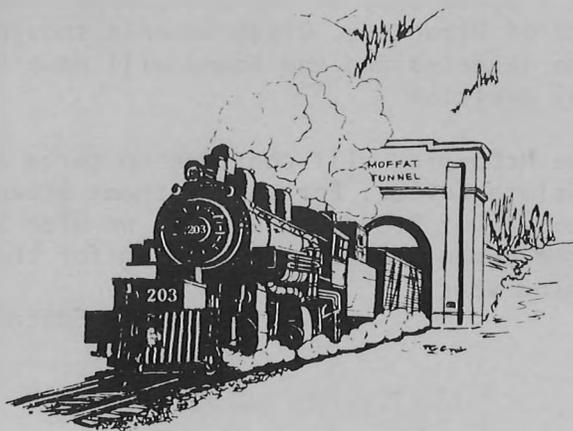

ROCKY MOUNTAIN RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

KYLE RAILWAYS SIGNS CONTRACT

Kyle Railways has signed a 20-year contract with the states of Colorado and New Mexico for operation of the Cumbres & Toltec Scenic Railroad. The Kyle organization ran the narrow gauge tourist line in 1982, and with effective promotion showed an impressive gain in the number of passengers carried for a season. At this writing, the Kyle management has no plans for a rotary snowplow train this winter, although the possibility still exists that a snow clearing run might have to be made before the start of operations. Some inquiries have been made about filming a motion picture on the Chama and Antonito line, but railroad officials are not optimistic about this project. The C&TS will run two trains daily from June 4 through October 9, with the Chama and Antonito trains meeting at Osier for lunch and the swapping of locomotives. And starting this year, a van service will be available for passengers wishing to ride through on one of the trains and then return to their originating terminal. The C&TS will also have its VIP Caboose in service for groups wishing to charter this car for a day's ride on the narrow gauge.



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

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Steve McCormick Associate Editor

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SEND ALL ITEMS FOR PUBLICATION TO:
ROCKY MOUNTAIN RAIL REPORT
LES GRENZ, EDITOR
6288 VANCE STREET
ARVADA, COLORADO 80003

NEW MEMBERS

The following is a list of new members for November and December. WELCOME!!

Nelda Zimmerman, Denver; Elmer Ross, Pueblo; Pauline Sawyer, Denver; Linda Tempel, Denver; Michael Bledsoe, Manchaca, TX; Don Warren, APO New York; David Schumacher, Denver; Michael Trent, Boulder; Richard Rothmeirer, Englewood; Dick Ross, Aurora; Kathy Mahler, Denver.

DOROTHY SCHICK

Dorothy Schick, widow of Rocky Mountain Railroad Club charter member Joseph Schick and a long time resident of Keensburg, CO, passed away the first week of January 1983. Dorothy was well known to most long time members of the club because of her participation aboard most of the club's special trains during the 40's, 50's, 60's and well into the 70's.

FEBRUARY PROGRAM

TROLLEY TRAILS THROUGH COLORADO

Ed Haley, assisted by Dick Kindig, will put on a program of old and rare photographs adapted to 35mm slides, covering the operation of the street railway and inter-urban systems in Colorado from 1871 to the end of regular service in Denver in 1950. The first half of the program will cover the towns and cities of Aspen, Boulder, Colorado Springs, Cripple Creek (and Victor), Durango, Eldorado Springs, Fort Collins, Grand Junction, Greeley, Leadville, Manitou Springs, Pueblo, Trinidad and the Yule Electric Railway. The last half of the program will be devoted to the City of Denver's horse, cable, steam dummy and electric lines, including the inter-urbans to Boulder, Golden and Littleton.

--Ed Haley--

RAILROAD RESTAURANTS

From time to time the Rocky Mountain Rail Report has carried items on restaurants in the Rocky Mountain area that are located in former railroad depots or in buildings that are of a railroad theme. While this club has no interest in these establishments, it is felt that readers will find these places worth visiting.

