

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 14, 1985 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Keith Kirby..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

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

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$16.00 (\$12.00 annual dues plus enrollment fee of \$4.00) to: Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.00 for each remaining month in the calendar year. Dues for the next year are solicited in November of the current year.

May, 1985..... No. 308
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.

MAY 14 PROGRAM

We will be treated to a long-awaited return of Jack Thode and his "magic lantern slides." Jack will take us on a tour of the old Denver & Rio Grande during the era of 1905 to 1920, using 3x4 glass lantern slides colored by hand. These old pictures were produced by the D&RG in those ancient days as the forerunner of modern 35mm Kodachromes. They feature the work of D&RG photographer George L. Beam, whose 8x10 view camera captured many scenes now of great historical interest.

Jack also promises an additional surprise feature or two in connection with this presentation, so... don't miss this one!

APRIL PROGRAM

The April program began with Dwayne Easterling's report on the history, current progress and financial status of the Estes Park, Lulu City and Pacific Railway. This slick presentation almost caught many unsuspecting members ready to buy stock, but were brought back to

reality when a current stockholder was shot while protesting what he believed to be some mildly overstated facts about EP, LC & P Ry operations and physical property such as the renovation of the Stanley Hotel into a multistalled round-house. However, it must be reported that Vice President, Erwin Chaim, purchased one share of EP, LC & P Ry stock while being under the influence of something-or-another!

John Dillavou put together a multi-media program using simultaneous Super 8mm film and 35mm slides of the Rio Grande Zephyr accompanied by prerecorded music. John showed the Zephyr from Denver Union Station to Salt Lake City.

Both programs were very enjoyable and we wish to thank Dwayne and John for a fine evening's entertainment.

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Charles L. Beucher	Monument, CO
Donald A. Daeke, M.D.	Littleton, CO
Jerry Foote	Manhattan Beach, CA
Wade W. Hall	Delta, CO
Evelyn Miekiszak	Brookfield, IL
Joseph E. Minnich	Aurora, CO
John E. Schrage	Fort Collins, CO
Robert Van Cauwenbergh	Farmington, NM
Oren E. Whitwell	Aurora, CO

REMAINING CLUB EVENTS FOR 1985

May 11 / Museum Work Day
 May 18 / Alternate Museum Work Day
 May 26 / UP 3985 Excursion
 June 16 / Heritage Square Day--High Country Railroad
 June 19-
 July 4 / European Excursion
 Aug. 17 / Field Trip
 Aug. 30-
 Sept. 3 / Amtrak--Mount Pleasant Trip
 Oct. 5-6 / Amtrak--Glenwood Springs Trip
 Oct. 12 / Annual Banquet

Monthly meetings held on second Tuesday.

FROM THE PRESIDENT

BUDGET DEFICITS!!! The newspapers and TV news shows are full of talk about expenses that exceed incomes. The government is currently struggling with ways to reduce the huge national deficit, ways which might include eliminating funding for Amtrak. (Have you written those letters yet?) Your Board of Directors at the Rocky Mountain Railroad Club is also faced with a deficit. At the same time, the Club is moving in new directions and the Board of Directors have set new priorities. The marketing of the Otto Perry movies and the Irv August videotapes, the establishment of the office/archives at Union Station are but a few examples of these new directions.

Each of us has thoroughly enjoyed the fine Rocky Mountain Rail Report that our talented editor Jim Trowbridge has produced. It is regrettable that a newsletter of 12, 16 or 20-pages costs so much to produce, especially with photos. The Budget Committee has reluctantly decided that something has to be done. The choices were to raise the dues or reduce expenses. We have decided to reduce expenses. The Club's biggest single expense is the newsletter. So it is here we have decided to make some cuts. Jim has agreed that he can still produce a newsletter of the high quality we have come to expect, but of necessity, it will be shorter (the April and May issues are examples) and there will be fewer pictures. Watch the next few issues and let us know what you think. (Keith E. Kirby)

NEWSLETTER COMPOSITION

Following up on Keith Kirby's article on the Budget Committee's decision to cut back on the amount spent on the newsletter, I would like to take this opportunity to let you know what the cuts will mean to the composition of future issues of the newsletter.

First, the Committee has limited the newsletter to 8-pages to keep the cost of postage down to 22¢ per issue.

Second, the amount budgeted each month limits the eight pages to type matter

only--NO photographs. (This is why I have been looking for artwork which I have made "clip art" worksheets from and have a pretty good stock to work with for a while).

