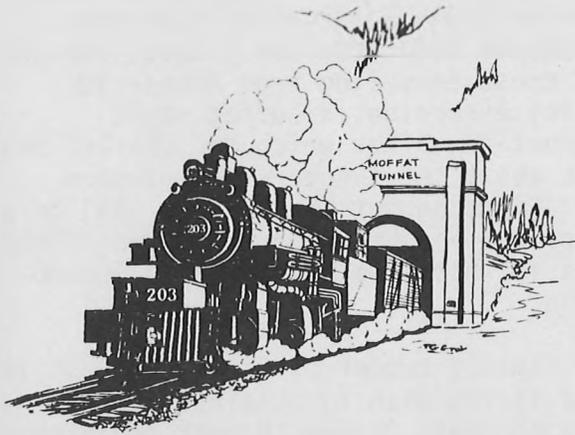


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391      Denver, Colorado 80201  
February, 1982      No. 269

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

Editor ----- Neil Reich  
Associate Editor ----- Steve McCormick

MEETING NOTICE:    Date -- Tuesday, February 9, 1982  
                          Time -- 7:45 P.M.  
                          Place - Southeast wing of Christ Episcopal Church, 2900 South Univer-  
  sity at Bates - off-street parking at rear (east) of  
  hall. Please use building's south entrance

PROGRAM NOTES:                                    DENVER TRAMWAY

The program at the February 9 meeting of the Rocky Mountain Railroad Club will offer a look at almost 50 years on the Denver Tramway. Club charter member, Rollin Cordill, started working for the Tramway on June 14, 1928, and retired on December 1, 1974, and his slide presentation will cover trolley and bus operations during that period. Rollin Cordill is the holder of Membership Card No. 6, and has held a variety of club office, serving as President in 1941. His February program promises to be one of the best of the year - Come on out, and bring a friend.

A SPECIAL REQUEST FROM PROGRAM CHAIRMAN ERWIN CHAIM: The March 9, 1982 club meeting will feature the potpourri program - members are invited to bring the 20 slides of their choice. I would like to have your slides in my possession ahead of time, by the February 9th meeting, if possible, so that I can have your name made into a title-slide - and also to allow me time to put the slides in order in a projection tray. If you find it impossible to get your 20 slides to me in time for the title slide to be made, please bring your selection to the March meeting, anyway. The more slides presenting the greatest variety of subject matter makes a better show. And please - for everyone's enjoyment - choose slides correctly focused and exposed. We ALL thank you!!

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Despite cold weather and slippery streets, a good sized group of hardy club members and guests turned out for Bill McKenzie's program on the Colorado and Wyoming Railway at the January club meeting. Mr. McKenzie's talk chronicled this fascinating industrial carrier from it's inception in 1899, through the present, describing it's unique operation of three unconnected divisions in two states. A liberal sprinkling of the history of C&W parent company, CF&I Steel Corporation, was also provided. Augmenting the talk was a slide presentation featuring both vintage and current scenes. Mr. McKenzie is in the process of preparing a book on the subject. Detailed research done for the book was evident in the presentation, and our guess is that the book will become the definitive work on this road.

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LOOKS LIKE IT'S GOING TO BE A GOOD ONE!! All signs indicate that the club's February winter excursion on the Durango & Silverton Narrow Gauge Railroad will be the highlight of a weekend to remember. Over 300 people have obtained tickets for the 50 mile roundtrip special with over a third of those traveling from Denver to Durango on chartered buses. Following the Sunday excursion, a buffet style banquet will be held that should satisfy any appetite, after which Mr. Charles Bradshaw will be the featured speaker and will talk about the future of the famous narrow gauge line he purchased only last year. Rounding out the evening will be a showing of the full length motion picture, "Denver & Rio Grande," which was filmed on the Silverton Branch in the early '50's, and in which two narrow gauge locomotives were staged in an actual head-on collision.

A few last-minute notes about the weekend .. a limited number of tickets are still available for the banquet (\$15 per person), and if you wish to obtain any, then do so promptly, as our final commitment on banquet seats is due the morning after the Tuesday night club meeting! .. At the beginning of the movie, any serious photographers who would like to do some night photography outside of the roundhouse and depot, will have the option of leaving for the yards for an opportunity to do just that, returning to the banquet facility later in the evening. Of course, for those who are satisfied to see the railroad's facilities in the daylight, the "open house" of the yard will begin at 8:30 A.M. that morning. Remember, your excursion rail tickets must be shown for admission to the yard. Additional opportunities for photographers will take place during the excursion, of course, as a number of photo runbys are planned .. One note of correction to last month's newsletter - the parlor car "Alamosa" will not be in consist of the club's special. The consist includes coaches, open cars, and a concession car in which a variety of sandwiches, snacks, and soft and hard drinks will be available for purchase during the excursion .. Also, a special note to those folks who might be traveling to Durango via Walsenburg and LaVeta Pass on February 13 - at approximately noon on that day, our chartered buses will be stopping at Blanca, where Bob Griswold will have the Southern San Louis Valley's unique D-500 locomotive on display near the D&RGW depot. Bob, who authored COLORADO'S LONELIEST RAILROAD, will talk briefly about the line. Anyone else passing through the neighborhood is also most welcome to stop in and participate in the short gathering! .. (Now if the weather will just behave on that weekend!)

