

- COMING EVENTS: Sept. 26 - Rocky Mountain Railroad Club excursion on the Manitou & Pikes Peak Cog Railway, featuring Steam Locomotive #4.
- Oct. 2-4 - Operation of ex-D&RGW steam locomotive #346 at the Colorado Railroad Museum at Golden, Colorado.
- Oct. 3 - - NRHS excursion, Denver to Sterling and return with UP Steam Locomotive #8444.
- Oct. 10 - Annual Rocky Mountain Railroad Club banquet and meeting at Henrici's in the Hilton Inn, I-70 and Peoria St., with delicious food and drink, door prizes and an outstanding program of Otto Perry movies.

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INCLUDED WITH THIS MONTH'S NEWSLETTER is a brochure telling of the Annual banquet of the Rocky Mountain Railroad Club. Always the highlight of the club's schedule of events, this year's dinner meeting will be held on Saturday evening, Oct. 10, at Henrici's in the Hilton Inn, I-70 at Peoria St. Plan now to attend, for an enjoyable evening of excellent food, congenial companions, and the wonderful moving pictures from the camera of Otto Perry. Dinner tickets are priced at \$14.00 per person, and are available from the club by mail or in person at the September meeting.

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TICKETS FOR THE CLUB'S SEPTEMBER 26th Manitou and Pikes Peak Railway steam excursion were sold out in just a few days, and all is in readiness for the trip. Departure from Manitou is scheduled for 12:30 P.M. sharp, with arrival back at the foot of the mountain set for about 5:30 P.M. Many of the excursionists will gather at Giuseppe's Depot Restaurant in Colorado Springs for dinner following the train ride.

A reminder to ticket holders - those with the brown-colored tickets hold seats on the steam-powered train for the trip up the mountain, while persons with the blue-colored tickets will ride the diesel-powered train. And it is just the opposite for the return trip. The 30 folks who rode the diesel all the way to the summit of the peak will then ride the steam-powered train for the four miles back to Manitou. A drawing is to be held to determine the lucky 20 people who will get to ride the steam train both ways.

Sound confusing? If so, contact Pete West at 751-4385, for trip information or Ardie Schoeninger at 238-4485 for ticket information. Please limit your telephone calls to the hours between 7:00 P.M. and 10:00 P.M.

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SINCE RETURNING FROM RAILFAIR, SACRAMENTO, 1981, Union Pacific 3985 has received a good deal of attention in the Cheyenne roundhouse. The Challenger has been thoroughly cleaned up and the smoke box has received a new coat of graphite. Several minor mechanical repairs have been made and the big 4-6-6-4 looks ready to roll at any time. However, the locomotive has been drained and there is no hint of when the 3985 might operate again. Meanwhile, UP 8444 is being readied for the NRHS, Denver to Sterling excursion on October 3. A balky feed water pump has been repaired, leaking super-heater units adjusted, and a badly cracked fuel burner replaced. Indications are that the 4-8-4 is scheduled for some major

repairs at Cheyenne during the coming winter months.

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At the summit of Pikes Peak, passengers riding the very first excursion of the Rocky Mountain Railroad Club posed for this photograph. Among those folks enjoying the beautiful afternoon of August 27, 1939, were Bill Van Patten on the platform of the coach at left, and Otto Perry at the right end of the "lineup." (Dick Kindig)

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THE EIGHTY PEOPLE RIDING THE CLUB'S SEPTEMBER 26 EXCURSION on the Manitou & Pikes Peak Railway will continue a tradition almost as old as the Rocky Mountain Railroad Club itself. For it was on Sunday, August 27, 1939, that the first club trip was run, and it was on the Pikes Peak Cog Railway. Only 16 months before, on April 13, 1938, the first Rocky Mountain Railroad Club meeting had been held in the basement of the Union Pacific Freight depot. And earlier in 1939, the 20 charter members, plus a few inductees had toured the UP shops and roundhouse in Denver, and journeyed to Brush to inspect the Burlington Route's new C.T.C. installation.

Carl Hewett, the club's first President, made the arrangements for the trip, which required enough people to fill one coach. Carl does not recall the fare, but says that \$3.50 per person sounds about right. Although most of the club's 25 or so members, plus guests, rode the train, Mr. Hewett and another charter member, Jack Thode were unable to attend. Bill Van Patten and Dick Kindig were two of the passengers on this inaugural run, which was powered by M&PP Steam Locomotive #3. "Several water stops were made," recalls Dick Kindig, "and there was even one photo run. Near Saddle, about 7 miles out of Manitou, most of the passengers got off the train, the engine backed down, and made a run toward the photographers - with very little smoke, unlike our photo runs with UP 8444 these days." While neither Dick or Bill recall the exact fare for the excursion, they agree it was less than \$5 per person - what a bargain! At the top of the 14,110' peak, the excursionists lined up in front of the coach for a photograph before the ride down to Manitou. Says Dick Kindig, "It was a fine summer afternoon, and we all enjoyed it." What a way to start the show!

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LAST WINTER, AMTRAK PRESIDENT, ALAN BOYD, STATED that if and when high-speed passenger trains come to the United States, Amtrak would not be running them. He cited a variety of reasons why Amtrak would shun the fast train service, including inadequate rail lines, slower moving freight trains, and Amtrak's financial situation. Now the Japanese National Railway, in a Japanese-financed study, will determine the feasibility of building "bullet trains" for the United States that would travel at 150 miles per hour, along several selected high-density corridors. Boyd says that Amtrak feels that the 150 MPH bullet trains could be operated profitably, and if this can be confirmed, Amtrak will seek private financing for their construction. Routes to be evaluated in the study will include Los Angeles to San Diego, Dallas-Ft. Worth to Houston, Miami through Orlando to Tampa, and one line operating out of Chicago.

