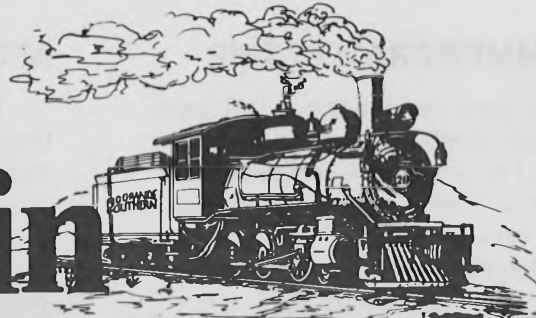


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 10, 1984 -- 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.

CAN YOU HELP

The Colorado Historical Society is contemplating the preparation of a commemorative pass to be produced for sale to assist in raising funds to benefit the Georgetown Loop Historic Mining District project and would like to design the pass based on one from the Georgetown, Breckenridge & Leadville Railway. They are therefore interested in examining a pass from that railroad. Should any member be in the possession of one and would like to help please contact Elie Portnoy in Public relations with the State Historical Society at 866-4596.

January, 1984 No. 292
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.

ROCKY MOUNTAIN RR CLUB BOOKS

The Rocky Mountain Railroad Club's reprint of the choice booklets of the 1950's are still available. The paperback volume contains histories of the steam tramways of Denver, The Colorado Eastern Railroad, and the Denver, Longmont and Northwestern. The price is \$6.00 each including tax and mailing. Send your remittance to the club's P.O. Box address.

The Memorial Edition of Denver South Park and Pacific, the outstanding work of the late Mac Poor is available for \$39.95 including postage and sales tax. If you do not have this superb railroad history, now is the time to order your copy. Please send your remittance to our P.O. Box address.

PIGGYBACK TRAFFIC

Eight weeks before the end of the 1983 the nations railroads set a new annual record for piggyback traffic. In 44 weeks the total was 3,431,962, some 40,000 more than the record for 1982. These figures for both trailers and containers indicate that business is looking good.

ROCKY CLUB COMMEMORATIVE TRIP

"Several months ago we reached the conclusion that to save and restore passenger business to the rails would necessitate the development of a radically different type of passenger equipment." Is this a quote by Graham Claytor speaking about Amtrak's new Auto Train equipment and service? Actually the remark was made by W. A. Harriman in a press release dated January 2, 1934. The "radically different type of passenger equipment" he spoke of was to be Union Pacific's M-10000 delivered to the U.P. on February 12, 1934. With the delivery of the M-10000 the age of streamlined rail travel began.

The Great Depression brought hard times to the rail passenger business. In 1924 the Burlington Railroad was carrying 18 million passengers, but by 1933 the figure was only 7 million. The Burlington's President Ralph Budd knew something had to be done and done quickly. On April 7, 1934 the Burlington's new train, number 9900, America's first diesel-powered streamlined train was previewed in Philadelphia. Weighing $97\frac{1}{2}$ tons, stretching 196 feet long, it hit 104 miles per hour April 9 on a test run in Pennsylvania. On April 18, 1934, in the Pennsylvania Railroad's Broad Street Station, the train was christened "Zephyr." On May 26, 1934, to signal the reopening of the Century of Progress in Chicago, the Burlington sent the 9900, later to be known as the Pioneer Zephyr, on its famous record smashing run from Denver to Chicago. It ran the 1015.4 miles in 785 minutes nonstop at an average speed of 77.61 miles per hour. At one point the speedometer reached 112.5 miles per hour. On June 16, 1934, the 9900 opened the Dotsero Cutoff in Colorado and in September it starred in the original "Silver Streak" film.

