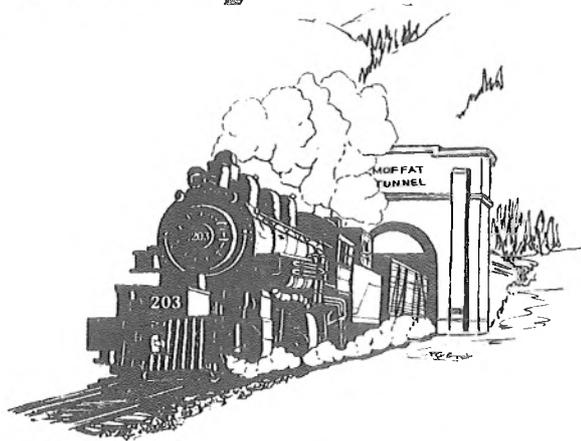


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
February, 1979

Denver, Colorado 80201
No. 233

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, February 13, 1979
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. Please use building's south entrance.

PROGRAM NOTES: POTPOURRI NIGHT

For the February meeting, we will have the ever-popular "Potpourri Night" for which everyone is invited to bring 20 slides or less, to be shown to fellow members and friends on the club's stack loader projector. To have your pictures shown in the correct order, your slides should be arranged as follows: FIRST SLIDE should be ON THE BOTTOM with the white or BLANK SIDE UP; second on top of 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 correct order. Check when finished stacking to see if all right sides are up. Choose your own subject matter, but to reduce the possibility of the program chairman having to be carried out of the meeting in a straightjacket, screaming and kicking, kindly attempt to keep your selection oriented within the realm of railroading. Please remember to limit your selection to around 20 slides, as we want to be able to see everyone's contribution. Remember, everyone is invited to join in the fun.

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The movies of Otto Perry, shown at the January meeting, once again provided a wide selection of subjects for an entertaining evening. We saw steam and diesel on numerous roads and consists, including a startling sequence of an RGS Galloping Goose, that perhaps in that particular instance, could have been called the Metroliner Goose because of the breakneck speed at which it seemed to be cruising. Other footage included rare movies of the wreck of the San Juan in the snow slide near Phantom Curve, which Otto crawled down to film, and for diversion there were some action scenes of autos and motorcycles at a Colorado drag strip, and many other scenes. Irwin Chaim provided some interesting bits of information about Otto prior to the films, and read some excerpts about him from a feature article written by Dick Kindig in the 11th Colorado Railroad Annual.

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THE CLUB'S GLENWOOD SPRINGS TRIP via the Rio Grande Zephyr on February 24 and 25, is filled up. It should prove to be a very enjoyable weekend, and many of us are certainly looking forward to it.

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MEMBERSHIP CARDS are being included with this issue of the ROCKY MOUNTAIN RAIL REPORT, and we thank all those who have mailed their dues in and to those who have participated in the book drawing. The proceeds of the drawing on the books, COLORADO MIDLAND and MIXED TRAIN DAILY go right into the equipment fund. If you have forgotten the dues, there will also be a reminder inserted with your newsletter, if such is the case. Dues are \$6.00 per year.

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CUTBACK DATE SETBACK (Say that real fast) - Actually, the Rio Grande's desire to discontinue the Rio Grande Zephyr between Grand Junction is no laughing matter. The discontinuance has been delayed until the end of May to allow for hearings and ICC consideration. Specific times and places were not immediately known, but the dates are: Salt Lake City, February 26 and 27; Helper, Utah on February 28; Grand Junction on March 1; and in Denver on March 2.

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THE RIO GRANDE SKI TRAIN Began this season's operation to Winter Park on January 6. The train departs at 7:35 A.M. from Union Station on Saturdays and Sundays, filled for the most part, by ski clubs. Return to Denver is at 6:15 P.M.

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TICKETS FOR "IRON HORSE", the John Ford silent classic to be shown at the Paramount Theater, are going fast, very few left. Seats at the buffet the afternoon before the showing of the movie are also going quite well. Tickets are still available for the two showings of WHITE DESERT on the following day, February 22. See last month's newsletter for ordering information. The buffet costs \$5.00, and includes a tour of the theater.

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NO C&TS ROTARY ACTION PLANNED - Should have mentioned this sooner, but if you were wondering, the Cumbres & Toltec Scenic Railway folks have no rotary plow operation scheduled for this winter.

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JULY 7 AND 8 are the dates for Railfair this year. Also, in July, the Colorado Railroad Museum will celebrate its 20th Anniversary.

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A MUSEUM "STUFFING PARTY" will occur on March 2, 3, and 4 at the Colorado Railroad Museum, and all are invited to help in the mailing of the 1979 Museum Catalog. Come anytime on Friday the 2nd, 7:00 to 10:00 P.M., Saturday, 9:00 A.M. to 5:00 P.M., Sunday, 12:00 to 5:00 P.M. Refreshments and railroad atmosphere included.

