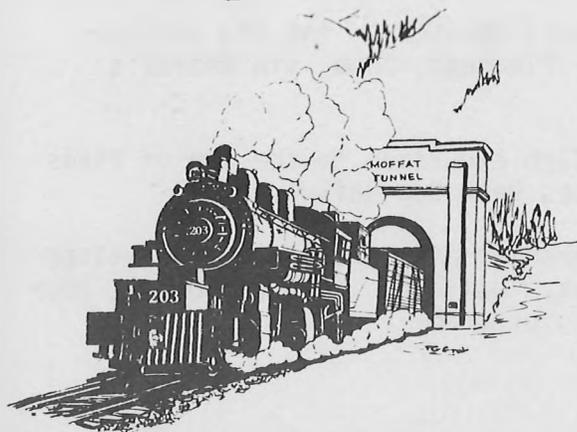


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
August, 1981

Denver, Colorado 80201
No. 263

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, August 11, 1981
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: WHIPPOORWILL

The program at the August 11 club meeting will feature a look at a rather unique form of steam-powered transportation, a paddle wheel steamboat. William E. Hunter will be on hand for a lecture, and to show slides and moving pictures about his steamboat, the WHIPPOORWILL. Included in the presentation will be the return to service of the WHIPPOORWILL after it was capsized by a tornado. Also, on the agenda of the August meeting, will be another of those (in) famous Rocky Mountain Railroad Club newsreel features, starring club members in action at recent club functions. Don't fail to miss it!

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It was strictly standing-room only at the July 11 club meeting, as Jackson Thode thrilled the large crowd of people on hand with his DINING CARS AND SILVER SERVICE presentation. Jack began the program in grand style, sounding a dining car chime while proclaiming, "First call to dinner." He then related the history of dining car service on the Denver & Rio Grande Railroad, from its inception before the turn of the century, to the present-day diner carried on the Rio Grande Zephyr. Jack told of the need for food service on early-day D&RGW passenger trains, of the purchase of the cars themselves, and of the impressive amount of china, silverware, linen, and kitchen equipment necessary for each diner. On display at the meeting was an assortment of silver tableware from Rio Grande dining cars of the early 1900's. In the second portion of the program, a very interesting selection of slides was shown, presenting the various dining cars from both inside and outside. Of special interest were views of ex-California Zephyr dining car, SILVER BANQUET, the last remaining railroad-owned diner operating in regular service in the United States, and former Union Pacific dining car 4801, purchased by the Rio Grande in 1979. Jackson Thode's pride in his employer of 42 years, the Denver & Rio Grande Railroad, was never more evident. And when he concluded a memorable evening with the chimes and "Last call to dinner," we all shared that pride.

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COMING EVENTS: Sept. 4-7 - Club trip to the 32nd Annual Reunion of the Old Settlers & Threshers Assoc. at Mt. Pleasant, Iowa, via Amtrak's San Francisco Zephyr.

Sept. 26 -- Rocky Mountain Railroad Club excursion to the top of Pikes Peak on the Manitou & Pikes Peak Cog Railway.

Oct. 10 --- Annual club banquet and meeting at Henrici's in the Hilton Inn, I-70 at Peoria Street. Delicious food and drink, door prizes and an outstanding program.

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ANOTHER MEMORABLE EXCURSION behind Union Pacific's 8444 took place on Saturday, July 11, to Sterling. Great photo run-bys, excellent timekeeping, clear skies and an obvious effort by the UP crew and officials combined to provide for as an enjoyable trip as possible. The only disappointment was the unfortunate failure of most of the train's air conditioning, which resulted in some discomfort since the outside temperature was in the 90's. Persistent efforts by the crew throughout the day to rectify the situation proved fruitless. The 8444 is quite a machine, and hopefully those who have traveled behind her and the people in the communities who come out to see her pass through will not forget the gratitude owed to the Union Pacific for their making the locomotive and train available for this special event.

