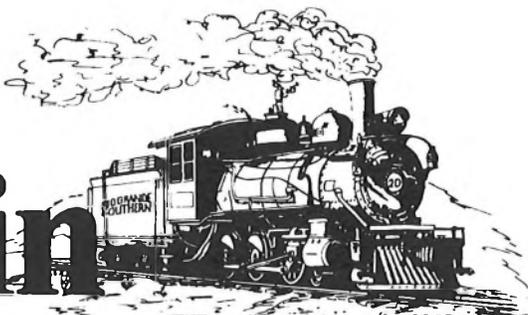


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 9, 1987 -- 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
John Dillavou..... President
Rich Dais..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

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

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships and lost newsletters to:

Chuck & Chicky Morison, Co-Chairmen,
Membership Committee
3550 South Kendall, #8-301
Denver, Colorado 80235
(303) 980-6698

June, 1987..... No. 333
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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year. Membership covers the immediate family unit for many benefits such as free entry to the Colorado RR Museum.

JUNE 9 PROGRAM

As of this writing, a program had not been provided. John Dillavou will be making provisions and has instructed your editor to list the June program as a "Surprise".

Since surprises can be most entertaining, we would suggest that you not miss the June program!

MAY PROGRAM

As usual, Erwin Chaim came through (with the help of his "honey", Bobbie, to provide a most entertaining program through multi-media.

Fine photography, good music and informative narration was enjoyed by all in attendance and we thank Erwin and Bobbie for their hard work. The many trains, historic sites, museums of transport, and, food!!! stimulated us all.

ADDITIONAL MAY MEETING PROGRAM NOTES

In addition to our regular program, we viewed two newsreels. The first was a combined effort of Erwin Chaim and Darrell Arndt and covered the upcoming Museum Work Day and High Country RR Outing. In addition, the work day at Fleming was described. The second newsreel was presented by Erwin Chaim and noted the arrival of the ex-Milwaukee Road Hiawatha observation/lounge car "Cedar Rapids." We were treated to current Denver shots at Union Station as well as interior shots taken while aboard the car in 1985 during the Chicago Trip.

NEW MEMBERS

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

Thomas E. Carson	Longmont, CO
Bob Damerau	Denver, CO
Francis M. Derick	Bowling Green, MO
Mark & Natsuyo Gray	Aurora, CO
Steve & Diane Karden	Aurora, CO
Kenneth Lang	Malden, MO
Robert V. McGarrah	Peoria Heights, IL
George E. Obrist, Jr.	Westerville, OH
Jim Yust	Kremmling, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

William Bryner	Florence, CO
Charles Irvin	Denver, CO

PRESERVATION FUND AND BOOK DRAWING

Tom Lawry, Book Drawing Chairman, announced at the May meeting that we are clearing an average of \$600 per year on the book drawing and that this is being well used toward preservation projects.

Monthly support is growing and many out-of-state members are beginning to participate. Should any members outside the Denver area or unable to attend the meetings wish to participate, they can write to Tom Lawry, 2013 So. Elkhart St., Aurora, CO 80014. (303) 750-2697. Members who wish to donate books and other railroad items may also contact Tom.

An extensive list of folks attending the May meeting and winning books or other railroad related items follows:

Ray Wetmore / KATY Northwest, by Pruett
Gene Martin / Rail Ventures
John Holtzman / Amtrak Heritage
Doug Smith / RMRRC, 1986 Trilogy
Gary Ellison, Pleasantville, NY / Official Guide - July, 1972
Virgil Light / Print - Steam Locomotive in Japan
Jack Hettinger / Prints - Four RR Stations
Les Nelson / Rock Island Belt Buckle
Tom Keeton / Illinois Central Pin
Joe Priselac / Great Trains of North Amer.
Bert Bidwell / End of Track

Recent donations for preservation include \$1,000 to the Rollins Pass Restoration Association and \$500 to Fleming, Colorado Historical Society.

EVENTS SCHEDULE FOR 1987

June 13-	
21	Pennsylvania & Eastern US Tour
June 21	High Country RR/Heritage Square
July 25	Preservation Work Day/ Victor, CO/Alta Vista Station, F&CC RR.
Aug. 22-	
23	Hagerman Tunnel Field Trip
Sept. 19	Cadillac & Lake City RR Trip
Oct. 10	RMRRC Annual Banquet



HIGH COUNTRY RAILROAD EXCURSION

Sunday, June 21, 1987, the Club will sponsor an excursion on the High Country Railroad. Join us on Father's Day for a full day of two-foot-gauge railroading behind both rod and gear-driven steam locomotives.