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WE REGRET TO REPORT THE PASSING OF A GOOD FRIEND of the Rocky Mountain Railroad Club and all who enjoyed the experience of traveling the standard and narrow gauge rails of the Denver & Rio Grande Western for some 20 years after WW II. Harold F. Eno, retired from the road as Passenger Traffic Manager, died this past Oct. 3. The Club's many excursions over the various lines of the Rio Grande were arranged through Harold Eno and his assistance and caring for the human element was instrumental in making a number of special excursions possible. A good person to work with, he was very "public-relations minded", and a friend of the traveling public.

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ENCLOSED WITH THIS NEWSLETTER is a flyer describing the annual Club excursion to Glenwood Springs, this year on April 24 and 25. Why not fight off the mid-winter blahs by joining fellow club members and friends for a weekend of fun, food, and most importantly, a ride on one of America's premier trains. Fares, ticket order blanks, and additional information may be found in the brochure.

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YOU SAY YOU NEED MORE INFORMATION ON CLUB ACTIVITIES, but don't know where to turn? Despair no more, fair reader, for the club phone line is now in operation. You're just a call away from a recording giving pertinent information on upcoming activities, monthly meetings, and membership. And, if that isn't enough, you can leave specific questions, together with your name and number on the tape, and someone

will return your call. (For you out-of-towners, calls will be returned collect.)  
Why not try it right now! Just dial (303) 431-4354.

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THE COMING OF THE NEW YEAR brought an announcement from Rio Grande Motorways of a cut in service in Colorado, and the closing of all but 7 of its terminals. And, although many of the employees of the truck line are considered "laid-off," speculation is mounting that the carrier wants to drastically reduce or terminate service altogether. The ironic twist of this story is that during the 1940's and 1950's, when the D&RGW was cutting back its narrow gauge operations in the Colorado mountains, much business was diverted from the railroad to the trucks. Now, many communities, including Durango and Silverton are looking to alternative means of moving freight. And, while other truck lines will be available, Charlie Bradshaw and his Durango & Silverton Narrow Gauge Railroad are offering seasonal LCL freight service between the two towns.

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IT LOOKS LIKE UNION PACIFIC 3985 JUST MIGHT SEE SOME SERVICE during 1982, after all. Word reaching this corner, is that in June the big Challenger will run from Cheyenne to Pocatello, Idaho, to participate in UP Family Day, and a Centennial celebration. Confirmation of this story, plus the complete round-trip schedule, will be published in this report, as soon as available. At this time, it is not known if UP 8444 will also make the run. Meanwhile, the 8444 is receiving considerable repair work in the Cheyenne roundhouse. New arch brick has been installed in the engine's firebox, and the brand new set of super-heater units has been received and is ready for installation. Inspection of the locomotive to extend the flue time one more year will be made in March, if repairs go as scheduled.

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BRITISH RAIL'S 160 MPH ADVANCED PASSENGER TRAIN successfully completed its inaugural run from Glasgow to London recently, but things did not go quite as smoothly on the return trip. Unlike the French high-speed Train a Grande Vitesse, which required a completely new roadbed with no tunnels, sharp curves or crossings, the British train runs on existing track at speeds higher than previously thought safe, because its cars tilt as they enter curves. However, on the way back to Scotland, the tilt mechanism failed while the train was traveling at about 130 mph. A safety device immediately locked the cars into their normal upright position. Passengers were tossed around, and the scene in the dining car was termed chaotic, with the galley "a real mess." After order was restored, the train resumed its run, but the incident repeated itself two more times. The train was taken out of service the following day, and its second Glasgow to London jaunt cancelled due to brake problems. Full service on the \$543 million project, now 13 years behind schedule, will not be offered until the 1990's.

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BANKRUPTCY SALE - Auto-train's terminal in Sanford, Florida was stormed with bargain hunters recently at an auction to raise more than \$1 million to help pay off its debts of more than \$25 million. One retired woman purchased two cabooses and a train broker bought a 3-bedroom executive train car.