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****MANITOU & PIKES PEAK RAILWAY STEAM EXCURSION**** - Coal smoke and steam from the rapid exhaust of M&PP Vauclain Compound steam locomotive No. 4 will permeate the confines of Englemann Canyon as the Rocky Mountain Railroad Club's steam special assaults the eastern flank of Pikes Peak on September 26. Our excursion this year will feature the No. 4 and the railroad's eloquently restored wooden coach ascending nearly 3,500 feet, to the station of Mountain View. During the four-mile ascent, the train will pass through Minnehaha, Ruston Park, and up Son-of-a-Gun Hill. At least three photo run-bys are planned, providing a rare treat to photograph cog steam in action! Ample time at Mountain View will allow for leg-stretching and picture taking of ours and regularly scheduled trains. In addition to our special steam special, a "second section" diesel train will also operate, taking us from Mountain View on up to the summit. After a short stay, we will return to Mountain View to rejoin the steam train and both trains will then return to Manitou Springs.

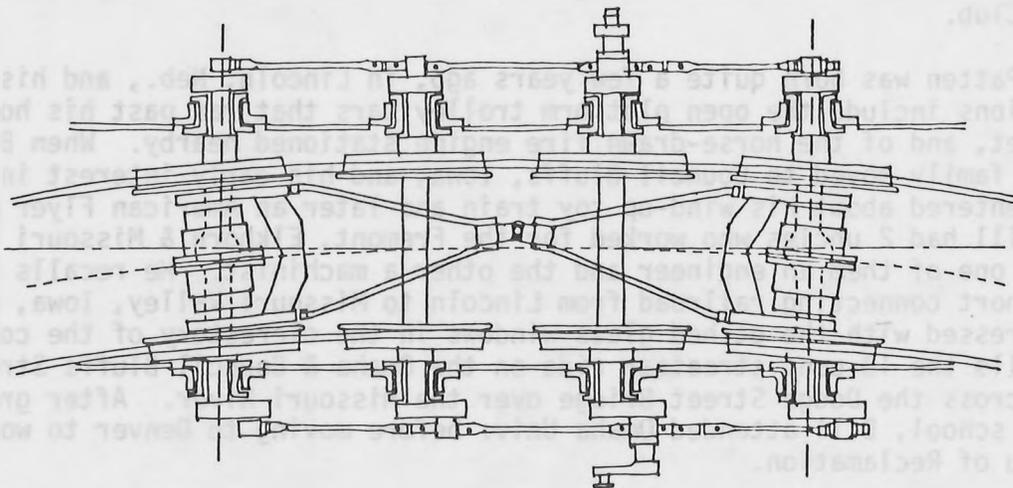
The fare for this exciting and unusual excursion will be \$20 per person, \$12 for children under 12. The first 50 people to purchase their tickets will receive tickets for seats in the upbound steam train. The remaining 30 tickets will provide for passage in the diesel train from Manitou Springs to Mountain View. (Of course, ALL PASSENGERS will be able to participate in the photo runs and see the steam train at Mt. View.) At Mt. View, all passengers will board the diesel train to continue to the top. Upon return to Mt. View, those people with tickets 50 through 80 will be entitled to ride from there down to Manitou Springs on the steam train. Ticket orders will be recorded upon receipt by post-mark date or the date of the August and September meetings, and will be dispensed in that order. Orders should be sent to the club's post office box. Departure time from Manitou Springs has not yet been determined but will be announced soon. Reservations will also be taken for those who wish to join together at Giuseppe's Depot Restaurant. Please use the order form at the end of the newsletter or a reasonable facsimile thereof!

