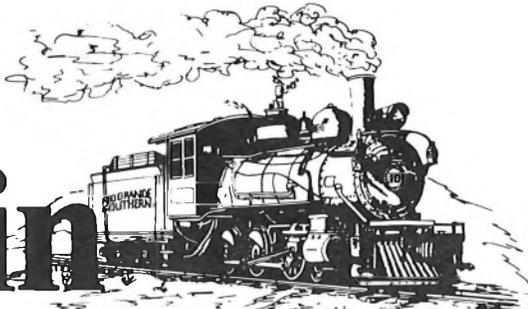


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

ANNUAL BANQUET

October 11, 1991 -- 6:00 p.m.

WHERE: The Denver Athletic Club
1325 Glenarm Place, Denver, CO

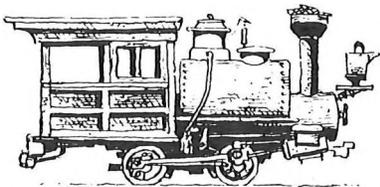
WHEN: 6:00 p.m. -- Cocktails
7:00 p.m. -- Dinner

Free parking available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert 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 in the November, 1991 Rail Report is due no later than October 11, 1991!!



October, 1991..... No. 385
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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, missing newsletter pages, etc. to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

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. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership 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 November of the current year.



OCTOBER 11 PROGRAM/ ANNUAL BANQUET

We look forward to a program of Irv August movies with Irv narrating and providing his reminiscence of the events and circumstances surrounding the footage. Irv has picked out some very interesting subjects and we know that those in attendance at the Annual Banquet will be treated to a fine evening's entertainment.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

SEPTEMBER PROGRAM

Another fantastic night of Otto Perry 16mm movies was enjoyed by a full house at the September 10th meeting. The first two reels were typical Colorado fare, but, the last two reels contained outstanding eastern and midwestern footage. A review of each reel follows:

Reel #9: 1941, Black & White. We began with scenes of Tennessee Pass and a heavy freight with a Rio Grande 2-8-8-2 road engine and 4-8-2 helper. From there we visited the narrow gauge, beginning with the Baldwin Branch and engines 268 and 278; 487 out of Durango; 473 on the San Juan east of Durango and the 477 on the San Juan heading west; the 496 on the Valley Line; back to Wyoming following a 3900-class, 4-6-6-4, from Green River to Rawlins; down to Raton Pass to see a three-engine freight with Santa Fe 921 and 3811 on the headend with the 900 pushing; #3602, 2-8-8-2 Rio Grande at Tunnel No. 2 in Coal Creek Canyon with an additional shot of D&SL #1; Manitou & Pike's

Peak Steamer #6 with a work train; Midland Terminal #52 at Colorado City and #'s 58 and 2 at Manitou and up through Ute Pass; C&S #70 leaving Denver and arriving at Golden and on to the Blackhawk Branch; the C&S #74 traveling from Climax Mine to Leadville; #69 Dismantling track in Clear Creek Canyon.

Reel #6: 1942, Black & White. Rio Grande Scenic Limited east of Salida with a 4-6-0 helper; Santa Fe, Missouri Pacific, Union Pacific, Chicago & Northwestern and Rock Island Freights and Passenger trains including the famous Rock Island Rockets (regular "A" unit to Denver and the infamous "B" box front to Colorado Springs; D&RGW #317 on a Gunnison to Montrose freight with the #454 as pusher/helper up Cerro Summit; Missabe test engines on the Rio Grande; D&RGW/CB&Q double-header at Castle Rock; and, Narrow Gauge #491 & 496 on the Valley Line from Alamosa to Salida with scenes on the Monarch Branch as well.