(UTU NEWS)

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ON JANUARY 1, 1982, THE COLORADO & SOUTHERN RAILWAY CO ended 83 years of service to the Rocky Mountain west, when it was merged into the Burlington Northern system. The C&S thus joined a long list of area railroads that have felt the weight of "progress" through either abandonment or merger. The C&SRR Co. was incorporated on Dec. 19, 1898, and comprised the holdings of a number of former railroads, including the Union Pacific Denver & Gulf, and the Denver Leadville & Gunnison companies. Frank Trumbull, receiver of the DL&G and the UPD&G became the railroad's first President, and General Grenville M. Dodge, who had suggested the name, "Colorado & Southern"

was the first Chairman of the Board. Exactly 10 years later, controlling interest in the C&S was purchased by the Chicago, Burlington & Quincy Railroad, which became a part of the Burlington Northern in 1970. Although the C&S was to maintain its own identity after acquisition by the CB&Q in 1908, the railroad always showed the influence of the parent organization.

The C&S became a favorite of railfans and historians alike, with its unique narrow gauge lines contrasting sharply with the more modern standard gauge operations. The famed Georgetown Loop and South Park Division to Leadville and other fabled mining areas drew excursionists even as freight business dwindled, and even today, these abandoned routes are extremely popular. The north-south standard gauge divisions played an epic role in western transportation, moving the iron ore, coal, oil, lime rock, sugar beets, steel, building materials, and even beer and Datsun autos to waiting consumers. C&S employees are always proud of their railroad, often disdaining the modern-day methods of the big business parent corporation. On the morning of January 4, 1982, a secretary in a C&S terminal answered the telephone with a pleasant, "Good Morning," "Colorado & Southern Railway." The BN official at the other end of the line curtly reminded her that, "There isn't any C&S anymore. You're Burlington Northern now. You can forget about the C&S." It's doubtful that many of us will ever do that.

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A LANDSLIDE ON THE D&RGW NEAR HOTCHKISS, in Delta County, CO, closed the Delta-Sommerset branch between December 18 & 24. As many as a dozen earth-moving machines at one time were seen rebuilding the grade on Rogers Mesa to restore service to the coal mines in the Sommerset area, which are the railroad's major customers on the branch.

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VOLUNTEERS FROM THE FT. COLLINS MUNICIPAL RY. SOCIETY are currently removing rails and ties from the Colorado Central Railway in Central City, for use on their projected West Mountain Avenue trolley line. The Colorado Central has ceased operations, and equipment has been moved to Silver Plume (Georgetown Loop RR).

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SHORT LINE NOTES: Operation of the Denver Union Stockyards Ry. (trackage in and around the stockyards) has been assumed by the Colorado & Eastern Ry., reports Gary Flanders. The property was previously owned by the Denver Union Corp., with actual operation being handled by the Burlington Northern. Flanders, who is also Chairman of the Cadillac and Lake City, with operations in Denver's Duban Industrial Park and Colo. Springs (Both ex-CRI&P properties) indicates that the stockyards tracks will be used, in part, for the storage and repair of unit coal train cars. (Flanders also heads Rail Car Maintenance Corp. of Pueblo, which holds repair and maintenance contracts on some of the privately owned equipment passing through Denver.) Customers in the stockyards area are reportedly now being served by C&E/C & LC trains.

Pending final approval in Washington, the San Luis Central will receive \$361,440 in funding made available through Section 803 of the 4R Act. This funding, together with \$90,360 provided by the railroad, will be used to install 20,800 cross-ties and 76,200 tie plates. The San Luis Central, which was constructed in 1913, serves the town of Center in northern San Luis Valley, through its connection with the Rio Grande at Monte Vista. According to reports prepared by the State Dept. of Highways (which is the local administrator of Section 803 funding within Colorado) approximately 800 cars per year were handled by the SLC with outgoing shipments of barley and wheat constituting the majority of the carloadings. Other applicants for 803 funding includes the City of Limon, which would like to purchase ex-Rock Island trackage within that town.

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ONCE KNOWN AS THE MOST LUXURIOUS TRAIN TRIP IN EUROPE, the "Venice Simplon Orient Express"

will depart London's Victoria Station on May 28, 1982, to begin year-round service to Paris, Milan, and Venice. James R. Sherwood, President of Sea Containers, is the man responsible for the restoration of the luxury train that last ran in 1977. Sherwood has invested \$20,000,000 and four years of work into what he calls "a hard-headed business venture, not a gimmick." He says 2,000 reservations have already been booked for the train, which provides "926 miles of unashamed luxury," and Sherwood expects to recover his investment in four years.

Scouts sent across Europe located 35 of the original Orient Express cars, enough for 2 full trains. Four years of reconditioning brought them to pristine condition with the addition of modern safety equipment. Cost of the restoration was about twice what had been estimated. The cars are done up with mosaic floors, crystal and silver on dining car tables, and intricate wood marquetry pictures inlaid on walls. A plaque in each car tells its history. When service begins in May, cost of the London to Venice run will be \$463.50, and will include one luncheon, one dinner, and one light breakfast. Any segment of the 24-hour trip can be taken separately. Sherwood hopes to restore the art of travel, and says "I think this train will become known as the finest in the world."