Chicago Yard Work Continues, Significant Results Highlight Year

As 1978 comes to a close, work done this past summer during Chicago's multi-million dollar yard upgrading program has produced some significant results.

What has happened in Chicago is:

- A portion of the new coach yard consisting of seven servicing tracks has been completed and is in use.
- Work is about 90 per cent complete on the diesel locomotive repair facility.
- Work has begun on construction of the car shop building.
- The old engine house—the original structure in what will now be a three structure complex—was reroofed.

Bids will soon be asked for the car washer, the wheel truing machine and for the warehouse-commissary building.

Says Ted Jordan, resident engineer on the project, "We've been pretty busy here in Chicago during the past few months and the results of our efforts are beginning to show."

Here is a page from a recent edition of AMTRAK NEWS that gives some interesting info on the progress of new construction at their Chicago yards.

The seven servicing tracks, on the east side of the yard and stretching south from Roosevelt Road, each will accommodate approximately 16 cars. As trains come into Chicago, their cars are switched to the new coach yard for cleaning and servicing. Small repairs are made on the spot, although cars with major troubles are switched to another portion of the facility.

The cars are accessible to work personnel via new concrete platforms between the tracks. These can be used by motorized vehicles.

Each platform has electrical and water cabinets providing 110 and 220 volt a.c., compressed air for testing brake systems and potable water. There are separate electrical stations for the 480 volt current used as standby power for Amfleet cars and, later, the new *Superliners*.

About all that remains to be done in this area is completion of the main north-south drive just east of the tracks. This is being held up because of city work on a local flood control program.

Work began in August on the new 140-by-320-foot car repair shop. This building will be a multi-story structure with a portion of it one story high while the rest rises three stories. Locker rooms and shower facilities for personnel, as well as offices, will be located in the elevated portion of the building, as well as the operating tower for the entire yard.

The masonry and metal building will have three through tracks, one stub track, accommodate nine cars and handle all major car repairs in Chicago. The facility will also have two drop tables for use in changing wheel sets.

The 80-by-250-foot diesel repair facility should be open for use by January. Work has been slightly delayed on this project because of a shortage of concrete in the Chicago area.

The building will have three run-through tracks in the repair section and be able to do most of the heavy repair work needed by Amtrak's diesel locomotives.

The building is served by three overhead cranes. One is rated at 35-ton capacity, the other two at 15 tons each.

The shop is also equipped with a drop table to facilitate changing of locomotive truck assemblies.

The new building is directly east of the new refueling facility, opened earlier this year.

Also, the original engine house was reroofed during this past summer. The old arch type roof was removed and replaced with one that matches that on the new structures.

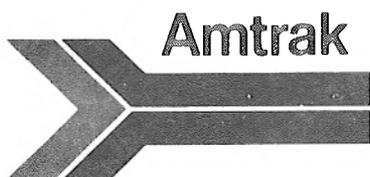
At the same time, new lighting and a new heating system were installed which include heat recovery units. These, as part of the ventilation system, capture a portion of the heat from diesel exhausts and recycle it to help heat the building.

Another facet of the project is the construction of a new pollution control building. Work on this was begun in July and should be completed by the end of the year. When finished, the building will process drainage from the car and diesel shop areas as well as waste from the car washer.

Additional funding will be made available in fiscal years 1979 and 1980 for the completion of the project, targeted for June 1981.

At that time, all of Amtrak's Chicago car and diesel repair and maintenance work—for trains using the south side of Union Station—will be centered in the upgraded 12th and 16th street area.

Amtrak maintenance of way employees have constructed all of the new tracks and have made the necessary modifications to various facilities to keep the yard in operation during the reconstruction period.



THE NEW TV SERIES, "SUPERTRAIN," is set to air over the NBC network on Wednesday, February 7.

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AN OLD BN CABOOSE has been acquired by the Littleton Art Center to complement their depot quarters in that community.

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PROBLEMS - Between 18 & 22 cars of a 112 car Union Pacific freight train enroute to Pocatello, Idaho from North Platte, Nebraska, derailed just east of Tie Siding, Wyoming early on Monday morning, January 22, blocking the three main-line tracks. Immdediate opening of the line became impossible when several cars of phosphorus ignited. The resultant fire burned for some 39 hours, and would have burned longer were it not for a US Army demolition team blowing a hole in the end of one car to allow the cargo to drain out and burn faster. Even after all of that, a pile of burning coal also had to be extinguished. No serious injuries resulted, although several area ranches were evacuated as a precaution because of smoke and fumes, and some highways were closed to traffic for a period. There had been some fear that an ongoing blizzard might carry the smoke as far south as Ft. Collins. The wreck cut the UP's main east-west artery until the following Wednesday afternoon. The San Francisco Zephyr, which has been experiencing timekeeping problems out of Chicago because of weather this winter and which, only a week earlier, had been terminated between Denver and Chicago for several days because of the snow back there, could not run through either, and had to have its passengers bussed around the derailment. Some freight traffic was rerouted over the Rio Grande. Cause of the wreck was unknown.