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Manitou & Pikes Peak Railway Locomotive No. 3 at the top of Pikes Peak, on August 27, 1939. This 0-4-2 rack and adhesion engine had been rebuilt by Baldwin in 1893 as a four-cylinder Vaucelain compound. (Dick Kindig)

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OFFICIALS OF THE CUMBRES & TOLTEC SCENIC RAILROAD report a good season thus far on the Chama to Antonito narrow gauge line. Moderately heavy rains caused rock slides on two occasions on the Antonito to Osier Section of the railroad, but crews cleared the rails with only an hour delay to the train each time. Generous summer moisture has provided an abundance of foliage in the San Juan range, promising another Fall season of spectacular colors. The annual "Aspen Season" beginning the last week of September, has traditionally been the most popular time to ride the trains of the C&TS, and it is suggested that reservations be made two weeks in advance of planned riding dates. Trains will operate Friday through Tuesday, originating at Chama and Antonito and meeting for lunch at Osier, through Sunday, October 11.

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SWITZERLAND TRAIL TREK - with overcast skies on Friday and heavy rains on Sunday, it was easy for us to thank our lucky stars that not a cloud in the sky greeted the participants of the Switzerland Trail filed trip Saturday morning, August 8. The

day began with the opportunity to inspect the No. 30 and coach and caboose in the park, thanks to the hospitality of Mike Rowe and his associates. Leaving town, the caravan proceeded to its first stop at Maxwell Pitch, then on to a stop at Wall Street before a visit to Sunset. From there, the spectacular climb began to Mt. Alto where Ranniger's Roadbed Commissary provided one of the most memorable lunches yet. The home made Barbecue Beef and fruit salad with beverages and ice cream were indescribably delicious. Departing such a feast was not easy, but the group pushed on, stopping at Saw Mill Hill, Ward, Camp Frances, Bloomerville overlook and Sugar Loaf. The days outing was made all that more interesting by the commentary provided by Jack Morison and the photographs of Ed Haley's collection that showed the railroad during its operating years.

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COLORADO'S ONLY ELECTRIC RAILROAD, Amax Corporation's 42" gauge, 14 mile-long line, that terminates in the Williams Fork Valley, is the subject of an informative article by Kenneth Jessen in the September issue of TRAINS magazine. The railroad connects a mine under Berthoud Pass with a mill in the valley and has more track in the country's longest rail tunnel (9.6 miles) than in the daylight. Various facets of the line's operation is discussed, including motive power, rolling stock, maintenance challenges - well worth reading.

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IN NORTHERN COLORADO, A C&S BRAKEMAN IS STRUCK IN THE FACE by a large rock, thrown through the cupola window, knocking him to the floor of the caboose. The wound will require several stitches both inside and outside the man's mouth. In Washington, a Burlington Northern freight train is wrecked due to a rail being pried loose, and the accompanying signal system being shunted to operate normally. While these are extreme cases, they point out the seriousness of one of the major problems facing railroads today - that of vandalism.

Most of the vandalism on and around railroad property fall into the "petty" category, such as broken windows, objects placed on rails, or using switch targets, telephone line insulators and signal lights for shooting practice. But these "minor" incidents can prove serious or lead to more sophisticated types of sabotage or crime. Vandalism increases during the summer months when school is out, and holidays such as Halloween contribute to the problem. And hunting season is tough on railroad property, with hunters practicing on milepost signs, signal lenses, and even moving freight trains when game is not readily available.. New automobiles in transit by rail are tempting targets for rocks and bullets, and transients often break into autos for a cozy ride or to vandalize or strip a car.

In large urban areas, vandalism is usually associated with crime. Damage to property is often a cover-up or the result of a theft from railroad buildings or cars standing in the yard. America's railroads fight a constant battle against crime and vandalism and security forces are especially trained to stop incidents before they can occur. The railroads place stringent requirements on security force personnel, and prefer police academy graduates with a college background in criminal justice and at least two year's experience in law enforcement. In addition, programs have been developed to instruct thousands of school children in the areas of safety and security of private property, resulting in a marked decrease in vandalism by school children. At last, but not least, railroad employees assist the special agents in prevention, with track inspectors, track gangs, train crews and yard forces keeping a close watch on company property.

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THE JULY, 1980 ROCKY MOUNTAIN RAIL REPORT carried a story about three rather ambitious western railfans who proposed the running of steam-powered excursion trains on the Coalmont and Encampment branches of the Union Pacific Railroad. Working under the name of the Laramie, North Park & Western Encampment Valley Scenic Railroad Co., the group hoped to obtain trackage rights from the UP to operate passenger trains from Laramie and Wolcott, Wyoming. Now the LNP&W has asked the City of Laramie to donate former UP steam locomotive No. 535 to the cause. Although some city officials are skeptical, the project will ever get off the ground, they have agreed to provide the engine. The LNP&W has agreed to pay the costs of moving the 535 from its display area in Laramie's LaBonte Park to the Union Pacific right-of-way, and at the end of the locomotive's use, would completely restore the ex-OSL 2-8-0. A spokesman for the tourist railroad project has stated that one of the major obstacles in the establishment of excursion service will be acquiring the trackage rights from the Union Pacific Railroad, and feels that the negotiations with the UP will be quite "delicate."

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THE UNION STATION CENTENNIAL turned out to be a very popular event, with many people visiting from the Denver area. Various railroad and city officials were on hand to speak about the edifice and unveil a commemorative plaque. Numerous railroads had equipment on display including engines, cabooses, freight cars, an Amtrak Superliner coach and the UP 8444. The Intermountain Chapter was instrumental in sponsoring the event, and it was a most appropriate tribute to the historic structure.

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