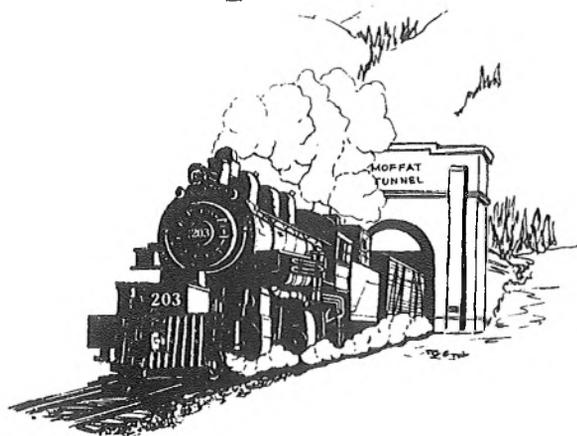


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201
April, 1976 No. 199

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, April 13, 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:

In the mid-1960's, ex-Great Western steam locomotive No. 51 was operated on several excursions out of Denver. At the April meeting, Ed Gerlits will show a selection from his 16mm color movies of these various operations. Included will be trips that went to such diverse destinations as Lyons, Boulder, Longmont and the Moffat Tunnel. He will also show his 16mm color movies of the Club's last excursion on the 2 foot gauge Cripple Creek & Victor Railroad. In the films we will see the Pinales mallet, Porter & Henshell locomotives being double and triple headed. Kurt Penny and Richard Sheets will provide the background music for this program that you won't want to miss.

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A great assortment of subjects and scenes were viewed during the Potpourri Program at the March meeting. Included in the wide variety of slides shown were views of riding the San Francisco Zephyr over Donner Pass during winter's rotary snowplow operations, narrow gauge running in Wales, a Burlington Railroad steam trip from Chicago to W. Burlington, Iowa in 1964, scenes of the Denver HO Club's model railroad layout in the basement of the Colorado Railroad Museum, recent views of the Alpine Tunnel, the Union Pacific in the days of steam, the February rotary operation on the C&TS and Rio Grande steam and diesel powered freight and passenger operations of the past. Needless to say, there were many more fine selections shown, all of which indicates that the Potpourri will remain a regular feature in the agenda of future programs.

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THE DRAWING FOR the books "Denver South Park & Pacific" and the "Rio Grande Southern Story" will take place at the April meeting. Dues and chances must, therefore, be received before the meeting, in order to participate. Dues, of course, are \$4.00 per year while chances for the books are \$1.00 each.

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MOVING ALONG - The May 30th Memorial Day weekend excursion to Laramie with the 8444 is about half sold as of the end of March, with ticket orders being received at a steady pace. If you wish to go, it'll be yourself you'll hate if you procrastinate.

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GOING UP - The Rio Grande has applied to the Public Utilities Commission for a fare change on the Rio Grande Zephyr. The railroad wants to eliminate the \$1.50 Zephyr seat charge, and increase the regular fare by approximately 30% over the remaining rate. Effective date would be April 29, 1976.