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THE NATION'S RAIL UNIONS HAVE CALLED FOR TOUGHER FEDERAL LEGISLATION that would deter crime and violent acts of vandalism against trains and train crew members. In 1980, there were 7,868 stonings of trains and 802 shootings at trains and these criminal acts are increasing. State laws and enforcement are grossly inadequate to deal with this crime and vandalism, and those states that have enacted laws have failed to deter these crimes because penalties for conviction are absurdly light. Railroad employees are practically unable to deal with the modern day train robbers who take advantage of freight trains moving slowly uphill, often in urban areas. In fact, robberies are so common on one section of track in Detroit, that the area is known as the "Ho Chi Minh Trail."

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A PROPOSAL FOR THE STATE OF CALIFORNIA TO ACQUIRE THE SIERRA RAILROAD as an operating railroad museum, has found opposition in the State Parks and Recreation Commission. This opposition is based on the grounds that the State already has a rail museum, the \$20,000,000 facility which opened in Sacramento last spring. Promoters of the Sierra project bypassed the Parks Commission last year and persuaded the State legislature to appropriate \$750,000 for purchase of 20 acres of land in Jamestown. In return, a San Francisco business man who had previously operated passenger trains on the Sierra, donated a collection of railroad equipment to the State. The business man then sold the line's freight operations to a firm called Silver Foot, Inc. Negotiations have been underway since, for the State to operate passenger trains on the Sierra with Silver Foot running the freight service. But before trains can be operated on the Sierra, extensive repairs will have to be made, and the State Parks and Recreation Commission does not have the money to fix up the line. In addition, the State has plans to acquire several miles of the Southern Pacific's line between Sacramento and Walnut Grove for the operation of steam trains in conjunction with the California State Railroad Museum. The possibility of a money problem is the basic reason the Parks and Recreation Department opposed acquisition of the Sierra. It is feared that future State legislatures, faced with the task of funding two State Rail Museums, might not appropriate enough money to operate even one. The Sierra Railroad was a common carrier operating between Oakdale and Jamestown, Calif. A fire destroyed the Sierra's depot, offices and railroad museum in 1978, and the last steam-powered excursion train ran on December 31, 1979.

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GOVERNMENT REQUISITIONS D&RGW SEGMENTS FOR ALASKAN RAILROAD - The United States Government has requisitioned three segments of the narrow gauge lines of the Denver &

Rio Grande Western in western Colorado. Rolling stock and rail so obtained is to be used on the Alaska-Canadian Railroad now under construction. The O.D.T., after conferences with officials of the D&RGW, proposes to take up and move to Alaska the lines between Ouray and Ridgway, Durango and Silverton, and Cedar Creek and Gunnison. Much of the rolling stock is also scheduled for the same destination. A protest of action has been entered at Washington by Senator Eugene D. Millikin and Governor Ralph L. Carr of Colorado.

(From the column, THE MONTH, in the November, 1942 issue of TRAINS MAGAZINE)

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C&S LEADVILLE LINE FOR THE BIRDS? Activities on the Colorado Road's branch to Climax made the front page of the December 18 issue of the Leadville Herald Democrat. Seems as though on Thursday, Dec. 17, the C&S crew, returning from their daily round trip from Climax, came upon a golden eagle, consuming its prey in the middle of the track. Despite a lot of whistling, brake applications, and flapping of wings, Murphy's Law prevailed, and the locomotive's snow plow caught the bird, depositing it in a nearby snowbank. The rear end crew picked up the rather dazed eagle, placed it in a cardboard box, and gave it a free ride in the "crummy" to Leadville, where it was "interlined" to the D&RG agent for safekeeping. Local game officials were called, and after observation, and a few test flights around the C&S yard, it was deemed advisable to take the eagle to Colorado Springs for treatment. The Herald reports that club member Bill May assisted with the recovery efforts.

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WAY TO GO!! A rather unique way of traveling from Denver to Pontiac, Michigan to attend the Super Bowl at the Silverdome, was described recently to sports fans in a Denver newspaper. For a mere \$11,000, you could charter ex-Milwaukee Road business car, Mount Rainier, and have it ride along behind Amtrak to Detroit and then to the Silverdome. Of course, splitting the cost with 28 others by adding a sleeper, could reduce the fare to about \$600. The car is also available for charter between other points, or just for parties (\$850 per day). The car was built in 1948, as a tap lounge for the Milwaukee Road's Olympian Hiawatha, according to the article.

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JIM RANNIGER, President

BILL GORDON, Secretary

ERWIN CHAIM, Vice-President

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**ROCKY MOUNTAIN**



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