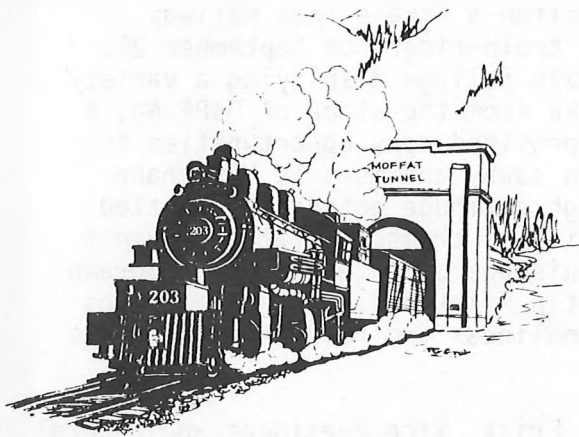


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
November, 1982 No. 278

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, November 9, 1982
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: AUCTION NIGHT

Since being inaugurated two years ago, the club's annual AUCTION NIGHT has brought together a wide variety of sale items and an enthusiastic group of bidders to produce an action-packed evening of fun. Railroad books and pictures have produced the most interest among buyers, but maps, time tables, stock certificates, lanterns, railroad china, passes, and all sorts of items are welcome for sale. Donations to the club, of items for sale, will be greatly appreciated, and articles to be handled on consignment are also welcome. A small charge will be made for the sale of consigned items, with the proceeds from all sales going to the club's publication fund. So come on out on November 9, for an entertaining evening with autioneer, Erwin Chaim, and add to your collection of valuable railroad memorabilia.

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The beautiful facilities of Henrici's Restaurant in the Hilton Inn provided an ideal setting for the Annual Banquet of the Rocky Mountain Railroad Club, which was held on Saturday evening, October 9. The delicious dinner, served by the very capable staff at Henrici's was followed by three reels of 16mm movies from the club's Otto Perry collection, narrated by Dick Kindig, with Ed Haley at the projector. A wide range of railroads was presented in Otto's inimitable style, from the D&RGW in the Royal Gorge, to the Santa Fe on Raton Pass. There were also scenes of the Union Pacific Portland Rose, the Missouri Pacific Colorado Eagle, and the Rock Island Rocket. Narrow gauge railroading was represented with D&RGW trains on Monarch Pass, in the San Luis Valley, around Gunnison and Crested Butte, and the Alamosa-Durango line. Following this outstanding program, a number of excellent door prizes were awarded to lucky ticket holders, most seemingly to folks seated at one table. And that evening, the Rocky Mountain Railroad Club was the recipient of a very generous gift. Jim Trowbridge headed a delegation from the committee that produced the recent National Narrow Gauge Convention held in Denver. This group presented to the club, a check for \$1,000 from the proceeds of the convention, to be used for the preservation of the films in the Otto Perry Collection. THANK YOU!!

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THE ROCKY MOUNTAIN RAILROAD CLUB EXCURSION on the Manitou & Pike's Peak Railway provided an enjoyable Saturday afternoon for 76 train-riders on September 25. With the feel of fall in the air, and the mountain foliage displaying a variety of Autumn colors, the pungent aroma of coal smoke from the stack of M&PP No. 4 smelled even sweeter. The excursion group was provided many opportunities for pictures during photo runbys and at a five-train sawby and meet at Minnehaha and a four-train meet at Mountain View. The high altitude activities whetted appetites, and club members gave a good accounting of themselves at the Summit House snack bar and during the fine dinner at Guiseppe's Restaurant in Colorado Springs. Our most sincere thanks go to Mr. Martin Frick and all the employees of the cog railway, for their cooperation, friendliness and help in making this yet another superior trip on the M&PP.

During the September 25th excursion, Mr. Martin Frick, Vice President and General Manager of the Manitou & Pikes Peak Railway (and a member of the Rocky Mountain Railroad Club) told of the road's ordering of another of the Swiss built diesel-hydraulic railcars. The 216 passenger, articulated unit is slated for delivery to Manitou in 1984, and will cost approximately \$2,500,000, which is the price paid for the first two cars of this series in 1976.