Reel #20: 1946, Color. #473 on the east-bound San Juan and a remarkable trip over Boreas Pass by Otto's passenger car (Ed Haley gave a nifty story about this trip and the trials encountered as Otto pushed the limits to travel to the top of Boreas Pass out of Como a few years after the line had been abandoned. Rock slides had to be cleared as well as fallen trees to traverse the old roadbed with an automobile. When seemingly stopped, Otto blazed new roads); Rock Island Freights; Santa Fe Passenger trains; UP 3900 on the Portland Rose as well as the City of Denver and a 4-8-2 on the Pony Express along with a 4-6-6-4 (3900-class) on a freight and a troop train.; the Denver Tramway. It was then on to the midwest and the east. We began with Missouri Pacific passenger and freights at St. Louis; Wabash passenger; Pennsy T-1 4-4-4; City of St. Louis; Nickel Plate at St. Louis; Milwaukee Road at Chicago; 4-4-2 Hiawatha; NYC Passenger train; Illinois Terminal Electrics; North Shore Electrics; Chicago & Northwestern; Santa Fe freights and passenger trains.

Reel #70: 1953, Color. C&O freight; N&W freight/mail/passenger; Virginian Electric Freight; B&O freights' Pennsy Passenger and freights; East Broad Top (3-foot) coal trains across the line; PRR Horseshoe

Curve with accompanying trains; Erie RR freight and C&NW freights in Iowa.

As you can see, a wonderful array of material was covered during the evening! The program was definitely enhanced by the narration of Ed Haley and we wish to offer our thanks to Ed for his help--as usual!!

NEW MEMBERS

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

Gerald Dobbs
Dick Pfretzschner

Lakewood, CO
Littleton, CO



Making a rare appearance in Denver, one of Southern Pacific's new E.M.D. GP-60M diesel-electric locomotive, No. 9763, idles on the "ready track" in the Denver & Rio Grande's North Yard in August, 1991. The engine is in SP colors with the new distinctive "Rio Grande" slant lettering style. (Joe Priselac Photograph)

