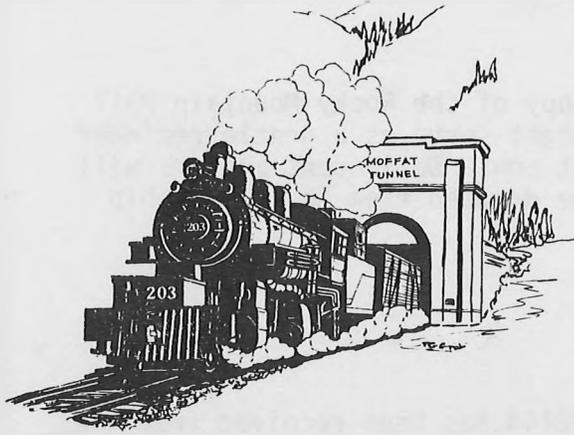


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
March, 1980

Denver, Colorado 80201
No. 246

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor ----- Neal A. Reich
Contributing Editor - Darrell T. Arndt

MEETING NOTICE: Date - - Tuesday, March 11, 1980
Time - - 7:45 P.M.
Place - - Southeast wing of Christ Episcopal Church, 2900
South University at Bates. Off-street parking
at rear (east) of meeting hall. Please use
building's south entrance.

PROGRAM NOTES: RAILROADS TO ALASKA

With the winter weather we have had this season, what could be more fitting than a program on railroading in Alaska? The presentation at the March meeting will be just that, with Bob Stull showing pictures of Alaska railroads taken in 1978. Bob always does a fine job, and this promises to be an outstanding program. A REMINDER: Please be on time, as the proceedings will get under way on the advertised!

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The February program presented a wide variety of most interesting slides from those who participated in Potpourri Night. Al Dunton kicked off the evening with a very well done presentation of the project to restore former Ft. Collins Municipal Railway Trolley #21. Other presentations included a fine collection of slides on Midland Terminal operations in the Cripple Creek District, beautiful shots of Rio Grande trains among the fall colors of Colorado, and a series on the Union Pacific 6900 class "Centennial" locomotives. Also shown, were views from the C&T "Great Freight," a nostalgic look at Denver's trolleys, and the joys and perils of model railroading. Darrell Arndt even dug down into the refrigerator, and thawed out some very nice shots of the railroads in the midwest.

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MEMBERSHIP CARDS have been mailed with this copy of the Rocky Mountain Rail Report. Not having received your card might serve as a gentle reminder to get your 1980 dues into the mail right now. Delinquent members will receive the April newsletter, and will be dropped from the membership rolls after April.

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A COMMITMENT FOR A club excursion with the UP8444 has been received from the Union Pacific Railroad. This commitment is based on the FRA authorization for use of the locomotive and repair work is currently under way on the engine in Cheyenne. As the Union Pacific passenger equipment will be in use in Salt Lake City during the Memorial Day weekend, the railroad has agreed to run a club trip on Saturday, July 26, 1980. No mention was made by the railroad of the 8444 also being in service in Salt Lake City on Memorial Day. In negotiating the date of the club excursion, it was learned that the Union Pacific passenger equipment will be on loan to the Southern Pacific Railroad during all of August. That information brings all kinds of questions to mind, doesn't it?

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INDICATIONS ARE THAT the July 26 trip with UP 8444 will again be from Denver to Sterling and return. At this time, negotiations are under way with the railroad to run the trip to another location, such as on the Kansas Pacific line of the Union Pacific. So start saving up for another ride behind American's premier operating steam locomotive. A brochure on this trip will probably be included with the April newsletter.

Certainly in these days of inflation, there has been no greater indicator of rising prices than in the cost of rail excursions. In looking back, we find that in 1965, the club operated an excursion with the 8444 from Cheyenne to Rawlins and return. Cost of this trip was just \$21.00 per person, and included the Denver-Cheyenne portion of the trip - and it also included all meals, as food was served during the entire day!

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THE COLORADO RAILROAD MUSEUM at Golden has scheduled the first operations of the year for the weekend of March 29 and 30. Engine #346 will be under steam and operating, and the Galloping Goose will also run. Starting time each day will be at 10:00 A.M.