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AT THE RECENT ANNUAL BANQUET OF THE ROCKY MOUNTAIN RAILROAD CLUB, a number of very nice door prizes were awarded to lucky ticket holders. We would like to express our gratitude to the individuals and commercial firms that donated items for the drawing, and hope that you will express your thanks as the opportunity permits.

<u>NAME & ADDRESS</u>	<u>PRIZE</u>
Borogrove Bookroom No. 11, 5803 Bow Crescent, NW Calgary, Alberta, Canada T3B 2B6	Book - Garratt Locomotives of the world.
McMillan Publications 3208 Halsey Drive Woodridge, Illinois 60517	Books - Rock Island Rocollections (1) Six Units to Sycamore (2) Streator Connection (2)
D&H Publications 15601 East Saratoga Place Aurora, Colorado 80015	Book - Steam & thunder in the Timber
Trains Dept. 2238, Trains Magazine 1027 No. 7th Street Milwaukee, Wisconsin 53233	(2) 12-Month subscriptions to "Trains" magazine
Nostalgia Station Dept. 151 901 W. Pratt Street Baltimore, Maryland 21223	Engine Door Knocker
M. F. Kotowski Railroad Art 21 No. Harrison Ave., Ste. 200 Campbell, California 95008	Color Lithograph of Rio Grande #473

<u>NAME & ADDRESS</u>	<u>PRIZE</u>
Russ Porter 2228 So. 81st Street West Allis, Wisconsin 53219	(2) Matted Lithographs Great Northern Railway Diesel Santa Fe Super Chief - Chicago
Mac Publishing, Inc. P.O. Box 7037, Dept. T Colorado Springs, Colorado 80933	Book - (Soft Cover) Railroad Maps of the West
Kachina Press 730 Fidelity Union Tower Dallas, Texas 75201	(2) - 3-Volume Sets - Santa Fe Standards
Darwin Publications 850 N. Hollywood Way Burbank, California 91505	Northwester Loggers, Vol. 1 Rayonier (Book)
PTJ Publishing, Inc. P.O. Box 397 Park Forest, Illinois 60466	Book - Never on Wednesday
Railfair Enterprises, Ltd Box 33 West Hill, Ontario, Canada M1E 4R4	Book - Canadian Pacific Diesel Locomotives

Club members who donated items for door prizes were: Dave Salter, Carl Carlson, Dave Goss, Ed Gerlits, Jack Thode, Bob LeMassena, Dick Kindig, Jim Earhart, Merle Anderson, Francis Rizzari, and Lillian Stewart.

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ATTENTION PHOTOGRAPHERS!! - Have you, in recent years, ridden any of the excursions run on the Manitou & Pikes Peak Railway? And did you happen to photograph the beautiful mother-of-pearl picture of the Rock Island passenger train which was located in the railroad's general office? If so, you might be able to assist in the recovery of this valuable artifact. The M&PP would like to hear from anyone who might be able to furnish a good, sharp photograph, either color or black & white, of the large picture which was stolen in June of this year. If you can help out in the recovery effort by furnishing such a photograph, please contact: Mr. Martin R. Frick; Manitou & Pikes Peak Railway Co; P.O. Box 1329; Colorado Springs, CO 80901; or telephone (303) 685-1045 or (303) 685-5407. Thank you.