One such eatery is the "Como Depot," operated by Jo and Keith Hodges, and located in the South Park community of Como. This winter, the "Como Depot" will not be open on week days, but it will be business as usual for the folks wishing to stop by for a delicious meal on Fridays, Saturdays, and Sundays.

Another restaurant located in a former depot building is the "Depot Restaurant" in downtown Loveland, Colorado. The Colorado & Southern Railway Co. constructed the Loveland station in 1902, and in 1980 moved from this structure to a new smaller building one block to the south. The old depot was then converted to shops and a restaurant. Now under new management, the "Depot Restaurant" is open for lunch and dinner, with good, reasonably priced meals. An attractive dining room, added during restoration, has increased seating capacity, and the beautifully done decor of the interior is enhanced with a number of excellent photographs of early train operations in the area.

NEW EDITOR ON BOARD

Since the January, 1983 issue of the Rocky Mountain Rail Report there has been a couple of changes in the editorship of the newsletter. With the retiring of Neal Reich, a most capable editor, Les Grebbs was appointed editor. For reasons unknown to the Board of Directors, Mr. Grebbs has decided to resign his editorial position before even having produced a single edition. However, in his place, Les Grenz has now been appointed editor beginning with the February, 1983 issue.

I am one of the newer members of the Rocky Mountain Railroad Club, having been a member for only a couple of years. I have been a bystander, spectator and sidewalk superintendant for some time now. Accepting the position of Editor of the RMR Report is challenging, having been preceded by Neal Reich and Darrell Arndt.

The success of my tenure as editor is dependent upon the support of every member. The content of this newsletter is totally dependent upon the contributions of members and other interested parties. Not only are contributions by local members needed, items of interest from those living outside the Rocky Mountain area are also sought and appreciated.

Letters to the editor are also welcomed and will be published whenever they are pertinent to the total membership. Editorial policy will be to edit those items which are of such a nature so as not to be in the best interest of the organization. Should there be disagreements concerning editorial policy, it should be remembered that I serve only at the pleasure of the Board of Directors. Disagreements should be so directed and the Board will make the final decision.

Steve McCormick will continue to serve as Associate Editor. For this I thank Steve. On behalf of Steve and myself, we wish all of the members happy railfanning for the coming year.

Les Grenz--Editor

GREAT BLIZZARD OF '82

Unless you live beyond the reach of National T.V. and radio news, you couldn't help but be aware of the Christmas time blizzard which paralyzed much of Colorado's front range. On the evening of December 23, a heavy, wet snow began to fall at an alarmingly fast rate. By dawn, Christmas Eve, between 10 and 18 inches of snow covered the Denver Metro area, swept into drifts as high as 5 feet by winds gusting to 40 miles per hour. Snow continued throughout Christmas Eve day and into the night until, by Christmas Day, between 24 and 30 inches had fallen. Travel by road became almost impossible. Several small towns on the plains east of Denver set up facilities to temporarily house holiday travelers stranded by the storm. In the metro area, travel by car became so treacherous that several area communities banned all but emergency vehicle travel. Denver's Stapleton International Airport was closed all day Christmas Eve, and thru 'till late Christmas Day when limited service was restored. Hundreds of passengers, unable to reach their destinations, and unable to get to a motel due to road conditions, spent Christmas Eve night in the airport's waiting areas

So how did the Denver Area railroads weather what has been called the worst storm in 30 years? Our rail report correspondents went to find out, and filed the following reports:

---When other forms of public transportation had virtually come to a halt, AM-TRAK's comings and goings seemed to be relatively unaffected by the elements. The San Francisco Zephyr was reported running 1 to 2 hours late at the height of the storm and the only major problem seemed to be getting to the station to catch the train.

---When it comes to winter railroading, the RIO GRANDE is an old trooper. They met the storm head on by running special plow trains (using a Jordan Spreader as the plow) on the Moffat Tunnel Line. The mountain areas were not especially hard hit by the storm, and therefore, snow fighting efforts were concentrated on the eastern slope. The December 25 - 26 runs of the Rio Grande Zephyr were annuled, not so much because of track conditions, but because neither passengers nor crew could

MEMBERSHIP DUES NOW DUE

Membership dues are now due and should be mailed to Treasurer Ardie Schoeninger, 1040 Field St., Lakewood, CO 80215.