What can you expect? The majority of future newsletters will be eight pages with no photographs. If photographic coverage is desired on any subject, I will be forced to reduce the size by two or more pages in an issue and be particularly selective in choosing photographs.

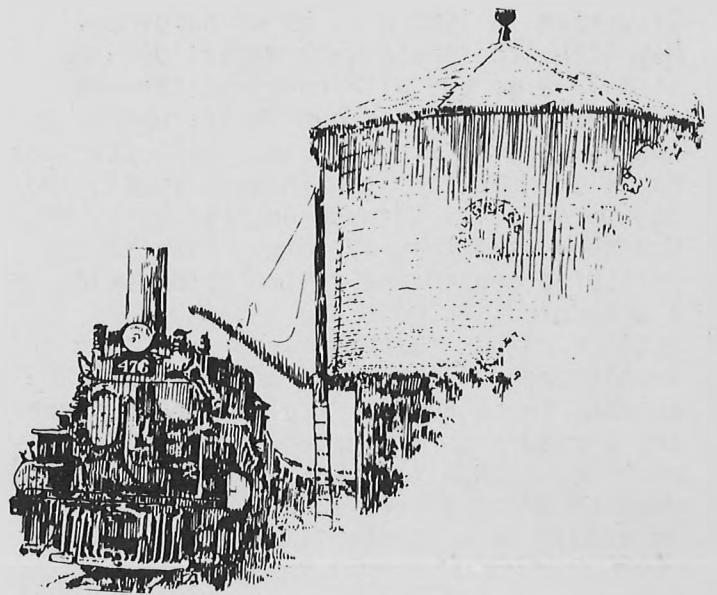
The budget actually begins with this issue. There have been some changes in what is charged to the newsletter and these changes may allow some leeway to include extra pages or insertion of photographs. For example, previously, any additional pieces of paper (trip flyers, banquet flyers, dues notices, etc.) which put the newsletter over one ounce of postage was charged against the newsletter as far as expensing the postage. In addition, trip notices or reminders within the newsletter were also charged against the newsletter and not against the trip or event being advertised. Now, these expenses are going to be more accurately expensed against the proper account, thereby allowing additional pages or photographs at times.

Within the limits imposed on me, I will try to continue to produce an informative and aesthetically pleasing newsletter. It has been relatively easy thus far because of the many Club members who have taken the time to send articles of interest to all of us. I continue to look forward to receiving your input. (Jim Trowbridge)

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

WANTED: Need current routes and schedules of Switzerland's unique electric crocodile locomotives, particularly Swiss Federal and Rhaetian lines. Please write Robert Fryml, P. O. Box 1262, Cheyenne, WY 82003.



NEWS ABOUT THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

News about the D&SNG is not easy to come by, but the Silverton Standard was able to secure data from a meeting between Charles Bradshaw and local Silverton businessmen and interested citizens in mid-March. The following is taken from the March 14th issue of the Silverton Standard:

A potential of over 210,000 riders will exist for the 1985 summer season according to to D&SNG RR owner Charles E. Bardshaw, Jr.

Total ridership to Silverton last season, including bus passengers was 144,063. That amount was up from 1983 by almost five percent even though the train season was three weeks shorter in 1984.

An informal agreement between Bradshaw and Silverton folk will make the last Sunday in October the final day of the train to Silverton. Should a demand exist to go beyond that date, the season could again be extended. Bradshaw cited low ridership for the last week in 1984 as the reason for the change. Passenger count averaged only 64.5 per day during that period. According to the records furnished by the railroad to the Standard, ridership for the October-November swing week averaged 67.9 in 1983 and 54.1 in 1982.

The first regularly scheduled train for

Silverton in 1985 will be on Saturday, May 11th. The train will depart Durango at 8:30 a.m. and will continue through October 27th. The second train, which leaves Durango at 9:30 a.m., will start on May 27th, earlier than in past years, and run much later, through October 14th. Mr. Bradshaw said that building late season pressures caused the railroad to decide on a scheduled second train through mid-October rather than the second section or doubleheader frequently run last year. By running two scheduled trains one hour apart, the pressure on Silverton facilities is much less since the two section trains and doubleheaders arrive with a larger number of people in a shorter time.

The early morning express train which leaves Durango at 7:30 will commence operations on June 8th and run through August 25th. A late afternoon run to Cascade Canyon from Durango will also be running during that same period.

The 7:30 a.m. departure of a bus from Silverton, allowing riders to catch the 9:30 train back will continue this season during the period May 27th through August 25th and two buses will be coming up from Durango during the period May 27th through August 11th. One bus only from Durango will run from August 12th through August 25th.

