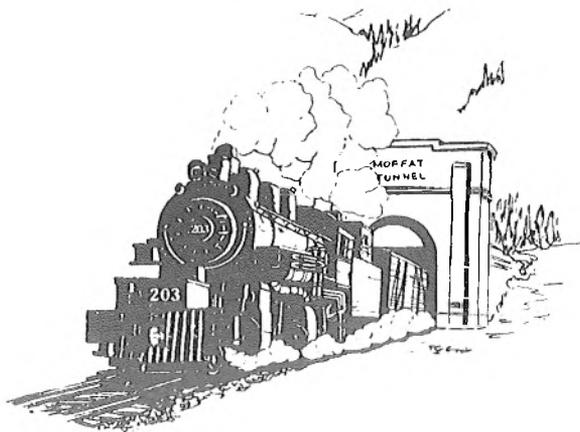


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201

November, 1977 No. 218

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, November 8, 1977
Time . . . 7:45 P.M.
Place . . . Southeast wing of Christ Episcopal Church, 2900 So.
University at Bates; off-street parking at rear (east)
of meeting hall.

PROGRAM NOTES:

For the November meeting, Dave Wolfe of Cheyenne will present a slide program on the railroads and mining operations in the Black Hills of South Dakota. Dave, a club member and a member of the Laramie County Historical Society, is an avid history enthusiast of the Black Hills region, and will talk about this fascinating area and the standard and narrow gauge railroads that served it - railroads that even included the Burlington and the Chicago & Northwestern. This certainly promises to be a very good program.

We might mention that when coming to the meeting, it will be necessary to use the west doors to enter the meeting hall. Construction has begun on the Church's expansion program, and the east doors are no longer accessible (unless you have talents similar to those of Superman). From the main parking lot, walk along Bates and then on the sidewalk across the front of the church on the University side of the complex, to the door.

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The Club's Annual Banquet was held on Saturday evening, October 15. Following the Happy Hour and dinner, drawings for the door prizes were held. Prizes given out are almost too numerous to mention, but included Rio Grande Annual Reports from the late 40's to the early 60's, Howard Fogg prints, mine rail paper weights from the mine near Cripple Creek, Rio Grande track profiles, official guides, several books, and authentic 1888 UP travel poster. Two "Grand Prizes" included a copy of the MEMORIAL EDITION TO DENVER SOUTH PARK & PACIFIC, won by Juanita Duff, and COLORADO MIDLAND, won by Margaret Halloran. Following the awarding of door prizes, all sat back and enjoyed the thoroughly delightful movie, the "Titfield Thunderbolt."

We would like to thank all who participated in the banquet, and to those who contributed door prizes: Carl Carlson, the Colorado Railroad Museum, the Denver Public Library, Ed Gerlits, Gene Loftus, Jack Thode, and Jim Trowbridge.

DON'T FORGET YER DUES!!! \$6.00 for '78 (and the drawing if you wish). Thank you.

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A FEW TICKETS REMAIN for the club's 8444 steam excursion to Laramie on November 26 - an excellent way to recuperate from the effects of "too much" on Turkey Day!!

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OCTOBER WAS A GOOD MONTH for witnessing unusual passenger train operations in Denver. On October 1, Union Pacific's 8444 steamed out of town under beautiful skies, with the NRHS special to Laramie, Wyoming. The locomotive arrived in Denver before the trip, hauling a UP business car. The day following the excursion, the engine went back to Cheyenne with the passenger cars, and the business car stopped in Carr for numerous runbys for filming by an educational TV network.

On that same weekend, a special Burlington Northern train spent several days parked in Union Station before leaving for Grand Junction on the evening of October 2. The Westmoreland Coal Company hosted, in part, the special, carrying participants to a conference on coal train and energy-related developments on the western slope. The 14-car train consisted of a BN heater car, BN baggage car, 5 BN sleepers, the beautiful BN stainless steel open-platform business car, "Mississippi River," two UP sleepers, a BN diner and two lounges, and the D&RGW business car, the "Wilson McCarthy," bringing up the rear. Three Rio Grande freight engines provided the power and, needless to say, every piece of equipment was spotless. The train returned to Denver the following Tuesday.

Also in town in October, was the Ringling Bros. Barnum & Bailey Circus Train for about a week.

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THE HISTORIC MILL GULCH BRIDGE, or as it is now referred to, the Keystone Bridge, (it was built by the company of the same name) will have a new resting place near downtown Denver if all goes as planned. The Denver Water Board has offered to dismantle and move the old DSP&P bridge from the canyon, and reassemble it across the South Platte River near Denver's Mile High Stadium. A permanent bridge is needed at the location to provide fans attending events at the stadium, a way in which to cross the river from certain parking areas. The Water Board has to replace the bridge in the canyon with a stronger one (which will use the same abutments) to allow movement of heavy construction equipment. It was the intention of the Board to disassemble the bridge anyway, and store it until a worthy recipient could be found. So it will now be preserved and used, although not in quite as picturesque a setting.