If you have not recieved your membership card please do not write or call. Membership cards will be mailed with the March newsletter.

ASSOCIATION OF AMERICAN RAILROADS

The Association of American Railroads assumed management control of the Transportation Test Center near Pueblo, Colorado. The TTC was established in 1971 by the Federal Railroad Administration. In early 1981 the FRA Administrator recommended that the center be operated and managed by the private sector.

get through Denver's clogged streets to the train. Bitterly cold temperatures, which followed the storm into the mountain region, seemed to have caused as many problems as the snow. Long freight trains in the vicinity of Tabernash reported having problems keeping the air pumped up, and a system wide slow order (50 mph for passenger, 40 for freight) was in place thru much of Christmas Week (to reduce the potential of rail weld breaks or pull aparts) causing the Zephyr to run late on occasion.

---On the C&S snow removal efforts suffered a setback when the Cheyenne based wedge plow derailed (presumably having hit ice) near Loveland. Elsewhere on the BN System, the Alliance rotary snow plow was seen getting a workout on various western Nebraska branch lines. Main lines stayed reasonably clear with the frequent passage of trains.

All things considered, the railroads serving Denver came thru the Great Blizzard pretty well. As already mentioned, many of the heavily traveled routes were kept open by trains, removing snow with their locomotive plows. The normal holiday lull in car movements helped too. Area yards were relatively free of cars, and rail activity as a whole, was down. As an example, the Associated Railway branch (Federal Center line) did not see service resume until the week after New Years.

SWAP and SHOP

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

FOR SALE--Personal collection of railroad books. Predominately Colorado titles. Send SSAE for price list. George Nikodem, 3017 South Harlem Ave., Berwyn, Ill. 60402.

WANTED--Information regarding the locomotive classification system used by the Colorado Midland circa 1907-1914 (B-21, B-25c, E-44, etc.).

WANTED--Photograph of C&S 2-8-0 #60 in Idaho Springs, circa 1955-1960 or 1957-1958 being ideal. Color or black and white. Daryl B. Ryder, Box 792, Kotzebue, Ak 99752.

FOR SALE--From the C.S. Ryland Collection: Wall Maps of the Union Pacific System, 1947, in color 35x60 inches, showing all U.S. railroads and the Santa Fe System, 1943, in color, 33x54 inches, showing all U.S. railroads.

FOR SALE--Destination Indicator from Denver & Intermountain Interurban No. .03, 15 inches high, 23 inches wide and 6 inches deep. Two knobs move rollers to change route names. Builder's Plate from American Locomotive Company, C/N 63311, Brook Works, June 1922 (from Denver & Rio Grande Western 4-8-2 No. 1505). Elsie Ryland, 1914 19th Street, Golden, Colorado 80401

FOR SALE--A European Style Hotel. 'The Alma House', in historic Silverton, Colorado. Don Scott, Box 787, Silverton, CO 81433 Phone 303-387-5336.

FOR SALE--Railroad prints available from club member Bob Read, Oklahoma RR artist. Included are hand-painted Alamosa (D&RGW #488) and recently completed four-color litho of Frisco Meteor. For list, info. prices write Bob Read, Box 111, Ketchum, OK 74349.

A WORD OF WARNING

A warrant has been issued by Denver police for a George Edward Pitchard alias Edward Tiemanns, for the burglary of a large number of books and a collection of photos, from John E. Robinson of Denver. Anyone with information should call Robinson at 355-8598.

Postal authorities have a number of complaints regarding Pitchard, charging mail fraud in amounts up to \$1,000. Last April a letter written by Tiemanns alleged that his "cousin" Pitchard had passed away during March.

Pitchard's membership in the Colorado Railroad Historical Foundation was revoked in October 1980. This individual's membership was also revoked from the Rocky Mountain Railroad Club (Reprinted from the Colorado Railroad Museum Iron Horse News.)

ROCKY MOUNTAIN



RAILROAD CLUB

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