To celebrate the 50th Anniversary of the streamlined train in America and more specifically the 50th Anniversary of the 9900, the Rocky Mountain Railroad Club is planning what promises to be a very exciting trip to Chicago. While many specifics remain to be worked out, these are some of the activities we are planning: Presentation of a plaque to the Museum of Science and Industry to commemorate the Zephyr's 50th Anniversary; a trip via First Class private rail car to the annual Galesburg Days celebration; a tour over the Chicago

AFTER ALL THIS TIME

The four railroads who own the Pueblo Union Depot, (D&RGW, AT&SF, BN and MOPAC), have decided to sell the historic structure to a Colorado Springs developer for a little over half a million dollars. The building, described as "incredibly well preserved", will be remodeled into shops, offices and restaurants to be open in 1985 and will complement other buildings going into renovation in the Union Avenue Historic District in downtown Pueblo. Several tracks are to be moved to accommodate this work, presumably platform tracks that have remained virtually untouched as has the rest of the depot since the last passenger train (Santa Fe) left the depot at the inception of Amtrak. The depot has made an interesting stop even in recent years on Rocky Mountain Railroad Club trips passing through the area by bus.

SWAP 'N SHOP

FOR SALE--New Starrett micrometer, 25.4mm with ratchet, lock, satin chrome, \$30. Original bronze sign, 1880 vintage, "Passengers Are Not Allowed To Stand On The Platform," $2\frac{1}{2}' \times 10'$, \$20. Robert LeMassena, 1795 S. Sheridan Blvd., Denver, CO 80226.

Transit Authority's rail system; an excursion over America's last remaining inter-urban railroad, the South Shore, on its new equipment; a visit to Union Illinois to the spectacular Illinois Railroad Museum; a ride on the C&NW's (RTA's) Bi-level commuter equipment; a visit to Amtrak's coach yards; a tour of America's first planned industrial community, Pullman; a trip to Milwaukee via Amtrak; plus stage shows, shopping, a harbor cruise, a trip to one of the world's tallest buildings, an architectural tour of some of America's most significant buildings, museum visits and more surprises. We plan to leave Denver Friday, June 8, 1984 and return Sunday, June 17, 1984. Why not join us? Make this trip to Chicago your summer vacation, a vacation you'll never forget. Mark your calendar now and watch the newsletter for more information. --by Keith Kirby

YOU DON'T SAY

Overheard recently on a Denver radio station talk show hosted by Peter Boyles was a conversation with a listener relating to the history of the Rollins Pass area and the Moffat Road railroad grade. After erroneously making reference to the pass as "Corona Pass" the caller commented that it was his understanding that an old railroad locomotive still remains up there, laying on its side along the right of way, and that a "railbuff" friend who told him about it has gone up and taken photographs of it. (Too bad it wasn't pointed out on the Club's recent field trips up there. He didn't say whether the engine was steam or diesel.)

A LANDMARK (OF SORTS) DEPARTS

A small but familiar sight to area train watchers saw its final days of service in November. The train order agent at Prospect was removed, the alignment of tracks changed, and the small building housing the agent lifted off its foundations as of this writing. Prospect is located near the I-25 overpass of the D&RGW/C&S line between Union Station and North Yard.

GILLETTE—ORIN LINE

The BN and the C&NW have ended their litigation with an agreement whereby C&NW pays \$76.2 million for its half interest in the 93 mile segment of the 103 mile Gillette--Orin line. C&NW is rehabilitating 45 miles of its existing line in Wyoming and is to build 56 miles of new line to join the Union Pacific at Joyce, Nebr. The C&NW expects to be hauling Powder River Basin coal on this new line in November 1984.

BACK IN TOWN

Seen arriving in Denver in mid-November was Rio Grande F unit No. 5771, and the two "B" units working together.

CANADIAN PACIFIC

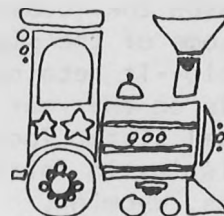
The word is that Canadian Pacific is finally going ahead with plans for the new \$600 million Rogers Pass Tunnel. Bids will be solicited in January for the nine-mile bore, and it is expected that construction will be a three year project, 1985 to 1988.