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DIESEL WATCHERS MAY HAVE NOTICED some new locomotive numbers appearing along the right of way of the Colorado & Southern Railway. Actually, it is the same old power, dressed up in new paint and Burlington Northern numbers. The SD-9, 800 series locomotives are being painted and numbered in Denver, while all other C&S engines are being sent to the BN shops at Livingston, Montana for work. Listed below are the changes, with the C&S numbers on the left and the new BN numbers to the right.

<u>SD45</u>	<u>SD40</u>	<u>SD40-2</u>	<u>SD9</u>
868 - 6570	875 - 6335	900 - 6348	820 - 6215
to to	to to	to to	to to
874 - 6576	887 - 6347	925 - 6373	842 - 6237

<u>U30C</u>	<u>SD40-2</u>	
890 - 5396	930 - 7800	980 - 6850
to to	to to	
893 - 5399	961 - 7831	996 - 6950

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THE RIO GRANDE ZEPHYR was cancelled on its Thursday-Friday, January 17-18 round-trip to Salt Lake City, due to a derailment in Byers Canyon. Buses were substituted.

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THE RIO GRANDE RAILROAD desires to discontinue the "Rocky" stop of the Ski Train where passengers from Boulder are picked up near the mouth of Coal Creek Canyon. In the past, well over a dozen automobiles and dozens of passengers would meet the train at that stop. The story was spiced up by a local radio station, that announced in its news program that the whole train was being discontinued.

On one particular Saturday morning, an auto was observed sitting in front of the locked gate to the parking area at Rocky, with a sign propped up against the car that read - "Sat-Sun Ski Train Sold Out." A short while later, as the ski train approached, a train crewman was overheard on an employee radio, asking the occupant of the auto at Rocky if there was anyone for pickup up. The response from the occupant of the auto, apparently a Rio Grande employee, was that there was no one for pick up. (Can't imagine why!!)

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THE COMBRES & TOLTEC SCENIC RAILROAD has announced a new and expanded operating schedule for the 1980 season. For the first time, two trains will be run, and the one-way bus ride will be eliminated. One train, the NEW MEXICO EXPRESS, will leave from Chama, and the other, the COLORADO LIMITED, will depart from Antonito. The two trains will meet at the lunch stop at Osier, where the locomotives will be swapped. After lunch, passengers will return to their assigned seats for the return trip to their morning departure points. Both trains will leave their respective terminals at 10:00 A.M., returning to the same point at about 5:00 P.M.

Trains will be operated on Friday through Tuesday, with Wednesday and Thursday as off-days. The season starts June 14, and will continue until October 12. Fares this season will be \$25.00 for adults, and \$9.00 for children 11 years of age and under. Through tickets can be obtained with a ten-day advance reservation, for riding over the entire line. Fares for the through tickets are set at \$45.00 for adults, and \$16.00 for children. It will be up to passengers riding on through tickets to provide their own return transportation to the originating station, as the C&TS will run no buses. In fact, the company has the six, 45-passenger buses for sale.

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IN OTHER NEWS from the C&TS, a grant has been approved for repairs on Engine #489. Funds have been provided from various agencies to match those put up by Scenic Railways, Inc., and work is expected to begin on the 489 about the 1st of March. At present there are no plans for any winter operations, such as a rotary snowplow run, or any beer commercials. According to C&TS Manager, Joe Vigil, there have been some inquiries from movie-makers about filming on the railroad in May, but nothing definite has been decided.

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RAILROAD MERGERS AND ACQUISITIONS continue to make news. Taking the lead in proposed acquisitions, the Union Pacific Railroad has announced plans to purchase control of both the Missouri Pacific and the Western Pacific. Acquisition of the Missouri Pacific would give the Union Pacific key interchange points in Kansas City and Saint Louis, plus long freight runs to the Gulf of Mexico. The Union Pacific has long wanted a Salt Lake City - San Francisco line, which the Western Pacific purchase would provide. News of the Union Pacific's proposed purchases has left folks in the Rocky Mountain area discussing the fate of the Denver & Rio Grande Railroad. There has even been speculation that the Southern Pacific Railroad might counter the Union Pacific's moves, by taking over the Rio Grande. To say the least, it will be interesting to see what happens.