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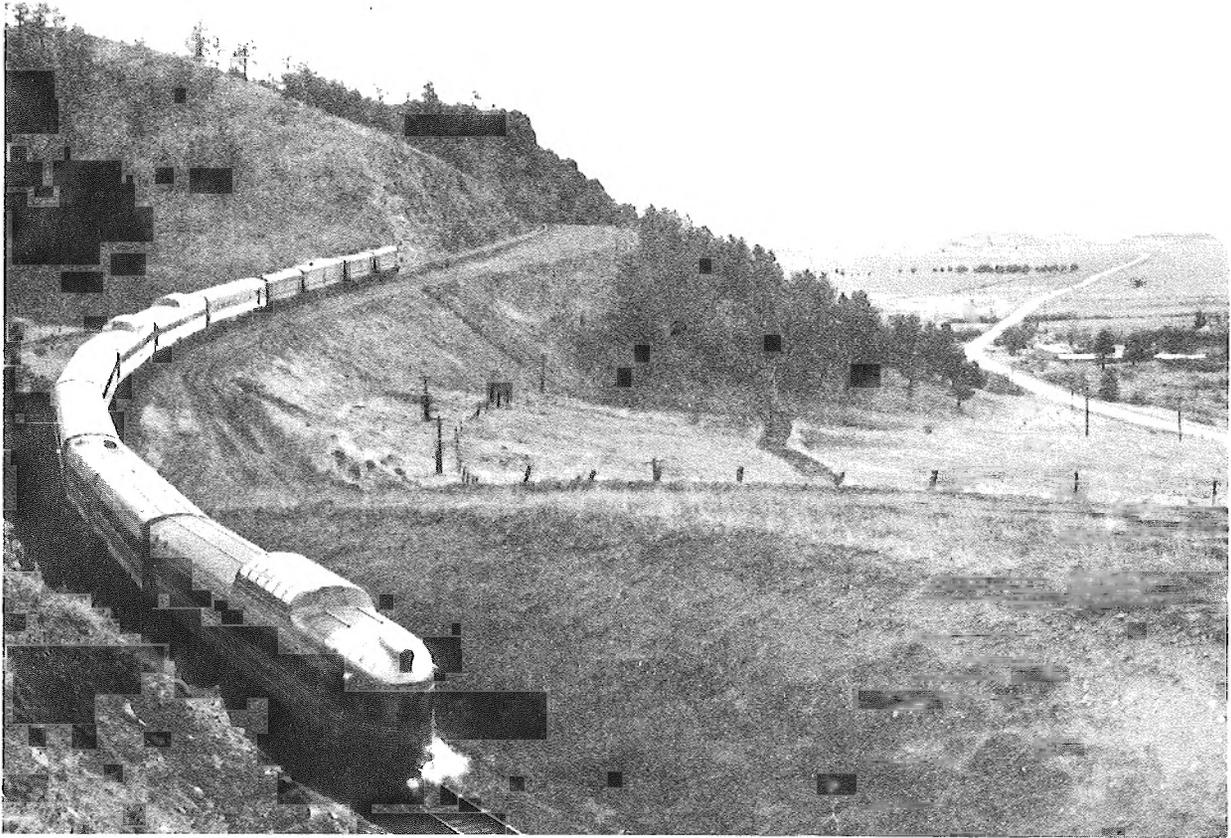
IT WAS THE END OF AN ERA - The Colorado Railroad Museum reminds us that it was 25 years ago, on January 31, 1951, that the famous "San Juan" narrow gauge passenger run between Alamosa and Durango was discontinued. And at about the same time, on February 14 and 15, 1951, the last freight train operated between Salida and Alamosa before the abandoning of the line from Mears Junction to Hooper.

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TO THE GREAT DIVIDE - On Saturday mornings during the winter months, the Rio Grande's mainline from Denver to the Moffat Tunnel is the scene of two train operations that are unique in present day rail travel in the United States. At 7:30 A.M., in Denver's Union Station, the railroad's Rio Grande Zephyr begins its all-day run to Salt Lake City, Utah through 570 miles of some of the finest scenery that can be viewed by train in the west. The stainless steel ghost of the California Zephyr usually sports three or more dome cars in its consist, as well as the dining car, "Silver Banquet", and round-ended observation lounge, "Silver Sky." At 7:35 A.M., the Rio Grande Ski Train pulls out of the depot just behind the Zephyr with its steam generator car, ex-Prospector combine, and eight ex-Northern Pacific heavyweight coaches whose history dates back to their construction in 1915.

In the photos on the next page, the two trains are just beginning their assault on the front range of the Rocky Mountains at the 23 mile mark from Denver. The Zephyr, having just crossed the Coal Creek Canyon bridge and approaching Tunnel No. 1, is preparing to show its 230 passengers some real mountain railroading. Already 1,500 feet above Denver, the train will continue to climb another 2,500 feet in the next 27 miles through 28 tunnels before reaching the 6.2 mile long Moffat Tunnel. The Ski Train, being somewhat slower and having stopped at a passing track called "Rocky" to receive passengers from Boulder and Denver's western suburbs, is about half an hour behind the Zephyr at this point. In the accompanying photo, the train has just emerged from Tunnel No. 1 and is approaching Plain(view). 583 people are on board for the \$4.50, 114 mile round trip. Included with, and in addition to the regular consist on this day, is a dome coach and dome-buffet-lounge car, "Silver Shop" to accommodate the Winter Park Recreational Association's annual trip for various government officials and guests including the mayor of Denver. The Ski Train concluded its well-patronized operation this season, on March 28, 1976.

