. Shoes, snowshoes and skis were also used by a number of followers. At Lobato Trestle, the plow and first engine were uncoupled and run across the trestle, followed part way by the remainder of the train. About this time, just before the return to the partly-cloudy skies in Chama, a virtual blizzard engulfed the entire scene, providing a complete sampling of the weather in the area.

The C&TS now has brochures available for the 1976 season, and can be obtained by writing to them at P.O. Box 789, Chama, N. M. 87520. Fare this year is \$16.00, up a dollar from last year.

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THE RIO GRANDE has petitioned the PUC for permission to increase adult fares on the Silverton from \$9.60 to \$10.25, and children's fares from \$5.85 to \$6.25.

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SOUNDS GOOD - Amtrak recently announced a new incentive and travel bargain to encourage rail travel with a program known as the USA Rail Pass. Similar to the program in Europe and to the program for foreigners visiting the U.S., the tickets will allow U.S. citizens to ride as many Amtrak trains as they wish during a certain period. Travelers will be able to buy tickets allowing unrestricted coach travel on any of Amtrak's regular trains. A two-week pass will run \$150.00, three weeks \$200., and up to 30 days for \$250. Children, ages 2 to 11, go for half price. The experimental program will begin March 1st, and last for 2½ months. Southern Railway will accept it beginning March 15. Travelers going first class can upgrade their ticket by paying the additional cost.

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NEW VIEW OUT THE FRONT DOOR - Wednesday, February 18 was a big day in the life of the C&S Broomfield Depot, as it was moved from its location along the railroad tracks to a spot almost two miles away. The project was a joint effort by the Broomfield Jaycees and the Broomfield Historical Society to save the historic structure from demolition.

It all started about five years ago when the C&S notified the city that the building, which was built around 1905, would have to be removed. After subsequent discussions, the railroad said the Jaycees could have the structure if they would move it, as the company had other plans for the depot grounds. The city determined that it would be okay to locate the building in what is known as Lac Amora Park. A local housing developer, Medina Homes, agreed to construct a basement foundation in the park while the city would provide the necessary utilities hookup.

The foundation is now being constructed with the station nearby ready to be placed on top of it. It is hoped that the building will be ready for dedication by July. The Jaycees, who retain ownership, will use the basement for their meetings, etc., while the first floor is to be restored and used by the Broomfield Historical Society. All of this costs money, obviously, even through the city, homebuilder, historical society, and the Jaycees are contributing time and resources in the effort. Requiring immediate attention is the need for a new roof, the most expensive item. With the aid of old photographs, the Jaycees also hope to restore the building to its original appearance, adding such amenities as a semaphore, and perhaps even some rolling stock such as an old caboose eventually. Donations for this would be most welcome and can be sent to the Broomfield Jaycees Depot Fund, Box 151, Broomfield, Colorado 80020. They are a tax-exempt organization.

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YOUR DREAM COULD BE THE SCHEME - The financially ailing Rock Island Railroad has accepted an offer by the 20th Century Railroad Club of Chicago for its members to paint the exterior of engine No. 652, an E-8 diesel, built by EMD in 1952, and currently used in passenger service on the railroad. Plagued by a lack of funds, and with its Chicago area painters on furlough, the railroad had not planned to paint a locomotive in bicentennial colors as a number of other lines have done.

The 20th Century RR Club has announced that it will conduct a national contest among railroad enthusiasts to pick a suitable bicentennial design. A selection committee will narrow the field to ten finalists and railroad and club officers will select the winning entry. Of course the railroad reserves the right to reject any or all entries if none are suitable. The club will provide blank locomotive outlines showing both front and side views. Contestants will color their design on this official entry form, which must be used to enter the contest. Each form will be coded to insure anonymity of the submitter until the winning design is picked. It is hoped the engine will be done by mid-May so that it can be dedicated on May 14th at LaSalle Street Station. The loco will be painted at railroad's 51st Street Shops by volunteers.

Prospective designers should write for the official entry form, including the \$1.00 entry fee with each request to help defray the cost of materials. There is no limit to the number of designs submitted, but each one must be on an official form. Contest closes May 1, 1976. Write to the 20th Century RR Club, 10700 South Seeley Avenue, Chicago, Illinois 60643.

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UP JUNIOR OLD TIMERS NO. 1 will head west from Council Bluff, Iowa on a special UP train on March 31st. Destination is Las Vegas, Nevada.

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A NEW HOLLYWOOD PRODUCTION starring ex-GW Engine 2-8-0 No. 75 from Denver and several private cars of Dr. James Arneill, kept at the Forney Transportation Museum, also

in Denver, was recently released to area theaters. The movie, "Breakheart Pass," also stars Charles Bronson, Ben Johnson, Richard Crenna, and Jill Ireland, and depicts a train carrying soldiers and medicine to an army fort out west. Of course, as the movie develops, there is more to it than that. As was mentioned in previous newsletters, the filming was done last winter out of Lewiston, Idaho, on the Camas Prairie Railroad, a joint UP-BN (ex-NP) branch operation. The film is shot almost entirely on the train and along the right-of-way and is worth viewing at least for the rail aspect of the feature, if you don't mind seeing the characters in the movie beat up, burned up, blown up, bent, bounced, smashed, dragged, drugged, struck, stuck, stabbed, squashed, shot, chopped, frozen, or treated in various other detrimental fashions.

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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 appraise items.

FOR SALE: Old railroad passenger timetables, best offer, very good condition.
1 each of Burlington Route date 1940 - Great Northern RR, 1940 -
Pennsylvania RR 1939 - Baltimore & Ohio RR 1937 - Wabash RR 1937.
HENRY LEONHARDT, 4210 Washington, Lincoln, Nebraska 68506.

FOR SALE: As new "Denver South Park and Pacific" - \$350. Write or call FRANK HART, 740 Clayton Street, Denver, Colorado 80206. Phone: 373-3188.

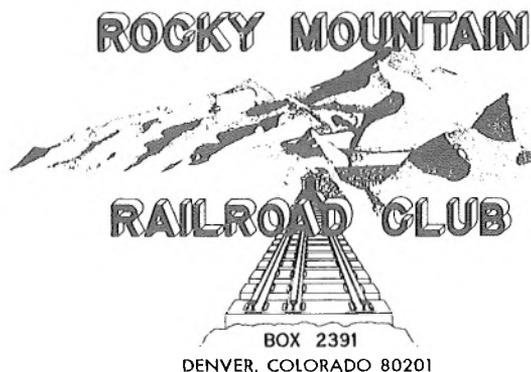
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