High Country RR is located in Heritage Square on U.S. 40 (West Colfax Avenue), one mile west of the Sixth Avenue Freeway crossing in Golden.

Ranniger's Roadbed Commissary will be in operation aboard the Silver Commissary, the only two-foot-gauge diner in the country! Jim and Lil Ranniger will serve their famous Ballastburgers from 11:30 to 1:30 p.m.

Tickets are priced at \$7.00 each and include unlimited train riding in addition to the complete Ballastburger lunch. Admission to Heritage Square is free. Please use the order form with this announcement and send it, along with a self-addressed, stamped envelope with your ticket order. Make checks or money orders out to "Rocky Mountain RR Club".

High Country RR will offer continuous action for riders and photographers alike. We are sure that you will find the price and atmosphere blend to make this an unforgettable outing for families of any size!

The High Country RR is operated by Club members Ed Gerlits, Stu Anderson, Dave Gross, and Jim Ehernberger.

ORDER FORM

NAME _____

ADDRESS _____

Please send _____ tickets @ \$7.00 each. I
enclose \$ _____ as payment.

Send orders to: Rocky Mountain RR Club
c/o Mat Anderson
1117 South Clayton St.
Denver, Colorado 80210

ACCIDENT ABOARD UP's 8444

Union Pacific's 4-8-4 Northern Steam Engine No. 8444 was on display at Denver's Union Station as part of National Transportation Week when a freak accident occurred on Friday, May 15th.

Three men were burned, one seriously, in a flash fire. They were identified as Union Pacific Railroad employee, J. M. Duncan, 56, Cheyenne, Wyoming, and two visitors, John Wands, Denver, and Jerry Davis, Thornton, Colorado.

Duncan was reported in serious condition at Denver General Hospital. Davis was taken to University Hospital, where he was listed in fair condition and Wanda was treated and released from Denver General.

The victims and two other railroad employees were in the cab of the locomotive when flames flashed out of the fire box, said Union Pacific spokesman Tom LaHood. The fire box door had been opened so the visitors could see the fire. LaHood said.

The engine was to be on display until Friday afternoon, but was shut down after the 9:25 a.m. incident.

The locomotive is fired with fuel oil, but just what caused the flash back hasn't been determined.

But, Capt. Jim Sestrich of the Denver Fire Department said fire officials think the fire box went out and the oil vaporized, then ignited.

There was no fire damage to the engine.
(Denver Post)



D&RGW's ROYAL GORGE ROUTE EXAMINED

A fine article in the April issue of the CTC BOARD, Jerry Palmer, Rio Grande editor, reported the examination of the Grande's Royal Gorge Route for possible abandonment. We believe this information is most important to RMRRRC members and so the article is being quoted here:

While official word has not been forthcoming from the D&RGW, it is becoming increasingly obvious that the railroad's top management is considering the elimination of the Royal Gorge Route for through traffic. Traditionally, the Royal Gorge Route has been considered to be the D&RGW's mainline from Pueblo to Grand Junction, Colorado, joining with the Dotsero Cutoff from the Moffat Route at Dotsero. This Royal Gorge Route runs west through the Royal Gorge to the former division point of Salida, then up the Arkansas Valley past Leadville, then over Tennessee Pass, through Minturn and down the Eagle River Valley to the confluence with the Colorado River at Dotsero. The Missouri Pacific line to Pueblo has also at times been considered part of the Royal Gorge Route, dating from when George Gould owned both railroads.

D&RGW apparently feels that it cannot afford the expense of maintaining two routes across the Rocky Mountains and considers that the Moffat Route is superior. Certainly the largest operating drawback to the Royal Gorge Route is the long three percent grade on the west side of Tennessee Pass, which requires the addition of mid-train helpers varying between three and six units to all eastbound trains at Minturn. Coal trains of larger than 10,000 tons must either be split in two and still use helpers on the pass or require the addition of mid-train and rear-end helpers to run as one train. While 18-unit coal trains are

certainly an impressive sight, the operating cost of such must be breathtaking.

By comparison, the steepest eastbound grade on the Moffat Route is the short two percent climb on the west side of the Moffat Tunnel. Helpers are only required on heavy trains on this climb, when used they usually consist of two units that are added to the rear at Tabernash. The coal trains coming off the Craig branch generally have through helpers added at Phippsburg.