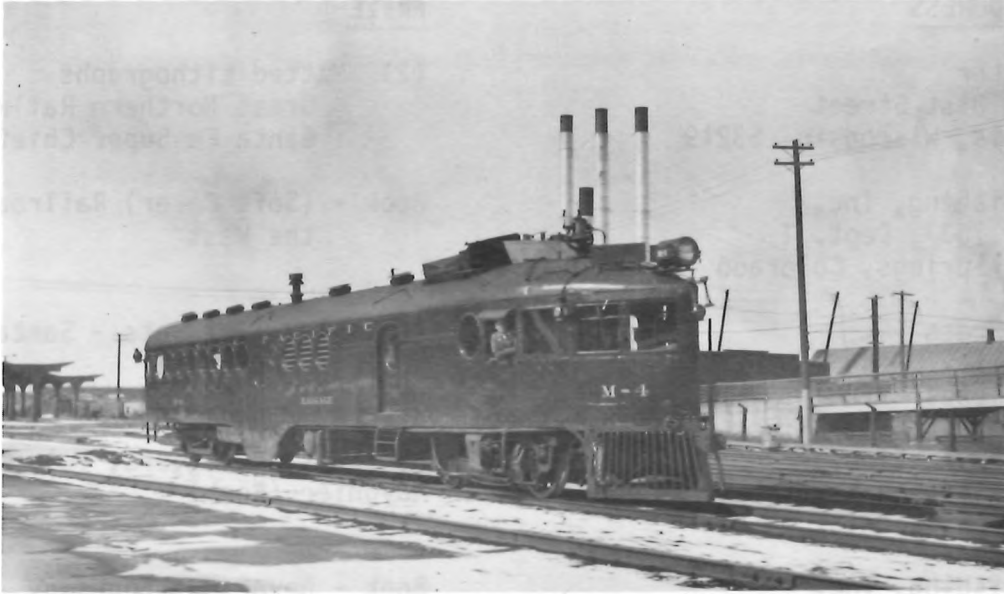
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OUR CONGRATULATIONS TO THE COLORADO LIVE STEAMERS upon completion of the mainline of their 1" scale track on Labor Day, so that continuous running is not possible. Much work remains to be done at their new track, which is located near Waterton on private property. When completed, it will be a delightful place to operate live steam. The club, which boasts over 70 members, is also laying 1½" scale track for the "bigger stuff."

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THE RINGLING BROTHERS BARNUM AND BAILEY CIRCUS arrived in Denver for performances at the Coliseum in early October. Their train of some 40 cars was parked in the nearby Union Pacific yards this year as in past years.

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One of the Union Pacific Railroad's familiar McKeen Motor Cars departs Denver Union Station as Train No. 515, on the 48-mile run to Boulder, Colorado, as photographed by Dick Kindig, on March 4, 1939.

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THE NATIONAL ASSOCIATION OF PRIVATE CAR OWNERS met in Denver over Labor Day, traveling to and from the Mile High City in what else?? but their private cars. Among the cars gathering at Union Station for the group's 1982 National Convention, were Chapel Hill, Venice, Susan Marie, Janice L. (the yellow car visible from I-25 in the vicinity of 58th Ave.), Jo-Vi-La, City of Chicago, Eagle Cliff, Otto Kuhler (ex Rio Grande 100, ex-WP, ex-CRI&P), Gritty Palace (?), Boonsborough, and 2 ex-Santa Fe business cars (which were being offered for sale). The cars sported interesting and seldom seen paint schemes, such as Alton, NKP, M.P. and Southern. Also, in the depot at the same time but not related to the convention, were BN's Clack Fork River and Track Geometry Car No. 89.

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HEARTIEST CONGRATULATIONS GO OUT TO EVERYONE at the High Country Railroad, who, in October, celebrated their 10th year of operation. For it was in October of 1972, that the two-foot gauge line began running at Heritage Square, with 0-4-0T Henschel Locomotive #9, heading passenger trains on the 1¼ mile loop. The intervening years have seen the railroad grow, with a major track relocation, the addition of rolling stock and steam locomotives, and the acquisition of a diesel engine for switching and cold weather operations. To commemorate the event, HCR hosted an open house for employees and friends on Sunday, October 10, which featured two big birthday cakes and a double-header passenger train. Hats off to Ed Gerlits, Stu Anderson, Dave Gross, Jim Ehernberger, Dan Peterson, and all the folks at High Country Railroad for a job well done!

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AMTRAK '83 - Watch for a flyer in next month's newsletter about the club's 1983 Amtrak excursion. It's scheduled to take place over the President's Day weekend, leaving Denver Thursday evening, February 2. The trip will include rides on "The Southwest Limited," "The Desert Wind," and "The Rio Grande

Zephyr" as well as a visit to Knott's Berry Farm (and their ex-D&RGW narrow gauge equipment). Other highlights will include a night on the "Queen Mary," a free evening of gambling or whatever in Las Vegas, and a visit to Hoover Dam.