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ATTENTION, all you "narrow minded" members out in the Ohio area. Last November, a small but rather enthusiastic group of narrow gauge buffs gathered in Cleveland and formed the Cleveland Narrow Gauge Society. Over a dozen people attended the first meeting, and they now have a future meeting planned and would like to hear from others in the area who are interested. March 16 is the date of the meeting to be held in Berea, Ohio. For further info, contact Ted Wiese, 597 Welshire Drive, Bay Village, Ohio 44140. (216) 871-5212.

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THAT LONG AGO!!!?? - The Colorado Railroad Museum makes note that it was 30 years ago, on February 6, 1949, that the last passenger train made its run over the Midland Terminal Railway to Cripple Creek, a special sponsored by the club. The last freight operated a couple of weeks later.

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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 will we appraise items.

WANTED: HO_n3 Galloping Goose. Any version. For sale or trade: Westside HO_n3 Compound version, Model Masterpieces HO Durango depot, numbered kit #219.
BILL GOULD, 1808 Garfield, Louiseville, Colorado 80027. 666-9809

FOR SALE: For best offer, RAILS AROUND GOLD HILL by Morris Cafky, signed and numbered copy #1502. Book is in mint condition.
EARL HADLEY, POB 1764, Punta Gorda, Florida 33950.

FOR SALE: Timetables from 1953 to 1968, representing twenty different railroads. Call 985-5872
HAZEL L. COVEY, 481 South Balsam, Lakewood, Colorado

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ED GERLITS, President

BILL GORDON, Secretary

ERWIN CHAIM, Vice-President

ARDIE SCHOENINGER, Treasurer

ROCKY MOUNTAIN



RAILROAD CLUB



GLENWOOD WEEKEND

FEB 23 - 24, 1979

A REPEAT OF LAST YEAR'S SELLOUT! With all of the features that make each club trip a memorable one.

- *Round trip via the D&RGW "ZEPHYR"
- *ACCOMMODATIONS at the Hotel Colorado
- *BANQUET Saturday Night
- *A PROGRAM following dinner for the whole family
- *FREE TIME in Glenwood, even to visit the POOL
- *All the little details handled by someone else
- *Luggage will be moved between the depot and hotel, but the lack of sufficient help at the hotel will not allow prompt handling-each will be on his own.

* NO DOUBT ABOUT IT - SPACE FOR THIS TRIP WILL NOT LAST LONG-RESERVE EARLY.

++THE HOTEL WILL ASSESS A \$15.00 CHARGE PER ROOM IF CANCELLED AFTER FEB 1++

PLEASE MAKE CHECKS PAYABLE TO: WESTLAND TRAVEL SERVICE, and mail with coupon to BOX 15606, LAKEWOOD, CO 80215

INDIVIDUAL
 NAMES PLEASE: _____

STREET: _____

CITY: _____ ST _____ ZIP _____

individual rates

ONE ADULT/ONE ROOM 87.00
 TWO ADULTS/1 ROOM 69.00 ea

family plans

ADULT/SPOUSE 63.50 ea
 ADULT/1CHD age 12-21 63.50 ea
 ADULT/1CHD age 2-11 57.50 ea

EACH ADDITIONAL CHILD-SAME ROOM
 AGE 12-21 41.00
 AGE 2-11 29.00

THE BANQUET DINNER is included in all rates
 Children 2-11 may be excluded (10.75)if desired.

GLENWOOD SPRINGS / RIO GRANDE ZEPHYR
WEEKEND EXCURSION
OF THE
ROCKY MOUNTAIN RAILROAD CLUB
SATURDAY, FEBRUARY 24, 1979

DINNER

NEW YORK STRIP SIRLOIN STEAK
TOSSED GREEN SALAD
BAKED POTATO VEGETABLE DU JOUR ROLLS & BUTTER
SHERBET

PROGRAM

THE GREAT LOCOMOTIVE CHASE

STARRING FESS PARKER, JEFFREY HUNTER & JOHN LUPTON

FROM THE PAGES OF CIVIL WAR HISTORY COMES THIS EXCITING ACCOUNT
OF ANDREW'S RAIDERS AND THEIR PLOT TO CRIPPLE THE CONFEDERACY'S
VITAL RAILROAD SYSTEM BY DESTROYING ALL THE BRIDGES FROM BIG
SHANTY, GEORGIA, TO CHATTANOOGA, TENNESSEE.