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The Rio Grande Zephyr Leaving Coal Creek Canyon on Saturday, March 20, 1976



The Rio Grande Ski Train at Tunnel No. 1 near Plainview, Colorado, March 20, 1976

CAN YOU HELP? - Bob Griswold, with the cooperation of many club members, has been compiling a history of the San Luis Southern Railway and its successors. To complete this work, he needs photographs of the following subjects: *The stage that operated between San Luis and San Acacio in 1910. *The motor car that operated in 1917. *D&RGW locomotive No. 641. *Robert B. Ramsey. *The passenger shelter at Ojito. *William W. McClintock. *The Blanca freight depot. *The seven car passenger Cadillac that operated between Jarosa and Taos in 1930. If any of our members would like to contribute photos of the above mentioned, please contact Bob at 2700 South Kearney Street, Denver, Colorado. 80222. Phone 756-7814.

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STILL ALIVE AND KICKING - an old wooden caboose has been obtained from the BN in Denver and moved by truck to Buena Vista, Colorado and parked in the downtown area. The car was placed on a length of track and is being cleaned up (the interior was sandblasted throughout) and used as a small store.

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FROM ANOTHER PLANET? - One of the new electric locomotives for the Henderson Mine railway project in the Williams Fork Valley was seen being trucked over I-70 near Georgetown in mid-February. Apparently being trucked from Denver, the box-shaped, cabless unit, sans trucks, had only a headlight and coupler on each end to indicate it as being a piece of railroad equipment. Undoubtedly, one of the weirdest looking locomotives around.

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THEY WON'T GO TO THE BANK IN MORE WAYS THAN ONE - Ever since Denver voters approved the Burlington Northern's \$500 million plan for a "New Town" in the railroad yards and commercial district between Union Station and the Platte River last year, the railroad, the city, and various citizens groups have been trying to come to agreement on such things as street layout, pollution problems, flood dangers, etc., etc., etc. One major problem is the routing of the rail line through the river valley. The BN wants to put in a joint line over on the west bank of the river that they would have control over, and remove the tracks south of the Union Station, putting the depot on a stub track. Several groups oppose this plan as it would destroy the ability of Amtrak to have a through operation to the south without a great deal of switching, and also hamper any future public rail transportation systems running from the depot to southern suburbs. A more formidable opponent to this plan has spoken out recently in the person of Gus Aydelott, President of the Rio Grande. Mr. Aydelott indicated, in no uncertain terms, that his railroad has no intention of giving up its tracks and using a line whose scheduling would be controlled by a competitor and who would charge the Rio Grande \$500,000 a year to use. The outcome should be interesting.

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ALMOST - A special Rio Grande Passenger train that had been planned for run between Denver and Colorado Springs on April 29th, has been canceled. The Colorado Springs Centennial-Bi-Centennial Commission had intended to reenact an event of 1862, when state legislators in Denver had traveled (not by train) to Colorado City to consider it as a possible territorial capitol. This train would have transported about 100 legislators to a commemorative celebration. It will still take place, but busses will be used instead. The expense of chartering either an Amtrak or Rio Grande train was the apparent downfall of the excursion.

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EVEN THE BEST LAID PLANS The first of the four cars that have been ordered by the Pikes Peak Cog Railway from Switzerland arrived in Colorado Springs on March 13th, over the C&S. The unit was shipped by flatcar from Houston and is a "power" car, one of two on order. A "trailer" car for each unit is also

on the way with all four cars due in the Springs by around the first of May. What had been hoped to be a smooth shipping operation, however, became fraught with a number of complications. On the way up from Texas, vandals smashed several of the large windows in the car. After the arrival in Colorado Springs, the car was being transferred from the flat car in preparation for movement by lowboy to Manitou Springs when several supporting "I" beams broke and caused damage to the car. It is now on the railway's property and being examined to determine if and how repairs can be made. It is hoped the equipment will be available and ready for dedication ceremonies on May 24.