NOTICE

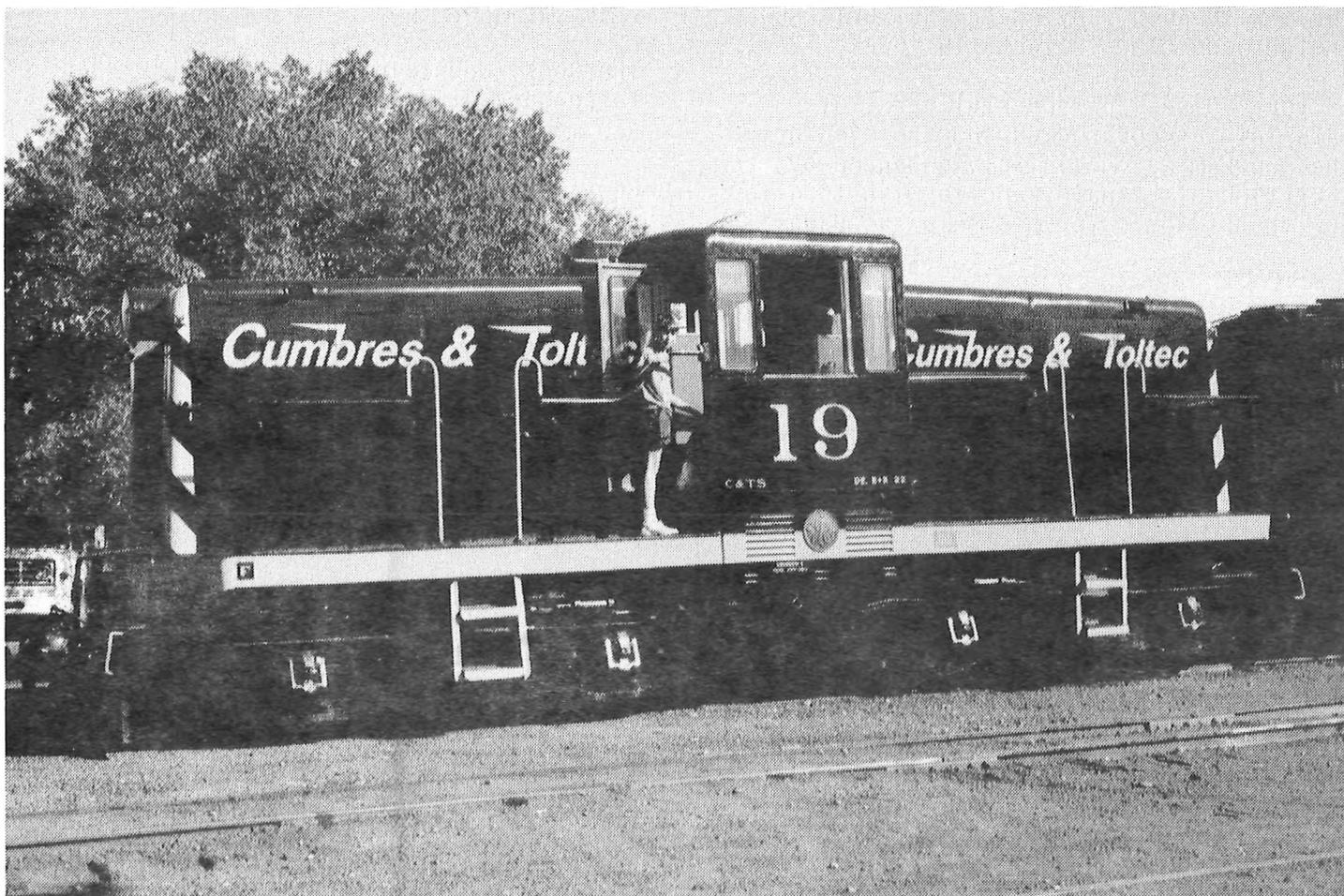
ELECTIONS

It is that time of year again to begin thinking about nominations for officers and board members.

The nomination committee, made up of the hold-over board members, is composed of the following three men: Hugh Alexander, Roger

Callender and Steve Rasmussen. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates, please contact any of the committee members at Club meetings, via the Club's telephone or write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.



Diesel #19 of the Cumbres & Toltec Scenic Railroad sports a new paint job of RIO GRANDE black and gold with the distinctive "Flying Cumbres & Toltec." The restoration is the work of Shop Foreman, John Bush, and, even if it is a diesel, it is beautiful! Trip helper, Abe Ballard gets a closer look as C&TS crews were switching the Club's special excursion equipment on Saturday, August 31, 1991. (Jim Trowbridge Photograph)

Cumbres & Toltec Scenic Railroad

REPORT ON THE CUMBRES & TOLTEC SCENIC RAILROAD EXCURSION

A bright, warm day greeted the 140 RMRR members and guests for what would prove to be a most delightful trip across the route of the Cumbres & Toltec Scenic Railroad.

Road engine #487 and helper #489 headed

up a good-looking consist of three long reefers, pipe gons and idlers, high sides and boxes along with passenger equipment for a total of 22 cars.

Most of the day's photo runbys were held on the west side of Cumbres Pass where we could enjoy 14 miles of 4% grade to make our engines work. Runby locations included MP 340.20, Lake Lobato; MP 339.50, Lobato Meadows; MP 338.25, East of Hurley's Curve; MP 332.80, Old Highway 17 Crossing; and, MP 330.60, Windy Point Curve at Cumbres.

After water and a brake check, we headed downgrade toward Osier, photographing another runby at MP 324.60, Los Piños Trestle. We arrived at Osier "on time" and stopped for a fine lunch by Pat's Port of Call. Just after the arrival of the train



Helper #489 and road engine #487 charge up the 4% grade at MP 338.25, east of Hurley's Curve on the Club's September 1, 1991 excursion on the Cumbres & Toltec Scenic Railroad. A total of 22 cars were on the special train with a complete freight consist at the front, allowing passengers to get a "freight-only" shot if they so wished. About 140 folks came from all over the U.S. to ride the Club's excursion. (Jim Trowbridge Photograph)

from Antonito, we departed Osier for a scenic ride to Big Horn Wye. Prior to the Wye, at the west end mile post 300.00, we again deboarded our special train for a runby. While our train continued into the siding to drop off the passenger cars, we all walked up to the Wye to watch a classic railroading maneuver of turning the freight portion of our consist on the Wye.