THE DENVER WHAT?

The promoters who hope to bring a major league baseball team to Denver have announced their selection of a name for the proposed team...the Denver Zephyrs. Denver newspaper columnists have had fun playing with the name and interestingly enough several mentioned that what the name reminded them of in addition to a car was "a train." A street corner poll also brought a few responses of "a train." Such responses most likely were from long time residents of Denver but it was interesting to note that what once could have been considered a "household word" for many residents along the Burlington Route lines is still remembered.

PROBLEMS

Plans by the Colorado Midland Railway to inaugurate passenger service to Salt Lake City via the Union Pacific have been jeopardized with the withdrawal of financial support by a key investor and the resignation of four of the company's fifteen board members, including Janice Rapp who left because "financing was a problem." The company's President Jim Jordan indicated he would continue to pursue the venture.



NO. 535 GETS A NEW LOOK



The following is reprinted from the Laramie, Wyoming "Weekly Boomerang."

Locomotive No. 535 in LaBonte Park has acquired a new, realistic paint job, and perhaps a new lease on life thanks to the efforts of the Laramie Plains Model Railroad Club and John Maki, the member who coordinated the project. The locomotive has a new coat of silver and black paint, and has been detailed with the same letters and numbers it carried during its active life in Laramie.

Many local merchants contributed to the project by providing direct help or by providing discounts on materials. Laramie Lumber discounted sand for sand blasting, and Laramie Auto Parts provided a special discount for paint.

C. A. Wheat of Plains Oil Company loaned the club a compressor and sand blaster, and Don Orr of Earnshaw Construction did the paint spraying. A significant contribution was made by the Union Pacific Railroad, as it provided lettering diagrams, technical data, and most of the paint necessary to do the job.

The 2-8-0 type of locomotive was constructed by Baldwin Locomotive Works in 1903 and belonged to the Oregon Short Line railroad until 1915 when it was acquired by the Union Pacific and given the number 535. Although the engine was owned by the UP, for some reason the locomotive continued to display some of the signs of its previous ownership--it retained the old "O.S.L." initials on the rear of the tender. The identical sister locomotive to No. 535 is on display in fairly good condition in Rawlins, Wyoming.

No. 535 was converted from compound to simple design in 1915, and was converted

NEW MEMBERS

The Rocky Mountain Railroad Club enthusiastically welcomes the following new members:

Dan Carey, Jr.	Fort Worth, TX
Lloyd Martin	Littleton, CO
Col. Robert C. Doctor	Colorado Springs, CO
K. P. Davis	Arvada, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of Ane O. Clint (#43) on November 9, 1983. Mr. Clint joined the club in 1949.

ON THE PROPERTY

The D&RGW has taken delivery of a number of ex-Conrail diesels to be used in service primarily on the line east of Pueblo.

from a coal burner to an oil burner in 1950. The locomotive was occasionally used for switching in the Laramie yards, but it was primarily assigned to the Coalmont branch of the UP, traveling from Laramie through Centennial to Walden and Coalmont in Colorado.

During its final years No. 535 was used for railfan and University of Wyoming picnic excursions. The last trip up the branch was made in 1957 when the university made a final picnic trip to Fox Park. It is believed that the late J. E. Krause was the last engineer to have operated the engine.

The locomotive was donated to the City of Laramie in 1959, and it rapidly fell into disrepair, while being subject to vandalism, souvenir hunters and rust. The engine was eventually fenced because it was a hazard to the public, and a sign was painted telling some of its history and technical characteristics.

The Laramie Plains Model Railroad Club would like to restore some of the missing parts from the locomotive, and would also like to collect more information about its history. If anyone can help to locate parts, enlighten its history, or share photos, they may contact John Hanks at 721-8122.