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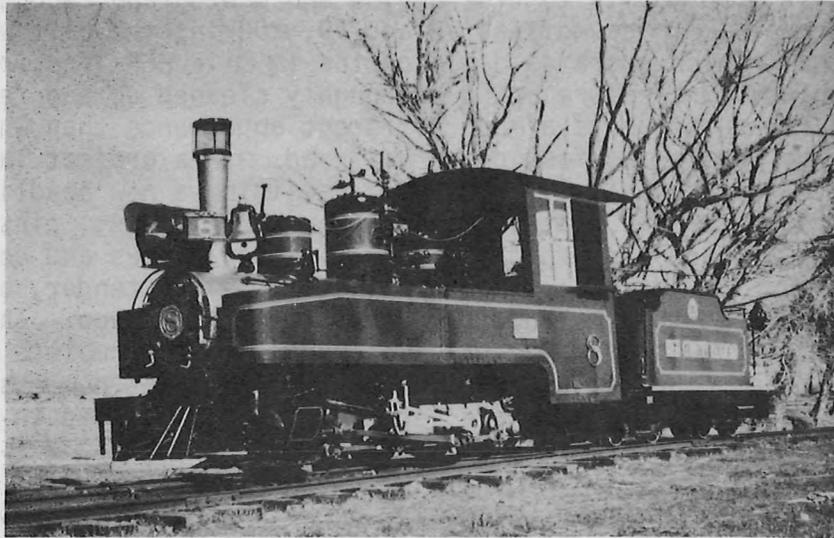
FOLKS ATTENDING THE ROCKY MOUNTAIN RAILROAD CLUB OUTING at Heritage Square on June 21, had their first opportunity to ride behind and photograph reconditioned High Country Railroad steam locomotives #8 and #9. During the past winter, #9, the O-4-OT Henschel, which operates daily on the 1½ mile HCR line, received some needed mechanical work before being thoroughly cleaned up and repainted. No. 8, the O-8-OT Hartmann presents a much different appearance than when it last ran on the Heritage Square two-foot gauge railroad. In a project lasting 18 months, the locomotive was extensively remodeled, receiving a new headlight, pilot, electrical system, number plate, brass cab numbers, piping, pins and bushings in the valve gear, and a new cab complete with new gauges and controls. But the most distinctive addition to the engine is the new tender, built by HCR mechanical forces at the railroad's Boulder locomotive shop. This working tank is designed after D&RGW narrow gauge tenders and comes complete with all the extras, grabirons, ladders, backup light, markers, brass numbers, and builder's plate. Both engine and tender have been painted and striped in the current High Country Railroad paint scheme.

Built in 1918 by the Hartmann Locomotive Works in Germany, the O-8-OT #8 was one of the many trench engines used extensively during World War I. At a time when trucks were all but unknown, these little engines, built to 60 centimeter (23 5/8") gauge, moved the needed materials of war to and from the front. Operations were almost exclusively at night, so that the smoke might not give the engine's location away to the enemy. At the end of the war, the Hartmann went to work in a German coal mine, where it operated until comparatively recent times. Two Texas railfans imported the locomotive to the United States and began restoration. It was shipped to the High Country Railroad in the fall of 1976, and HCR personnel reflued the boiler and completed mechanical work begun in Texas.

No. 8 is interesting as an example of the Klien Lindner method of articulation. As the accompanying drawing shows, the first and fourth wheel sets are mounted on large diameter, hollow outer axles. Cranks, counterbalances, and journals are mounted on a smaller inner axle which passes through the outer axle. Power is transmitted from the inner to the outer axle through a universal joint. In this way, the outer axle carrying the wheels is allowed to flex on the rigid inner axle. This method of articulation is so effective as to allow the No. 8 to negotiate a 37 foot radius curve.



Klien Lindner method of axle articulation



On April 12, 1981, High Country Railroad Steam Locomotive No. 8 posed for photographers at the company's shops near Boulder. Resplendent in a new coat of paint, the 0-8-0T Hartmann had been recently extensively overhauled and was showing off many new fixtures, including its beautiful D&RGW style tender.

(Neal Reich)

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ROCKY MOUNTAIN RAILROAD CLUB CHARTER MEMBERS - William L. Van Patten - (First of a series.) In 1938, a group of Denver area men who shared a keen interest in railroading, formed an organization they called the Rocky Mountain Railroad Club. Monthly meetings were held in the basement of the Union Pacific freight house, and were very informal, mostly just a social gathering to talk about railroads. One of the organizers of this club was a young man named William L. Van Patten, who early in the 1930's had developed an avid interest in railroad photography. In the fall of 1938, while on a picture-taking foray in Denver's C&S yards, he met a fellow named Dick Kindig. This chance meeting led to his introduction to other railroad enthusiasts and his becoming a charter member of the Rocky Mountain Railroad Club.