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IN HER BOOK, "The Rio Grande Southern," Josie Moore Crum recalls the depots on that line, as well as some of the agents who served in them. She writes of Glen E. Thorpe, who was agent for the RGS at Hesperus, Colorado from January 25, 1925, until the station was closed on November 22, 1929. Mr. Thorpe summarized the duties of an agent as follows:

"The agent keeps a more or less accurate record of the railroad's accounts, such as the freight waybills and collection charges thereon; sells tickets; copies train orders for the trains; handles the express company's business and also the Western Union telegraph business; checks the cars in his yard and keeps a record of same; is technically in charge of all company property under his jurisdiction, such as buildings, switches and cars in the yard and takes his orders from everybody on the railroad from the section foreman on up to the General Manager, including all of their wives.

"Also, in some localities (such as Hesperus), he finds it expedient to keep the wives of train and enginemen informed as to the whereabouts, especially the incomings, of their husbands. Other than that, he has nothing to do."

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THE BURLINGTON NORTHERN is putting the new 116 mile Gillette-Orin line to good use with 20 to 25 coal trains operating daily on this route. This traffic has created new operating problems at the BN yard in Guernsey, Wyoming. Construction of the new east yard in Guernsey has provided three new tracks for yarding trains, but at times, these have hardly been adequate. The coal traffic, a merchandise train or two each day to and from Casper, plus the Colorado & Southern local and iron ore trains have created some traffic jams. A depot has been set up at Wendover, junction point of the BN and the C&S, with operators on duty around the clock to help handle the business.

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FT. COLLINS MUNICIPAL RAILWAY trolley #21 is being restored in a project sponsored by the Ft. Collins Junior Womens' Club. Built in St. Louis in 1919, by the American Car Company, this Birney operated until the city-owned Ft. Collins system shut down in 1951. The #21 was then displayed for many years in the northern Colorado city, suffering greatly from both vandalism and the weather.

Utilizing volunteer workers, the car has been stripped completely down to the frame for reconstruction. Good progress has been made, although it will probably be at least a year before the trolley is again ready for display or operation. Anyone wishing to help out on this project would be welcome at the old Ft. Collins Municipal Railway barn, any Saturday.

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RESTORATION of Ft. Collins Municipal Railway Trolley #21 is certainly a worthwhile project, but what will be done with the car once the work is completed? Why not restore a portion of the original rail system and operate the car in summer, on weekends, evenings, and holidays? That is exactly what the Ft. Collins Municipal Railway Society, Inc. is working toward, and this non-profit organization plans to submit a proposal to Ft. Collins City Council in the near future. This group would construct about 1¼ miles of track along the north edge of the median along west Mountain Avenue, from near downtown to City Park. At City Park, a shed would be constructed in which the car would be stored. There is some rail in place along Mountain Avenue, and although the ties would have to be replaced, most of the rail could be used. The original power poles are still in place, and the overhead wire would return to these supports.

Letters of support for this project may be sent to: City Council, City of Ft. Collins, C/O Mr. Al Dunton, and mailed to Al at: 1400 Ash Drive, Ft. Collins, Colorado 80521. Anyone wishing to assist the project in any way, is also encouraged to contact Mr. Dunton.

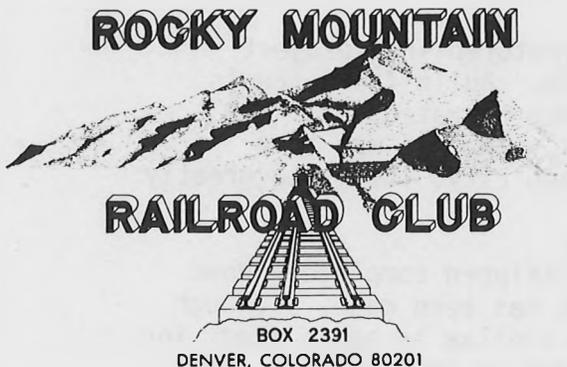
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