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A MEMORABLE TIME WAS HAD by all 625 who participated in the second annual Narrow Gauge Convention held at the Airport Hilton Inn, in September. Oriented toward the narrow gauge modeler, the convention provided an opportunity to meet with numerous manufacturers of model railroad products and "talk shop" with them, as well as fellow modelers and narrow gauge history buffs. Clinics too numerous to mention and almost too numerous to attend, provided an opportunity to learn about the many different aspects of scale modeling. Other programs and an auction as well as a model contest added to the interest of the convention. Charles Bradshaw was the guest speaker the final evening, and not only reviewed the past, present, and future of the Durango and Silverton Narrow Gauge Railroad, but fielded a wide range of questions from the audience.

The 346 was steamed up for the benefit of conventioners at the Colorado Railroad Museum, and a night photo session was held. The High Country Railroad rolled out the red carpet and had the entire 2-foot gauge railroad at the disposal of the visitors (and that's really narrow gauge!). The Georgetown Loop Railroad also provided entertainment in the form of a steam-up, and some folks traveled to Manitou Springs to see the club's steam cog trip depart. On Monday, September 27, a special excursion on the D&SNG RR, pulled by a double-header, carried narrow gauge fans through the San Juan Mountains.

A number of volunteers assisted in promoting and running the convention, with Lee Brown, Les Granz, Jim Trowbridge, and Don Winter spearheading the effort. A portion of the convention's proceeds, consisting of a check for \$1,000, was presented to the club at the October banquet. This generous contribution will go toward the preservation efforts now under way on the Otto Perry film collection. The Colorado Railroad Museum also received a similar amount from the convention committee.

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BACK IN ACTION - A member reported seeing "F" Unit 5771 on the Rio Grande Zephyr in early October. The venerable unit and the "B" Units have been replaced by SD-40's for much of the summer, since the railroad has many freight units in storage, and the newer units are more fuel efficient. With the coming of colder weather and the resulting need for additional steam, the "F's" will reportedly, be returned to the train on a regular basis.

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ROCK ISLAND ROUNDUP. It's been a little over 2 years since the court ordered the shut-down and liquidation of the Rock Island system. At the time of shut down, the Rock was operating about 7,100 miles of track. Today, approximately 55% of the system still sees some type of operation, either having been bought, or being operated under lease. Here's how the numbers stack up:

- . Approximately 19% (1,350 miles) of the system has been purchased. Purchasers include Cotton Belt (991 miles of the "Tucumcari" main line, with options to purchase 152 additional miles in Kansas, Arkansas, and New Mexico), Milwaukee Road (64 miles in southwestern Iowa, plus track-age rights for 33 additional miles), C&NW (6.5 miles of strategically located track near Peoria, Ill.) and little Peoria & Pitkin Union (2.8 miles).

- . Approximately 35% (2,500 miles) of the Rock is under lease. Leasees include the Northwestern (746 miles serving the Grain Belt in Iowa and Minnesota), Mid-States Port Authority (100 miles in North-Central Kansas, being operated by Kyle Railways), Iowa Railroad (361 miles from Council Bluffs to Bureau, Iowa). Note that at Bureau, the IRR connects with, of all things, a line controlled by the Chessie system. Chessie in Omaha? (Not so far fetched) and RTA (operating 47 miles in the Chicago commuter district). All in all, the leases bring the Rock Island estate approximately \$1.4 million in income each month. Many of those now operating lines under lease, would like to purchase the lines they are running, if federal funds become available for such acquisitions.
- . Approximately 20% (1,400 miles) is being dismantled. Realizing that some track segments are completely redundant, the trustee has ordered their removal. L. B. Foster Company of Pittsburgh has been designated by the trustee as the scrapper. Foster Company spokesmen indicate that, depending on future sales of lines to other operators, upwards of 3,000 miles of track may eventually be removed.
- . Approximately 26% (1,850 miles) has not been spoken for. Segments include Colorado Springs - Limon, Phillipsburg, KS. - Omaha, Phillipsburg - Topeka, Chicago - Pullman, Ill (a lot of interest from MILW, C&NW, and others on this important Chicago area branch), Salina, KS - Dallas (Oklahoma - Kansas - Texas Users Assoc. would like to purchase this line if funds develop - likely operator would be KATY).

Sales to qualified buyers have moved to a slower speed than the bankruptcy court would like. Buyers complain that the trustee's asking prices (based on appraisals made at or before the time of the shut-down) are too high and do not represent the current value of the properties.