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GOOD READING - A compilation of newspaper articles published in the Denver papers during the construction of the Moffat Tunnel, is found in the July issue (Vol. 8, No. 7) of the Colorado Prospector, a monthly publication that summarizes historical events from early day newspapers. There are 12 pages in the issue with stories of the building of the tunnel, as well as the events that took place on the opening day. A selection of related photographs are also included in the issue. Back issues are available for 25¢ each (by mail add a dime) from the Colorado Prospector, 4760 East Idaho Place, Denver, Colorado 80222. Anyone with an interest in the Rio Grande and/or the Moffat Tunnel, will undoubtedly find this particular issue pleasant reading.

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THE GREAT WESTERN SUGAR COMPANY'S DINKEY at Ft. Morgan, has been fired up and is expected to run into January. The Dinkey at Loveland is not scheduled to be operated this year. It had been the one that could almost always be counted on to run. Sugar business is down drastically in the state.

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ALAS, NO MORE - The annual Stock Show train that carried people from Cheyenne to Denver for the National Western Stock Show each January, has been cancelled this year. The one day, round trip operation that was normally pulled by the 8444, will not run behind either steam or diesel. The promoters for the annual run (not the railroad) have claimed excessive costs as the reason. The train always made a beautiful sight, coming south in the crisp morning air when there was a layer of fresh snow on the ground.

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A NEW LEASE ... ON LIFE - Plans have been announced for the renovation of the Santa Fe Depot in Colorado Springs as part of a shopping and professional complex. The \$5 million, 7½ acre project would include a restaurant, and two new buildings to be built in front of the depot where the tracks used to be. A landscaped courtyard is to be included, as well

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FUNDS HAVE BEEN APPROVED by Amtrak's Board of Directors for rehabilitation and track work to enable the use of Omaha's Union Station. Work will include improvements to the roof, waiting area, escalators, elevator, restrooms and closing the balcony area. Track construction will include extending the station track some 565 feet to connect to the UP main line, and another connecting track over the C&NW to the BN in south Omaha, to allow use of the station without a backing in or out move. Amtrak will obtain a 20-year lease at a cost of \$10,000 a year, for the west wing of the building, which was formerly the Union Pacific station, but is now owned by the City of Omaha. Cost of the work is estimated at \$1 million. Amtrak has operated out of several temporary trailers next to the old Burlington Station since September of 1973.

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ANOTHER ONE GONE - The Winter Park passenger depot was torn down in August.

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TRY AGAIN - Daily service between Denver and Kansas City, via Colorado Springs and Pueblo, has been proposed by Amtrak in a 5-year plan submitted to Congress and the White House.

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THE SOUTHERN SAN LUIS VALLEY'S No. 105 has been scrapped after sitting for years in decrepit shape at Blanca.

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THE TOWN OF SILVERTON now has another narrow gauge passenger car as a permanent resident, thanks to the efforts and interest of William R. Jones. One of the few RIO GRANDE SOUTHERN cars remaining, the car was trucked from Montrose to Silverton in early October, where Bill intends to restore the combine, along with a baggage car owned by the San Juan Historical Society. Bill has had previous restoration experience with the railroad display at Gunnison, and he was also responsible for the outstanding paint job on the narrow gauge train exhibit on the bridge at Cimmaron, east of Montrose.

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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: COLORADO MIDLAND by Morris Cafky, mint condition, \$100.00. PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC by Kindig, Haley & Poor, \$75.00, book in mint condition but cover is worn slightly. SWITZERLAND TRAIL OF AMERICA by Forrest Crossen, mint condition, \$100.00. THE MOFFAT ROAD by Bollinger and Bauer, mint condition, \$35.00. Any or all of the above will be shipped prepaid. HOWARD E. GLENN, 13621 110th Avenue, Sun City, Arizona 85351.

FOR SALE: Over 400 issues of Model Railroader magazine from 1936 to 1975. Also Model Trains, S Gaugian, S Gauge Herald, O Scale Railroading, 1001 Model Railroading Ideas, others. SSAE for particulars. Write ROBERT R. HARMEN, 470 Calle Entrada, Fountain, Colorado 80817.

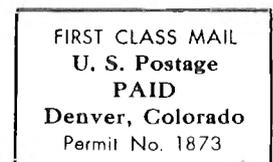
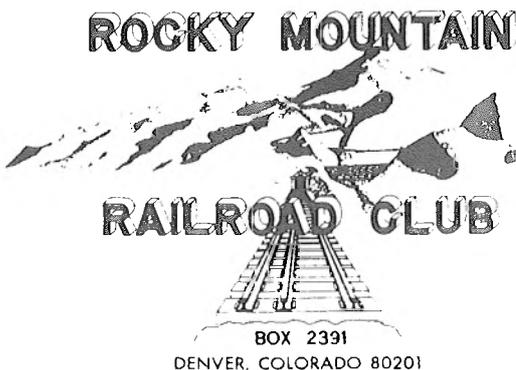
FOR SALE: DENVER SOUTH PARK & PACIFIC by M. C. Poor, published 1949. No. 575 - highest bidder over \$250.00. Book is in excellent condition. W. BAKER, 6031 S. Detroit St., Littleton, Colorado 80121.

JAMES R. TROWBRIDGE, President

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