Equipment Update

A total of four new cars with a seating capacity of 192 are being added to the line this summer. Coach 291 is a complete rebuild job of a coach that has not run for many years. In addition, an all new steel frame car, designated 631 and two new gondolas, 406 and 407 will be in service.

New motive power this year will be furnished by rebuilt engine number 480, a K-36, which was retired by the Denver & Rio Grande in 1970. Bradshae estimated that the locomotive would be available about June 1st.

During the winter of 1985-86, the line hopes to have a minimum of four new cars made available in anticipation of the fourth train, a tentative 10:30 a.m. departure from Durango. The following winter (86-87) it is planned to rebuild another

large locomotive, this time a K-37. Operations vice-president George Connor indicated that 493 is the most likely candidate.

In giving other information about the line's facilities, Bradshaw indicated that the addition to the Durango roundhouse now has the proper configuration (round) and that the Silverton debarking area has been changed so that a less drastic curve and switch combination exists. The track which was previously number 2 is now number 1.

Final projection made by Bradshaw was for the fifth train, scheduled to start in the summer of 1989. Departure time from Durango will probably be 11:15 or 11:30.

Rate Increase

Bradshaw was questioned about a 15 percent rate increase that the railroad has asked for this year. He said that none was requested last year, thus the average increase is 7.5 percent, an amount he said is justified by the amount of money and development that is being put into the line.

Under the proposed new rate, the cost of a round trip ticket will be \$28.10 for adults and \$14.10 for children. The Cascade Canyon trip ticket will be \$23.80 for adults. Parlor car fare for the Silverton-Durango trip will be \$48.30 for the round trip.

Other News

Bradshaw also stated that computerization of the railroad's reservation system is underway and should be on line by about April 1st. The line's base camp car is ready to go and rates for its use are being developed. The car will be available to camp-out in along the line in the Animas Canyon.



AMTRAK'S CALIFORNIA ZEPHYR LEAVES THE RAILS

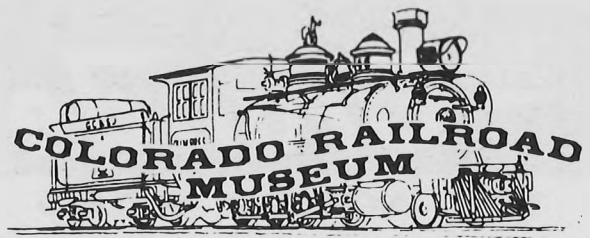
Tragedy struck the eastbound California Zephyr as it negotiated Fraser Canyon between Granby and Tabernash on April 16 when the train hit a washed out section of roadbed and piled up. Two engines, two baggage cars, a crew dormitory car and a sleeper suffered the most damage, the total damages estimated at \$3.4 million. The engines appeared almost buried in mud, with the cab completely destroyed by the baggage car on the trailing unit. The crew dormitory received relatively light damage but the sleeper tipped over and with additional damage reportedly taking place during salvage operations appeared to be irreparable, as did the engines. The baggage cars also suffered heavy damage. Fortunately all but one of the 26 people who were hospitalized had been released by the following Friday. The track was reopened by the afternoon of the day following the wreck and although freight service resumed at that time, the California Zephyr did not return to the route until a week later, detouring over the Union Pacific during that time. The equipment that remained on the track was brought into Denver during that week and moved back east on the CZ a few pieces at a time. The engines, baggage cars, the two passenger cars and a gondola of parts did not make it down to Denver until April 25, with disposition unknown at the time of this writing. (Darrell Arndt)

Atchison, Topeka and Santa Fe
RAILWAY COMPANY



A BIT OF "SUPER CHIEF"

An AT&SF Director's Special from Chicago was seen passing through Trinidad, Colorado and over Raton Pass on Sunday, April 21st. The 15 car special was pulled by three FP 45's and included a full length dome and the Santa Fe's Track Inspection Car on the rear. Destination was Albuquerque with return the next day. Up in Wyoming the week before, a Union Pacific Old Timer's Special was seen passing through Cheyenne.



COLORADO RAILROAD MUSEUM STEAMUP

The Colorado Railroad Museum will steam up No. 346 during the three day Memorial Day weekend which will provide an opportunity for out-of-town folks here to ride on the Club's 3985 excursion to experience narrow gauge steam while visiting the museum. In addition, the museum will be open on Friday and Saturday evenings on that weekend.