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THE GOVERNOR of Colorado and his son rode the Rio Grande Zephyr to Glenwood Springs on March 13th.

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PLANS ARE BEING CONSIDERED to turn the Gold Camp Road between Colorado Springs and Cripple Creek into a toll road, due to a lack of funds to maintain the picturesque and historic drive. The 32 mile road is on the bed of the old Colorado Springs and Cripple Creek District Railroad, also known as the "Short Line," and takes the driver over high fills, through deep cuts and tunnels on the winding ascent to the famous mining town. The road was developed as a private toll road after the line was abandoned in 1920, and in the mid-30's came under County and Forest Service control. As envisioned by the counties, the toll fees would finance re-creation of railroad trestles and watering facilities that once adorned the route and renovation of the tunnels. In addition, the revenue would establish picnic and recreational areas and an old stage stop in the mountains above Colorado Springs and even allow for paving of the road.

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DOWN ON THE CUMBRES AND TOLTEC SCENIC RAILWAY Visitors to the engine house in Chama this season will notice some major additions in the form of two heavy machine tools which were moved in during March. The tools will be used this spring to make rod bushings and other parts for the 480 series locomotives On July 1, 1976, there will be a change in the membership of the New Mexico Railroad Authority when members of the New Mexico State Parks and Recreation Commission will also assume the duties of the NMRA. The New Mexico Parks and Recreation Commissioners are not state employees, but seven business people from around the state who are appointed by the Governor and serve at his pleasure. The present members of the NMRA will no longer be officially involved with the railroad after July 1st. Neither the lease contract between the States of Colorado and New Mexico and Scenic Railways, Inc., or the membership of the Colorado Railroad Authority are affected by the change in New Mexico.

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AN ORDER THAT WILL MEAN A LOT IN THE END - The Amrail Division of AMI Industries, Inc., in Colorado Springs has been awarded orders for nearly \$9 million by Amtrak for coach seats. The seats will be installed in the Amfleet coaches being built by the Budd Company and in the bilevel intercity coaches under construction by the Pullman Company. The seats are equipped with foldaway tray tables, and some models have foot and leg rests. The company has also provided Amtrak with dining car chairs.

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SWAP 'N SHOP - Personal ads are accepted from members to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items:

WANTED: Pictures or plans of the coal ramp, water tank, depot, section house, stock pens, etc., of the D&RGW's Sargents, Colorado yard. Ronald Welch of Gallup, New Mexico, is working on a HO N3 model of the yard and would like to hear from anyone having any kind of

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pictures of the Sargents area. All correspondence will be answered.

RONALD L. WELCH, P. O. Box 1775, Gallup, New Mexico 87301

WANTED: Colorado Midland in complete and good condition. State price and condition.

JOHN SHARP, 1770 Wren Street, Reno, Nevada 89509

FOR SALE: For best offer, the following timetables:

#1 Emp. TT No. 6 Rio Grande Southern RR 7-18-1948.

#2 Emp. TT No. 7 Colorado & North Western RR also known as The Switzerland Trail 10-1-1905. Not in good condition. Only one known in existence.

#3 TT No. 19 & 37 Midland Terminal Ry 5-30-1926 & 4-30-1941.

#4 TT No. 1 Colorado & Southern RR 6-5-1922 shows Alpine Tunnel.

#5 Emp. TT No. 2 Colorado Midland Ry 11-18-1917.

#6 Public TT Colorado Midland Ry 4-1904.

#7 Emp. TT No. 20 Denver & Intermountain RR 4-1-1943 Denver-Golden Division.

#8 Emp. TT No. 23 Denver Tramway Company Denver-Leyden Division, Denver-Golden Division.

Have a few other Colorado timetables, if interested send SASE.
WALTER N. HOFER, 41 Maltby Place, New Haven, Conn. 06513

WANTED: Prints of Howard Fogg's. Offer uniform button white metal or bkms C.M. Ry., PIKES PEAK ROUTE, has head of Indian raised on front, make offer. No phone calls.

AVERY VON BLON, 1111 Colcord, Waco, Texas

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ROCKY MOUNTAIN



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