On the local scene, the situation shapes up this way: Cadillac and Lake City is operating the terminal property in Denver (Duban) as well as running a switching service in Colorado Springs. The line from Colorado Springs to Limon, as previously noted, is not being operated - few if any shippers exist on that segment. C&LC also operates between Limon and Goodland, KS., 105 miles. All lines operated by the C&LC are under lease. Trackage between Goodland and Phillipsburg is being leased by the Mid-States Port Authority, a political subdivision with taxing authority. Lines east of Phillipsburg (the main line splits at Belleville, KS with one line going in a northeasterly direction to Lincoln and Omaha, and the other line on a more southerly course to Topeka and Kansas City) are currently not being operated.

The Mid-States Port Authority would like to take over a larger portion of the track in Kansas and Colorado, forming a system bounded by Denver (UP trackage rights) and Colorado Springs on the west, Omaha, and Topeka on the east. Implementation of this ambitious plan would require \$16 million in federal aid, which, so far, has not been forthcoming. Kyle Railways would, more than likely, operate the entire system, should Mid-States be successful in their acquisition bid.

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THE NEW NATIONAL PARK VISITOR CENTER at Cimarron, was opened and dedicated in August, in conjunction with the 100th anniversary of the arrival of the first D&RG train at that remote station stop. Recreated next to the visitor's building, are stock pens and loading ramps complete with some narrow gauge track and stock cars. Of course, visitors to the area can also drive down

into the Black Canyon over the (now paved) railroad grade to see the Morrow Point Dam and Engine 278, box car, and caboose displayed on the original railroad bridge over the Cimarron River. The excellent restoration by Bill Jones, of the train and the new visitors center makes this a "must do" stop for any railfan passing through the area.

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HEEEEEELP! - The club's got a problem and the Board of Directors is in a quandry. The problem has to do with our mail addressing system - the same system that addresses your copy of the Rocky Mountain Rail Report. Seems as though the existing Address-O-Graph equipment is old and tired. Some of it's so old, we're having trouble finding a now obsolete size of plate holder. And - we're told, Address-O-graphs are a thing of the past, most having been replaced by computer generated mailing lists. Computer listings, on the other hand, are expensive to set up, and a computer service obligates the club to an ongoing expense.

We're looking for help ... any kind of help. Can you offer a suggestion? Do you have some computer time to spare? Is there a better alternative to the Address-O-Graph that we don't know about? - or - would someone out there care to dedicate their time and effort to keep our ancient system alive? If so, please contact Kurt Penny through the club's address.

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\$500 CASH REWARD - FOR INFORMATION LEADING TO:

1. Recovery of the picture stolen during the week of June 21, 1982, from the general office of the Manitou & Pikes Peak Railway Company.
2. Apprehension of the persons responsible for the burglary.

The picture, approximately twenty-four inches high by eight feet long, shows Rock Island train, steam locomotive, tender, and five cars, carried out in mother-of-pearl. The train is going through Colorado Springs countryside, with Cheyenne Mountain and Pikes Peak in the background. All in color and most realistically done. The picture frame is of oak, natural color varnished.

Anonymity and strictest confidence is absolutely guaranteed.

Call (303) 685-1045 or (303) 685-5407.

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SWAP 'N SHOP - Personal ads are accepted from club members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

FOR SALE - From the C. S. Ryland Collection:

Wall Map of the Union Pacific System, 1947, in color, 35" x 60", showing all U.S. railroads.

Wall Map of the Santa Fe System, 1943, in color, 33" x 54", showing all U.S. railroads.

FOR SALE - From the C.S. Ryland Collection (continued):

Destination Indicator - from Denver & Intermountain Interurban
No. .03, 15" high, 23" wide and 6" deep, two knobs move
rollers to change route names.

Builder's Plate - from American Locomotive Company, C/N 63311,
Brooks Works, June 1922 (from Denver & Rio Grande
Western 4-8-2 No. 1505)

FOR SALE - 14 annual passes from the year 1926. Railroads include short
lines, as well as class one roads, most from carriers in the
Southwest. Many in mint condition.
CLARENCE GORDEN (303) 340-2966

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