A BUSY MEETING

A fine turnout was on hand to help celebrate the last Rocky Mountain Railroad Club meeting of the year on December 13. Usual items of business were attended to with Trip Chairman, Pete West, reviewing the variety of activities that we experienced as an organization during 1983. A number of items were covered in respect to requirements of the annual meeting as defined in the club's bylaws and then elections were held with nominees presented by Ed Gerlits of the Nominating Committee. The outcome was the retention of all four officers in their current positions with Tom Caldwell, John Dillavou and Jack Morison being elected to two year terms on the Board of Directors. A note of thanks was extended to outgoing board members Kurt Penny, Jim Trowbridge and Bill Youder with the mention that their help in the future would be desired and appreciated. Matt Anderson was introduced as the Club's new Chairman of Ticket Sales who will work with the Trip Committee and Treasurer in the coordination of this very important phase of the Club's operation. This position will also relieve the Treasurer of a substantial amount of work, a change that will be most beneficial.

A last minute change in the evening program was announced by Program Chairman Erwin Chaim. A Lakewood resident, Chris Clark, was about to enjoy a visit by his brother, Nick, from Christchurch, New Zealand and thought we might enjoy a program that Nick had created on the steam era in that land "down under". A quick, long distance call confirmed that this could be accomplished and so Erwin graciously postponed his program about the last days of the Rio Grande Zephyr. Nick illustrated his talk with slides of an impressive number of very high quality paintings of steam locomotives of New Zealand, discussing the history of steam in that country, their railroads in general and touched upon the current status of the industry. Many thanks to Nick and Chris for their thoughtfulness in sharing this quality program with us.

Cake, cookies, coffee and punch rounded out the evening's activities and provided an opportunity for visiting with one another. In this regard a special note of

SOUTH AFRICAN NARROW GAUGE

The South African Railways 26 class 4-8-4 has been extensively modified to become a very efficient steam locomotive. The two main features are a completely redesigned front end incorporating a double lempor blastpipe and chimney and enlarged smokebox. The second feature is the gas producer firebox based on the principles evolved by engineer L. D. Porta of Argentina after which the locomotive is named although the nick name of the "Red Devil" has stuck. The locomotive produces a maximum cylinder horsepower of 4,500 at 100 km/h and has reduced coal and water consumption. According to a foreign magazine it has obtained 150 km/h which is quite remarkable for a narrow gauge locomotive with 60" drivers!

HOW'S THAT AGAIN?

A traveler informed a Pullman agent that he wanted a Pullman berth. "Upper or lower?" asked the agent. "What's the difference?" "A difference of 50 cents," replied the agent. "The lower is higher than the upper. The higher price is for the lower. If you want it lower you'll have to go higher. We sell the upper lower than the lower. In other words, the higher the lower. Most people don't like the upper, altho it is lower on account of its being higher. When you occupy an upper you have to get up to go to bed and get down to get up. You can have the lower if pay higher. The upper is lower than the lower because it is higher. If you are willing to go higher it will be lower." But the poor man had fainted.

thanks is due those who contributed to this aspect of the meeting, particularly Lil Ranniger, Irma Morison, Mary Carlson, Gini Lehrer, Phylis Caldwell, to Midge Brastaid for helping in serving, and a special thank you to Susan White who baked a beautiful Locomotive Cake!

FEEL'N BETTER IN GRANBY

The town of Granby is breathing a little easier now that the Moffat Tunnel Commission assured them they are not going to endorse Winter Park as a potential Amtrak stop and thereby jeopardize Granby as a station stop. The situation arose recently when the Winter Park Ski Area asked for the support of the commission in securing a stop from Amtrak at Winter Park. The commission indicated they would support any West Slope Communities seeking an Amtrak station although there has been no indication from Amtrak as to what their plans are for the area. Leonard Bernstein of the D&RGW mentioned recently that Amtrak is currently making a marketing survey of the Middle Park region to see what one stop would be best and they are looking at Kremmling, Dotsero, Fraser and Winter Park as well as Granby. With the recent Amtrak discontinuance of station stops around the country including Bond and Rifle they are unlikely to add any additional stops.