As far as natural hazards, the Moffat Route has had occasional problems with rock slides in its numerous canyons, although the possibility of very large slides similar in scope to that one that blocked the mainline at Thistle, Utah in 1983 exists in at least one location on the Royal Gorge Route.

Rio Grande would reportedly seek to abandon the Royal Gorge Route between Canyon City and Malta, Colorado, which would leave two branchlines served from their respective ends. The section between these two points has practically none (if any) shippers left on it; the last major one was the CF&I limestone quarry on the recently abandoned Monarch Spur, which shipped limestone to the CF&I steel mill at Pueblo.

On the east end, the stub to Canyon City would be retained, as there are a number of shippers in the Canyon City-Florence area, including the large Ideal Basic cement plant at Portland. On the west end, the line would be retained as far as Malta (where the Leadville branch joins the mainline), so that BN's isolated line between Leadville and Climax would still have a connection. However, with the minimal amount of traffic that is coming off the BN at Leadville, it is doubtful that anyone would want to maintain track over Tennessee Pass for the small amount of business on the other side.

Routing Royal Gorge trains over the Moffat Route and down the Joint Line (between Denver and Pueblo) would not entail any significant increase in crew costs, as D&RGW eliminated the crew change at Bond, Colorado in March. Now that Bond is gone,

it takes two crews to move a train between Pueblo and Grand Junction no matter which route it takes. Other crew-related savings would include the elimination of the helper crews at Minturn and the railroad hotel and restaurant there.

Concurrent with this, D&RGW is also looking at restructuring the routing of their Kansas City trains east of Pueblo. Clearly, with the major changes in rate structures and traffic routings that have taken place following the UP/MP/WP merger and with the expected SP/AT&SF merger, D&RGW will look to route all of its traffic for the eastern gateways over its own route to Kansas City. D&RGW is apparently considering several different options to obtain the lowest possible costs.

First among these to be heard of was the possibility that D&RGW would consider asking Union Pacific for the trade of D&RGW's trackage rights over the MoPac between Pueblo and Kansas City for rights over the ex-Kansas Pacific line, which runs east from Denver through Oakley, Salina and Topeka, Kansas before reaching Kansas City. This line, which was once the route of the Portland Rose, has seen most of its traffic dry up in recent years and is currently down to the point that west of Oakley, one crew can handle the business with a out-one-day, back-the-next, tri-weekly train. The ABS signals have been pulled from this line (currently identified by UP as the Denver Subdivision, Wyoming Division) between Oakley and Watkins, Colorado (just east of Denver). This route, the use of which would probably be contingent upon obtaining the closure of the line over Tennessee Pass, would allow considerable savings in crew costs and fuel for D&RGW. Something might have to be done to signal the west end of the line, however.

Currently being considered by Rio Grande's management is moving their Kansas City trains between Pueblo and Kansas City from the MoPac over to the Santa Fe line that runs east from Pueblo through La Junta, Colorado and Dodge City, Kansas. The trackage agreement over the MoPac line, which was forced upon UP as a condition of the UP/MP/WP merger, has the Rio Grande trains handled east of Pueblo by UP crews. Apparently, there is little or no incentive for

UP to reduce crew costs on this line as it would be of little benefit to UP; mostly to the benefit of competitor Rio Grande. There isn't much in the way of terminating or originating business on the MoPac in western Kansas and eastern Colorado, thus the only UP train left is an occasional local--Rio Grande has all the overhead business.

To get a train between Pueblo and Kansas City via the MoPac requires three crews (changes are made at Horace, Hoisington and Council Grove, Kansas). Conversely, Santa Fe has offered to move Rio Grande trains between the two points with only two crews (with changes made at La Junta, Colorado and Newton, Kansas) and only one brakeman instead of two on the MoPac, as this Rio Grande business would fall into the category of "new" business and thus be treated differently than existing Santa Fe trains under Santa Fe's contracts with its operating unions. Santa Fe is also offering Rio Grande the possibility that the two crew changes may be reduced further to one (at Newton) if agreements can be reached with its unions.

In addition, the AT&SF is basically a water level, high speed route east of Pueblo, whereas the MoPac's profile is a veritable high plains roller coaster. Both routes are ABS signalled with spring turn-outs, but the Santa Fe has considerably faster speed limits for freight. The Santa Fe line currently runs about 10 freight trains daily over its line, plus Amtrak #3 and #4; the MoPac gets perhaps seven trains on an average day. Rio Grande has apparently already run several test trains over the Santa Fe, in addition to the re-routes during the blizzards of late March.

