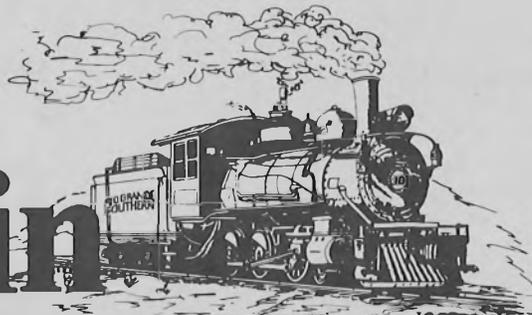


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 13, 1983 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Les Grenz Editor
Steve McCormic Associate Editor
Darrell Arndt President
Erwin Chaim Vice President
Bill Gordon Secretary
Ardie Schoeninger Treasurer

Send all items for publication to: ROCKY MOUNTAIN RAIL REPORT; Les Grenz, Editor; 6288 Vance Street, Arvada, Colorado 80003.

COPY DEADLINE--All copy for publication is due no later than the 18th of the month prior to month of publication.

IN MEMORIAM—ROBERT EDGERTON

We regret to report the loss of long time member Robert Edgerton who passed away on August 10th at the age of 66 after a short but fatal bout with cancer. Bob was an avid fan of western history and was a member of several other local history oriented groups including the Westerners and the Ghost Town Club of Colorado. He was also active in the Windsor Gardens Optimist Club. Rocky Mountain Railroad Club Members will recall the fine program presented by Bob and his wife Darlene, at the September 1982 meeting titled "A Tale of Two Tunnels."

September, 1983..... No. 288
Club Telephone (303) 431-4354
P.O. Box 2391 Denver, Colorado 80201

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

ANNUAL BANQUET

The Rocky Mountain Railroad Club will present it's Annual Banquet on October 15, 1983 at the Hilton Inn, 1-70 at Peoria Street.

This will be an exciting evening of food and entertainment. Dinner will be of the usual excellence from the Hilton kitchens. The program will feature an action packed World War II drama complete with a train hijack, spectacular wreck and heroic adventurism. This will be an evening to remember.

It is necessary to make reservations before October 10. Dinner reservations are \$15.00 each. Please make checks payable to Rocky Mountain Railroad Club, 502, South Cody Street, Lakewood, CO 80226.

ON THE ROAD

D&RGW locomotive No. 5771 and a "B" unit was seen resting in the Minturn yards on the evening of August 6. On Saturday, August 20, another club member tells us that the 5771 was seen entering Burnham yards in Denver with other units.

NEW MEMBERS JULY 10/AUGUST 3

Karen Brugger	Reseda, CA
Ed Brugger	Reseda, CA
Dennis Opferman	Denver, CO
Richard Niles	Arvada, CO
James H. Marlow	Arvada, CO
Rudy Titsworth	Scott City, KS
Jim Titsworth	Scott City, KS
Dr. Lyle G. McNeal	Nibley, UT

The Rocky Mountain Railroad Club regrets to announce the passing away of the following members. They have been appreciated and will be missed.

Robert Edgerton 8-10-83	Denver, CO
Malcolm Gatewood 1982	Wheat Ridge, CO
Walter H. Steenstra 6-28-83	Gilmanston, NH

SEPTEMBER PROGRAM

On Tuesday, September 13th, 1983, John Dillavou will present a slide program on various diesel locomotives and trains that no longer exist. We have all seen thru the years the changes in steam locomotives but that change took place in various diesel locomotives and trains as well. John's slides will illustrate the changes that have come about over the years in some midwestern but mostly western railroads that we are most familiar with.

Come and join in for an interesting and entertaining evening with John and friends.

SWAP 'N SHOP

FOR SALE--"America's Wonderlands"--J. W. Buel 1893. 500 pages, 9x12; W. H. Jackson photos \$100. "Over Hill and Vale"--H. M. Dunning 1956, 600 pages, 6x9, many photos of Longs Peak Area & people \$20. "Watch Your Step"--enameled Pullman sign 1927 \$20. Postage included on all items. Robert A. LeMassena, 1795 S. Sheridan Blvd. Denver, Colorado 80226.

FOR SALE--RR Books, \$2.00 each and up. Original DSP&P #20 \$100, and others. Hagerman Loop etching \$50. Booklets--RGS order book, couple of Links and Pins. Cash, no mail. Phone for appt. Francis Rizzari 237-4877.

FIRE FLY IDENTIFIED AGAIN!

Another reader, Bruce Plasse of Newport Beach, CA, has identified the "Fire Fly" and sent along a photocopy of the entire photo.

The information submitted was essentially the same as published in the August "Rocky Mountain Rail Report." Unfortunately the quality of the submitted photocopy does not allow it to be published, it will be on display at the September meeting.

Many thanks Bruce for your response.

TRACK RECORD

In 1964, Japan's "Bullet Train" hit the rails. Next came France's TGV (Tres Grand Vitesse), zooming at nearly 170 mph. Now it's America's turn.

The American High Speed Rail Corporation studied fifteen routes before zeroing in on Los Angeles-to-San Diego as its first. Targeted for launching in 1988, the southern California railway will be modeled on Japanese technology. Passengers will make the 113 mile nonstop trip in just one hour, dramatically slicing the current train time of two hours, forty minutes (not to mention over three hours by car). All electric, the train will have its own tracks and is expected to make fifty round trips daily, swiftly transporting travelers downtown from Los Angeles International Airport as well. And, California's only the first stop in what's envisioned as America's ultimate return to basic train-ing.

WOULD YOU BELIEVE?