The D&RGW is opposed to a stop at Winter Park because a 16 car train would not clear Moffat Tunnel when stopped and passengers would have a long walk and have to cross tracks. (One wonders if anyone brought to the attention of the railroad the ski trains that used to stop there that far exceeded 16 cars, or of the possibility of passengers unloading from only selected cars or having the train do a double stop.) In the meantime Granby is not letting grass grow under its feet and has reported that private sources have committed some \$20,000 for landscaping and better access. Amtrak already has spread some gravel in the area and improved lighting.

BEEN AROUND

It has been brought to our attention that a Denver resident who is retired from the Union Pacific Railroad celebrated his 100th birthday on December 31. Billy Gibson is the gentleman's name and he remains active with interests in current events. At the December meeting his mailing address was mentioned and we will repeat it here. Certainly Billy would appreciate cards acknowledging his birthday. The address is 221 Grant Way, Denver, Colorado 80229.

F UNITS AT THE FRONT

As of this writing it seems most probable that the D&RGW's well known F units from Rio Grande Zephyr service would be used to power the ski train to Winter Park this season.

A TREE TO SEE

Denver's Union Station had a touch of Christmas added to it thanks to the efforts of a number of organizations this year. Intrepid Rocky Mountain Railroad Club members Ardie Schoeninger, Cyndi Trombly, Bob and Ginger Fagan, Tom and Phylis Caldwell, Rich Dais, Roger Callendar, Darlene Edgerton and Darrell Arndt headed for the "High Country" near Winter Park and trekked through an incredible amount of snow to obtain a tree for the depot. A decorating party then took place later in the week that included personnel from Amtrak, Denver Union Terminal, Western Weighing, Snack Bar and Gift Shop, and Historic Denver. The Intermountain Chapter of the NRHS assured an adequate supply of decorations and adding to those already on hand.

BEHIND THE BIG ONE

We are pleased to report the Union Pacific Railroad's favorable response to the Club's request to operate a special excursion behind their articulated steam locomotive No. 3985 on Sunday, May 27, 1984. A flyer with all of the necessary details will be forthcoming so mark the day on your calendar for this rare opportunity to ride behind, listen to and photograph the world's largest operating steam locomotive in action.

RIO GRANDE SKI TRAIN TO ROLL

The Denver and Rio Grande Western will again operate the Winter Park Ski Train this year. Date of the first run is on Saturday, January 7th.

SOUTHERN PACIFIC #3420

Way back in April 1956 Southern Pacific donated its 1904 vintage oil burner #3420 to the City of El Paso for display at the Union Station. What was to have become the 120 ton locomotive's final resting place was changed in March 1981 by an event unique in the history of the United States. El Paso was to celebrate its 400th birthday. Imagine, 400 years! The El Paso Historical Railroad Committee and the local N.R.H.S. chapter made arrangements to restore old #3420 to operating condition for the celebration. Thus, on that blustery, dusty day in March 1981 twenty-five volunteers built 300 yards of temporary track to a depot spur, and with the help of a 20 ton tractor winch, the old locomotive was moved to the restoration site. Yes, it was restored and performed admirably for the Four Centuries '81 Celebration.