FT. COLLINS TROLLEY NEWS

The Ft. Collins Municipal Railway Society has announced their operating times for this coming summer. Regular operations of Birney No. 21 will commence on May 4 and will operate on Saturdays and Sundays from 12 to 6 P.M.. The car will also operate on May 27th, Memorial Day.

Preparations are underway for laying additional track down W. Mountain Avenue. Volunteers are being welcomed to help with reconstruction or operations. Before tracklaying can continue, trees have to be moved in the median, a \$4,000 project. An anonymous donor has made a \$3,000 challenge grant to the Society, matching donations from others for tree relocation and other construction costs up to \$3,000. Tax deductible donations may be sent to the Society at P.O. Box 635, Fort Collins, Colorado 80522. (Darrell Arndt)

AN OLD FRIEND RETURNS

Union Pacific No. 8444 will be arriving in Denver on May 10 to participate in Transportation Week activities. The engine will be on display with other equipment at Denver Union Station throughout the following week.



RIO GRANDE SPECIAL AGENTS HARASS RAILFANS

A number of people have reported being stopped from photographing Rio Grande trains lately by special agents and ordered off the Grande's right-of-way under threat of arrest. A recent article by Ron C. Hill in the March, 1985, issue of the CTC BOARD gives some interesting information and comments about these recent events:

Early in the morning of January 12, 1985, two D&RGW special agents unexpectedly showed up at Rocky and Plainview and began ordering railfans off the property under threat of arrest. Since none of the persons accosted by the special agents were involved in acts of vandalism or safety violations, they were genuinely surprised by the hostile and unwarranted action. The reason for such unpleasantness was not clear, since the vast majority of railfans are known to be harmless, law-abiding citizens who merely wish to photograph or observe their favorite railroad. One special agent, who was busily writing down the license numbers of cars legally parked on public property near the Plainview grade crossing, said that the crackdown had resulted from persons firing rifles at passing trains (but surely even the most obtuse railroad cop can tell the difference between a camera and a rifle!). A different source reported that railroad officials were annoyed that a few railfans were using switch keys to gain vehicular access along the right-of-way, and the railroad is expected to start using a new type of switch key immediately. The engineer of a coal train reported that his train had struck a motor car which had been placed surreptitiously on the mainline at Plainview the night of January 11. But a company radio communication suggested

that there was no particular reason for the obnoxious tactic aside from a desire to "keep those people off our property." Whatever the cause, railroad operating employees have been instructed to continue to report the presence of all railfans along the right-of-way to the special agents. With vandalism and theft rampant in the yards, one might expect that special agents would have more productive duties than chasing innocent railfans.

ATTITUDE HARMFUL TO RAILROAD... It is surprising that Rio Grande officials fail to realize that such harassment only creates animosity among railfans, who want to be friendly toward their favorite railroad. Often such railroad enthusiasts are in a position to direct or at least influence the routing of freight traffic. A few years ago the manager of a small mid-western company, which dispatched 15 to 20 cars per month via the Rio Grande, was expelled from the North Yard in Denver where he was attempting to take locomotive pictures. It just happened that the manager was a railfan who shipped on the Rio Grande because he was so fascinated with the history and scenery of that line. He was so incensed at the rude treatment he received from the D&RGW that he promptly re-routed his traffic over the Union Pacific. We wonder if the Rio Grande can actually afford to lose business just for the luxury of hassling friendly railfans. Even the mighty Southern Pacific finally learned--perhaps too late--that a railroad needs friends. (Ron C. Hill, CTC Board)



HEADING SOUTH

If moving costs can be raised, a \$30 million test train that has sat idle since 1978 at the Transportation Test Center near Pueblo will be moved to Tennessee for preservation. The Tennessee Valley Railroad Museum at Chattanooga has acquired the Advance Concept Train (ACT) for a nominal payment and is now raising funds to transport it to their facility. DTA



Denver & Rio Grande's MONTEZUMA. Baldwin Locomotive Works, 1871.

D&RGW EMPLOYEE MAGAZINE TERMINATED

Ron Hill, in the CTC BOARD, also made mention of the fact that the August-December, 1984 issue of the Grande's Green Light turned out to be the last. When editor Jeanne Gustafson retired after 40 years with the D&RGW, management decided to cease publication of the popular employee magazine altogether. Ron reports that employees already miss the magazine which provided an excellent means of keeping informed as to the promotions, transfers and deaths of other employees.

In addition, the Green Light had many fine articles about current events and happenings on the Grande as well as many looks back into the past history of the company and its employees. The Grande was very cooperative in giving your editor permission to reprint the excellent article of the rail-welding plant at Minnequa, Colorado and previous Rail Report editors made good use of the information contained in the Green Light. We, too, will miss the publication.