Although D&RGW has not announced any intention to make any of these route changes yet, action could happen very quickly. The fact that D&RGW has not invested in talking detectors on the Royal Gorge Route (which makes it the last part of the traditional Rio Grande that still uses cabooses on through trains) lends credence to the fact that D&RGW may want to eliminate this route. If D&RGW does get the SP Overland Route to California, one has to consider if anyone would want to haul transcontinental traffic via Donner Pass,

the Great Salt Lake, Soldier Summit and Tennessee Pass.

[Editor's note: This issue of CTC BOARD also has another fine article on the Western Fuels Association and the Escalante-Western Railway (in New Mexico) and the Deseret-Western Railway (in western Colorado and eastern Utah). You might want to pick up a copy]



GOAL BEING REACHED TO RESTORE ROLLINS PASS TUNNEL

At the writing of this newsletter, only \$9,000 was reported to be raised of the \$62,000 needed to start repairs on the historic Needles Eye Tunnel of 11,600-foot-high Rollins Pass. The other \$53,000 has been collected since an April 17th Denver Post story and a mailing to historic preservationists telling of the urgent need to raise the funds if work is to begin this year to repair the one-time railroad tunnel which partially collapsed in 1979. The 72-year-old tunnel is listed on the National Register of Historic Places.

Dan Straight, president of the Rollins Pass Restoration Association, reported that Boulder County considered the goal close enough to begin advertising bids on the work June 1st. "The last three weeks we've received over 200 letters with donations from \$2 to \$500," Straight said. "The Grand County commissioners have sent a check for \$10,000, the Gilpin County commissioners have promised \$2,000 and the city of Fraser \$625. The ROCKY MOUNTAIN RAILROAD CLUB sent \$1,000, Mile Jeep Club of Broomfield \$500, Colorado Association of Four Wheel Drive Clubs \$200 and Allan and Gerald Phipps each sent \$500."

"In addition, Southwest Portland Cement has donated 25 tons of cement, and Ideal Basic said they'd match it. That would be about 535 bags at 94 pounds a bag from each, a donation I'd estimate at over \$2,300 each," Straight added. "One of the jeep clubs is volunteering to take the cement up the hill to the tunnel, 12 miles, probably six sacks at a time--that'd be quite a parade, wouldn't it!"

The Rollins Pass railway was built in 1903-05 as a "temporary" 29-mile segment of David Moffat's railroad route from Denver to Salt Lake City, and was used until 1929 when trains started using the Moffat Tunnel. At that point the automobile took over the route, and in 1978 the United States Forest Service estimated about 75,000 visitors in the short summer season the 34-mile primitive, rocky road was open. It traditionally opened July Fourth after snowplows carved a path through ice-packed drifts.

When the tunnels' partial collapse closed the road, historic preservationists, railroad buffs, back-country advocates and those who love gorgeous scenery all clamored for its repair. Over the years, and with considerable negotiation, the fund-raising effort was agreed on. In addition, Boulder County pledged \$50,000, the National Forest Service paid \$40,000 for the initial study and will pay \$15,000 for an essential bypass road, and engineer Allan Rogers, former state engineer and cousin to the Phippses, has volunteered to be project supervisor, a \$22,000 in-kind contribution. (Denver Post via J. Dillavou)

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: American railway paper samples, original or photo copies. Are willing to exchange British railway paperwork. Write to Hon. Sec. A. E. Adams, The Romney Marsh Railway Historical Society, Ivy Cottage, Church Road, New Romney, Kent TN28 (England)

FROM THE PRESIDENT

Although this is a June Editorial, I am writing this from a desk on the evening of my Mother-in-law's funeral, just attended in Iowa. It is one of those dreary, snowy, February nights that people congregate and discuss what they should have done and should not have done over the years between relatives, etc. Downstairs my brother-in-laws were working on details of how this and that should be broken out for grand-children and the great grand-children. The wives will be going in again to clean out her apartment and disposing of this and that, and, in many cases just plain tossing things away that they feel have no value. So, what does this have to do with the Railroad Club, you might ask?

A few years ago, my aunt passed away and left me all of her slides and camera equipment. My sons now use the projectors and screen as their own and a few of the slides were kept. Many of these were pictures of my kids when they were young. But the majority of slides of her trips, etc., were tossed because they had no value to us, or to anyone else because they were not identified or because they were in "our" opinion, typical "tourist" type photos of places we had no interest in at all! What a waste this was.