Bill Van Patten was born quite a few years ago, in Lincoln, Neb., and his early recollections include the open platform trolley cars that ran past his house on Vine Street, and of the horse-drawn fire engine stationed nearby. When Bill was nine, the family moved to Council Bluffs, Iowa, and his early interest in railroading centered about his wind-up toy train and later an American Flyer electric train. Bill had 2 uncles who worked for the Fremont, Elkhorn & Missouri Valley Railroad, one of them an engineer and the other a machinist. He recalls riding on this short connecting railroad from Lincoln to Missouri Valley, Iowa, and being impressed with the etched glass windows in the clerestory of the coach. He also recalls the 10-cent streetcar ride on the Omaha & Council Bluffs Street Railway across the Dodge Street Bridge over the Missouri River. After graduation from high school, Bill attended Omaha Univ. before moving to Denver to work for the Bureau of Reclamation.

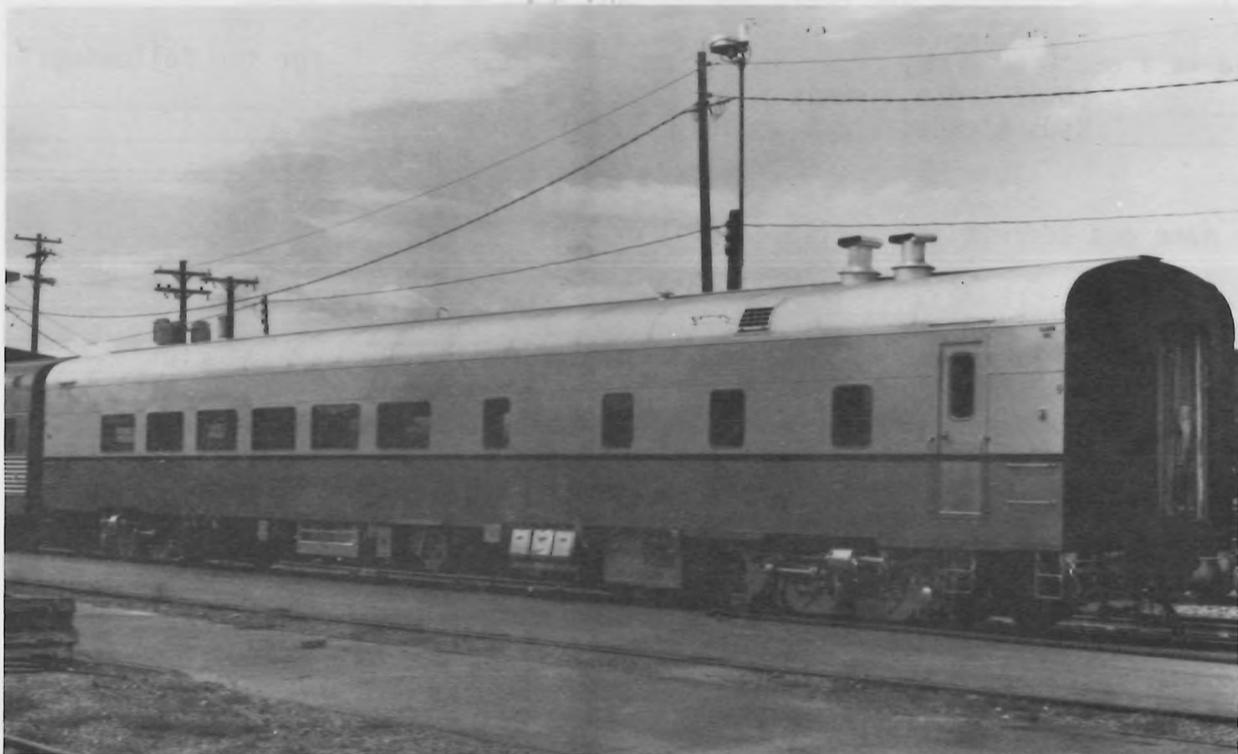
In the early 1950's, Bill Van Patten became interested in HO model railroading and his first purchase of equipment was a section of track and a maintenance of way boxcar kit. He has come a long way in model railroading in 30 years, and is now