Seen laying along the D&RGW roadbed south of Alamosa this summer...welded rail. Yes, the Rio Grande is installing welded rail out of Alamosa on the line to Antonito. Rumors that the company is going to lay just one rail three feet from the inside of an outside rail because Mr. Holtman misses the Silverton and wants to run narrow gauge trains again are simply not true.

GEORGETOWN LOOP RAILROAD

Thousands of passengers have been thrilled by riding behind narrow gauge steam from the picturesque wooden depot at Silver Plume to the site of the Devil's Gate Bridge this last summer. As the footings are being poured for reconstruction of the spectacular high bridge, tourists and locals alike have been enjoying the five mile ride behind Shay #8 or #14 or one of the ex-International Railways of Central America conventional piston iron horses. Our club member, Chris Pease might be at the throttle or his buddy, Randy McDonald could be on the right side; they alternate as fireman and engineer. Dave Woodring and Ron Kaiser are likely to round out the crew. As the whistle echos across the canyon, it is easy to dream of the activity on this mountain railroad of engineering marvels almost a century ago when it provided the sole transportation link to the outside world for the hordes of miners who swarmed over the area.

The railroad plans to operate weekends through September. Ride it, you'll love it!



Club member, Chris Pease at the throttle of Shay #8 on the Georgetown Loop Railroad.--Photo courtesy of Bob Griswold

ANNUAL BANQUET ORDER FORM

October 15, 1983

HILTON INN, 1-70 at Peoria St.

Please send _____ tickets @ \$15.00 each

My check is enclosed for \$ _____

Name _____

Address _____

City _____ State _____ Zip _____
(Please Print)

Make your check payable to:

ROCKY MOUNTAIN RAILROAD CLUB
502 So. Cody Street
Lakewood, CO 80226

Reservations must be received no later than October 10, 1983.

CALIFORNIA ZEPHYR TIDBITS

An extra engine is now being added to the CZ for the Colorado-Utah portion of its journey over the D&RGW. Nevertheless, timekeeping has been rather poor, particularly from the west, an account of the high water problems on the SP causeway over the Great Salt Lake. Eastbound arrivals have been hours late.

On another note, you may recall the observation made in the August issue of the Rocky Mountain Rail Report concerning the inordinate amount of time that was necessary to be served in the diner on the inaugural run of the California Zephyr. Well this situation apparently has not improved. One club member recently rode to California on the CZ and comments that dinner took HOURS to appear after the order was taken. Although there is only one diner in the 14 car consist, Amtrak apparently cannot justify putting additional help in the kitchen. So...a word to the wise is, if you're traveling Amtrak, when dinner is announced, beat a path to the diner or forget about eating at a civilized hour.

ROLLINS PASS HIKE

It seems that the afternoon and evening thunderstorm activity in the Rocky Mountain region has been more pronounced this year with storms starting earlier in the day, lasting longer, and displaying pyrotechnics that would those who planned the recent Brooklyn Bridge celebration green with envy. August 13th was no exception as clouds were already hanging low over the Divide at daybreak to greet those intrepid adventurers who joined together at Winter Park to explore the west side of Rollins Pass. Fortunately, the sun managed to "hold its own" and no substantial precipitation was experienced until lunch was well underway. Our journey took us over approximately a dozen miles of this historic grade with stops at Arrow, Ranch Creek Wye, Rifle Sight Notch and Corona. Many participated in a one hour hike on the Loop to view trestles, a wreck site, and an endless variety of wildflowers. Ranniger's Roadbed Commisary was located near the old water stop of Sunnyside and came through once again with a filling lunch at another remote location. Ground hugging clouds gave Corona an eerie flavor as the group explored and discussed the remains of what was once the highest standard gauge station in North America.

A big thank you is due the Rannigers for their efforts to put on a nice feed for us, to those who offered to provide transportation to others who might not otherwise been able to experience this trip, and to all those whose participation, enthusiasm and cooperation resulted in another successful field trip.

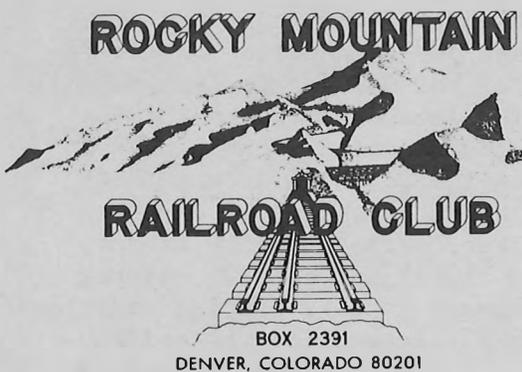
LAST MONTH'S MEETING

A dazzling program rewarded those in attendance at the August meeting as Gary Ratay "unleashed" six projectors on three screens to take us on a tour of European railroads. Although a number of countries were seen, Germany was the main subject that was portrayed in a kaleidoscope of views accompanied by appropriate selections of background music. It was quite apparent that much effort had been devoted not only to the creation of this production but to the logistics involved in bringing the necessary equipment to the meeting and setting it up. The response of those present at the end of the presentation indicated that those efforts were most appreciated.

Following Gary's program and additional feature of the evening took place with the introduction of Janice Rapp, Senior Vice President of the Colorado Midland Railway. Ms. Rapp discussed her company's proposal of initiating overnight, first-class passenger train service between Denver and Salt Lake City via the Union Pacific. Afterward, she fielded numerous questions from the audience, providing much food for thought for those in attendance.

ANIMALS ON THE ANIMAS

Several attempts were made to derail D&SNGRR trains in mid-August at a location about a mile north of Durango. The trouble occurred near a campground and included an egg throwing incident. Authorities investigating the vandalism felt that children were most likely the culprits.



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