We all take photos, slides, movies, prints (color, black & white) and now video. But what plans have been made for our collections of photographic items? In the Railroad Club, we have an Archivist and what better place to have your photos placed for preservation purposes. A few members of our Club, when it was formed, were out there taking as many train photos as they could. By doing so, we can enjoy the works of their labor. Even though we were not there, they were, and we share their photos today in many publications, not only published by the Club but in other books as well.

Even though I could not see the scene when they took it, I can today feel their experience too, because they recorded that little bit of history with photos. Remember, I mentioned that each time you take a photo of any type you just recorded a precise item in history?

What plans have you made regarding the disposal of your collection of railroad memorabilia? Will your children or other relatives treat it with the same respect that you did? Or, will they toss it aside or in the trash like I did with my aunt's slides? Shouldn't that material go to some place to preserve it for someone else to enjoy it in the future? I have now gathered a rather large number of slides over the years, as well as a number of feet of super or regular 8mm movies of railroads. I have been trying to take photos of the items I feel that just might disappear very soon, so that someone can see them and remember, yes, that was there, and can relive their memories with the photos I took. Don't just think about looking at your slides on your own. Share them with the Club! Let us relive your experiences by putting together a program some time. It is not that hard to sit down and pull out some good slides, and soon you will have a 30 to 40 minute show you can present. Remember, the first time is always the hardest one to do.

But most important of all, make arrangements now as to what will happen to your slides, movies, lanterns, time tables, books, etc. Who do you want to have them? Remember, they are history and even though you might not think so, they just might end up making you the person who was there at the right time and place to take perhaps that "Academy Award" photo. I'm sure that other Club members would enjoy seeing your work of art also. But in the mean time, just be sure they do not get thrown out by someone who might not care or think they are just more stupid old train pictures. To the Rocky Mountain Railroad Club, they could be of great historical value.

(John Dillavou)

MILE HIGH RAIL FAIR

Don't forget to mark your calendars for this year's version of Rail Fair, to be held at the Jefferson County Fairgrounds, W. 6th Avenue at Indiana St. The dates are Saturday & Sunday, July 11 and 12, 1987.

COLORADO/NEW MEXICO NARROW GAUGE TRIPS

For those Club members who might have a hankering to ride the narrow gauges in Southern Colorado/Northern New Mexico, there are two specials being put together by fellow Club members Ed Gerlits, Jim Schwingle and Jim Trowbridge.

FIRST, Ed Gerlits presents his 5th Annual Animas Cañon Express--a Steam & Fall Foliage Extravaganza to be held aboard a Durango & Silverton Narrow Gauge Railroad Special Train, Saturday, September 26, 1987. Photo runbys and a buffet lunch aboard the train are featured for only \$50.00. Limited to 160 passengers (no children under 12, please). Write or call Ed for information. Ed Gerlits, 1540 Routt Street, Lakewood, Colorado 80215. (303) 232-9262.

SECOND, Jim Schwingle and Jim Trowbridge present The San Juan Express--a freight train across the Cumbres & Toltec Scenic Railroad on Saturday and Sunday, August 29 & 30, 1987. Limited to 30 passengers, this excursion features two days or photo runbys of a private freight train across the entire railroad, eastbound on Saturday and westbound on Sunday. Price of \$350.00 per person includes train, lunches both days, snacks, bus transportation between Antonito and Chama Saturday night/ Sunday morning and entertainment Saturday night, time permitting. Write or call Jim Trowbridge for information at 502 So. Cody St., Lakewood, Colorado 80226. (303) 988-2267.

PUBLICATION NEWS

For those who have submitted material to the Club for publication in a book on the history of the Georgetown Loop, we have some news. At the recent Board meeting, the officers and directors determined that there was not sufficient inside interest and that the investment and risk was too great for the Club to proceed on its own. It was decided to give up copyright of the material and give it to an outside source for publication. This will be done in the next few months with possible publication in a year or so.

In other action by the Board, an offer to republish "Rails Around Gold Hill" and "Colorado Midland" by the Trowbridge Press was turned down.

CLUB ACTIVITIES

While stories have not yet been submitted to the newsletter, reports at the recent monthly meeting expressed excellent results at the Fleming Depot Work Day and the Manitou & Pike's Peak Cog Railway trip. Those involved in both activities had glowing remarks about each event and we expect complete details in next month's Rail Report. We also hope to report on a very successful work day at the Colorado Railroad Museum on May 30th.

ROCKY MOUNTAIN



RAILROAD CLUB

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