a model railroad tycoon. Bill is retired, a widower, and has a son who is also a member of the Rocky Mountain Railroad Club. The holder of membership card #4, Bill is still active in club functions and each month assists with the mailing of the newsletter. We take this opportunity to say "Contratulations, and thank you, Bill Van Patten, for your contributions of 43 years to the Rocky Mountain Railroad Club."
(Bob Griswold)

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THE LONG-RUMORED MERGER OF THE BURLINGTON NORTHERN RAILROAD and its subsidiary, the Colorado & Southern Railway, will be presented to the Boards of both companies in September, it has been announced. The merger would be, basically, a streamlining of corporate standing between the two railroads, since the BN owns 92.57% of C&S Railway's outstanding stock. In turn, the C&S owns all the stock of the Ft. Worth & Denver Railway Co. The C&S operated 692 miles of track from its BN connection at Wendover, in Southeastern Wyoming, through Colorado and New Mexico to Texline, near the Texas-Oklahoma panhandle, where it connects with the FW&D. The BN is already the longest rail system in the nation, with 29,300 mi. of track.

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On July 9, an event occurred here in the west that will probably never again be repeated in the U.S. At a time when, almost to the day, Amtrak began reducing their on-board services in their dining cars to pre-prepared foods, the Denver & Rio Grande Western Railroad commenced operation of their completely refurbished ex-Union Pacific Dining Car No. 4801. Fully equipped and completely staffed to serve meals the Rio Grande has become noted for, the car joins the Silver Banquet as one of two remaining privately operated dining cars in regular inter-city service in the country. Now numbered 1116, and not yet lettered or named, the car sports the color of Rio Grande Gold along the windows, a silver roof, a darker silver under the windows, accented with a black stripe and silver running gear. Since the Rio Grande operates the diner at the head of the train, it blends well with the colors of the locomotives and the combine in front of it. The "new" diner was one of 17 dining cars ordered by the Union Pacific for delivery in 1949. It was built by ACF, with a steel underframe and aluminum superstructure. It seats 48 people, and when constructed, had many modern innovations of that time, including dry ice refrigeration, kitchen ventilation system, dishwashing equipment,

stainless steel throughout the kitchen and abundant lighting. The interior lighting is quite apparent at night as the diner readily stands out from the rest of the Rio Grande Zephyr equipment because of its brighter interior. When in service on the UP, this series of diners were held in high esteem by the RR because of their excellent design. The Rio Grande has made several major modifications to the car, however, including the installation of a backup diesel generator, new batteries, the removal of the original stove that burned pressed sawdust type logs, and the installation of a propane range to replace it. The car has 3 side doors, one in the passageway and 2 in the kitchen exterior wall. According to Vol. IV of the RR Passenger Car Annual, the UP retained for its use, sister cars 4808 and 4810 when Amtrak took over in 1971. The 4801 was purchased from a private owner in Idaho. The photograph was taken at Burnham Shops shortly after making a non-revenue trial run in the Rio Grande Zephyr on June 26.

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ORDER BLANK

Good Grief!! Don't you dare go to the top of Pikes Peak on September 26 without me. Seeing that No. 4 fired up and operating is just what my system needs!

Enclosed is a check or money order in the amount of \$_____ for the following:

_____ Adult train tickets	\$20.00 each	_____
_____ Kids tickets (12 & under)	\$12.00 each	_____
	TOTAL:	_____

My name and address is: (Please print or type)

Name: _____
 Address: _____
 Zip: _____

Also, kindly make reservations for _____ people at Guiseppe's Old Depot Restaurant. I understand that selection & payment of dinner will be on an individual basis.

JIM RANNIGER, President 674-6180

BILL GORDON, Secretary 477-4646

ERWIN CHAIM, Vice-President 777-7682

ARDIE SCHOENINGER, Treasurer 238-4485



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