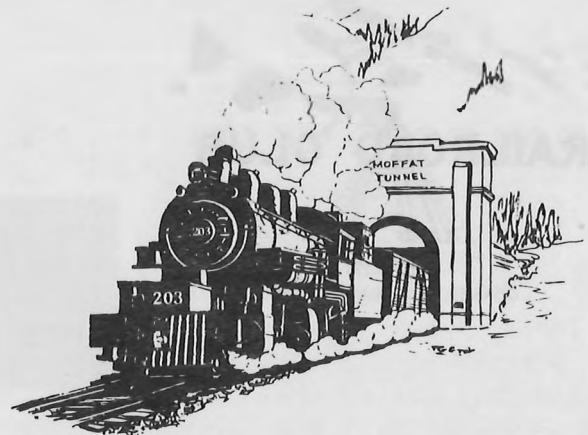
During the last two years the steamer was kept at the city water works near Biggs Field, not the best place to keep a beautifully restored steam locomotive. Last May agreement was reached to move #3420 to the Phelps Dodge Lower Valley Refinery where it could be kept with reliable security and more trackage. Ironic! Phelps Dodge was an owner of the El Paso and Southwestern, the locomotive's original owner. Southern Pacific purchased the El Paso and Southwestern and #3420 in 1924. After being on display at the Biggs Field Amigo Airshow for two days, on September 11, #3420 with Chris Stark at the throttle and Jesus Diaz firing pulled a six-car train to its new home at the Phelps Dodge Refinery. The six cars included a 1912 Hariman cafe and lounge car donated by Southern Pacific and a 1941 caboose contributed by Border Steel. The seven pieces will form the nucleus of a new El Paso Railroad museum.

Hopefully, the El Paso railfans can round up some dollars so they can go across the Rio Grande to Juarez to shop for some ex-United States passenger equipment. This would not only add to the museum, but it would help the Mexican economy.



MIDLAND RIDES AGAIN

Erwin Chaim has found in his slide collection this slide taken in downtown Denver in August 1961. He does not remember the exact location of the sign anymore, and is sure that the building has long been torn down. The reason the sign was in such good condition was that it was covered by the building next door and uncovered again when that building was torn down. The Midland rides again!



LOOP RR PROGRESSES

The following article is reprinted from the "Georgetown Silver Queen Preservation News."

Work continues on the reconstruction of the famous Loop Railroad in the valley between Georgetown and Silver Plume.

Following the placement of the last span of the high trestle, workmen have completed the painting of that large portion of construction, according to Walt Borneman, project director. It is now all a flat black color.

Workmen are continuing with the construction of the bridge by adding the wooden deck to the trestle. The wooden ties are about 15 percent of the way across the deck, Borneman said.

The snow and high winds have made it hard for the construction crew to work on the bridge, he said.

After the ties are finished, the rails will be laid down to allow the old-narrow gauge train to travel around the complete loop in the valley.

Meanwhile the crew is working, in spite of the snow, on the concrete footers for the Loop's low bridge farther up the valley.

The concrete abutments for that bridge will place it about 10 feet above the level of the creek.

Walt Borneman anticipates that work will be complete on the abutments in time for the arrival of the bridge which is to be set in place.

The bridge is a 50-foot through-girder span which was donated to the Georgetown

JANUARY 10 PROGRAM

The January 10 program of the Rocky Mountain Railroad Club will be presented by H. C. Wroton. Mr. Wroton has been a longtime member since 1960 and has had a special interest in club excursions and making movies of steam operations.

Mr. Wroton's program will consist of several 16mm and super 8 films, some with original soundtracks. Included will be films of D&RGW narrow gauge and C&S steam operations of about 20 years ago. Mr. Wroton will also show a UP 8444 excursion from the early 1970s.

This will be an excellent program and one you will surely not want to miss.

project by Ties Unlimited and the Burlington Railroad.

The span is now near Ashland, NB, about 50 miles west of Omaha. It is on a line that is being abandoned by Burlington Northern.

The Colorado Historical Society still hopes to have a grand opening of the Loop project next summer, Walt Borneman said. The construction is still on target for the summer opening, he added.

Still in question is exactly when the grand opening will be because the State Historical Society would like to have all of the facilities at the Georgetown end of the railroad done at the same time.

It is probable, Borneman said, that the train will begin running at the beginning of the summer, with the grand celebration to follow sometime in mid-summer.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

Chuck Powell
P.O. Box 50567
Pasadena, CA 91105

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

FIRST CLASS MAIL