MUSEUM WORK DAY

Saturday, May 11th, has been set aside for the annual Spring work day on the Club's equipment at the Colorado Railroad Museum. Equipment Chairman, Bill Gould, says that all six pieces of Club equipment [RGS No. 20, RGS No. 021 "Rico", D&RG No. 0578, D&IM Ry No. 25, FCMR Ry No. 22 and LA Ry PCC No. 3101] will be worked on as well as the Club's shop car.

Club members are encouraged to join Bill on the 11th. There will be numerous jobs and we can use all the help we can get!

Technical knowhow ranges from dusting to carpentry to painting. YOU can fit in anywhere you wish and your participation will be greatly appreciated.

For those who come out to help this day, Jim and Lil Ranniger will have the Ranniger Roadbed Commissary at the Museum to provide a truly fine lunch for our hungry workers.

Work will begin at 9:00 a.m. and continue all day, but any time you can afford is fine!

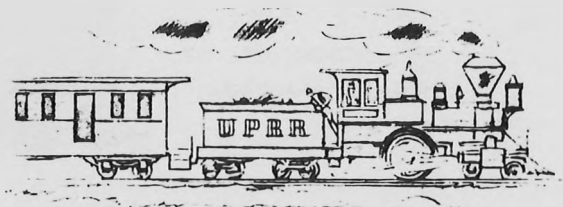
UP 3985 CAR CAPTAIN MEETING

Car Captains (now Car Hosts) will meet at the Colorado Railroad Museum on the Club's work day, May 11th, to go over their function aboard the Club's May 26th trip over the Union Pacific to Laramie behind the 3985. Car Hosts are asked to be at the Museum at 9:00 a.m. The meeting should last about an hour. Please make arrangements to attend.

UP 3985 EXCURSION SOLD OUT EARLY!!

You may have noticed that our mailing crew had to go through all the April newsletters to hand stamp a notice across the item on the UP trip. A large number of ticket orders came in just as the newsletter was being printed. Your editor's warning about getting your order in before the trip was sold out was in vain! If you didn't get reservations this year...don't put it off next year!!!

Considering the risk involved in one of these trips, your Trip Chairman, as well as the Officers and Board Members always breath easier when the trip sells out. It was only a few years ago that the Club was facing a loss of nearly \$8,000 on the 8444 trip and just pulled it out at the 12th hour. Pete West is to be thanked for his hard work on this, the Club's major trip of the year! Pete chairs this trip and has done so for several years now.



BOOK DRAWING

Our annual bookdrawing for the benefit of the Club's equipment fund was held at the April meeting. The results of that drawing are as follows:

Colorado Midland / R. F. Woodle, Omaha, NE.
Denver, South Park & Pacific,
Memorial Edition / Lloyd I Crews, Littleton,
CO

Union Pacific-100 Years / Robert L. White,
Denver, CO

Steam Tramways of Denver -- The Colorado
Eastern Railroad -- Denver, Longmont and
Northwestern /

Arthur M. Bourke, Green Bay, WI

W. S. Maxey, Mineral Wells, TX

Cornelius W. Hauck, Cincinnati, OH

John I. Campbell, Littleton, CO

RMRR Club Hat / Dick Korth, Englewood, CO

The Club's equipment fund benefited by over \$1500 and can be well used to repair and maintain the Club's equipment. For example, this amount was spent on the No 22 for new windows and other repairs last year. The age and the storage outdoors of our equipment takes its toll and the Club must spend large amounts of money and accept many volunteer hours to keep the equipment from rotting away. The support received by Club members through this annual book drawing is greatly appreciated and goes a long way to preserve our equipment for future generations to enjoy.

SKI TRAIN EXCURSION A GREAT SUCCESS

Another memorable experience of riding the Rio Grande Ski Train was chalked up by Club members who rode our trip to Winter Park on March 31st. While a respectable number of participants brought their downhill or cross country skis, others had fun by riding the snow-cats or just exploring around the area on foot. The weather fluctuated throughout the day, providing a mixture of sunshine and snowfall. A mid-afternoon "mini-blizzard" that swept up the valley cut short some skiing and a snow-cat tour, but the anticipation of a trouble-free ride back to Denver over the rails of the Rio Grande Railroad provided some consolation as the weather deteriorated. (Darrell Arndt)

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the Editor, Rocky Mountain Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

ROCKY MOUNTAIN



RAILROAD CLUB

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