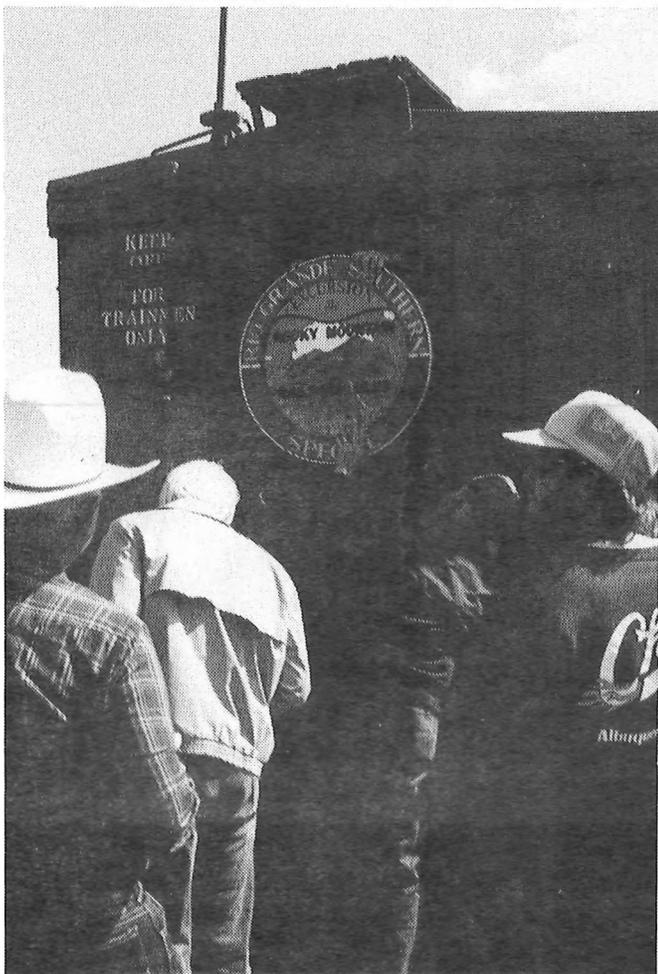
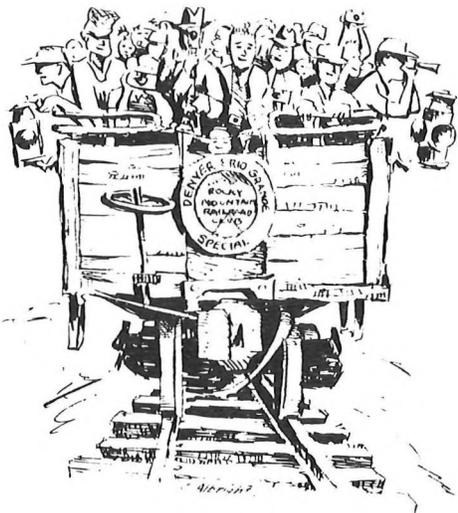
After turning the freight train portion, we had a photo runby of just this part of our train past the Wye. As the C&TS crew backed into the siding to put our train back together, soda pop and snacks were handed out to the crowd who then formed a photo line to capture the meet with the returning Antonito train. After the meet, we reboarded our train and headed home.

The weather continued to cooperate with us and we returned to Chama content with our day's outing.

A surprise had been arranged for this excursion when our engineer and liaison with the railroad (and RMRR Member) Earl Knoob realized that our current excursion was being held exactly 40 years to the day from the Club's last trip on the Rio Grande Southern (September 1, 1951). At Big Horn Wye, while our train was being put back together and we waited for the meet with the Antonito train, Joe Priselac and Bill Gould replaced the crescent of the Tail Plate from "Cumbres & Toltec Scenic Railroad" to the historic "Rio Grande Southern" name plate in honor of the September 1, 1951 trip and in memory of a truly outstanding narrow gauge railroad! We returned to Chama flying the Rio Grande Southern Banner!!

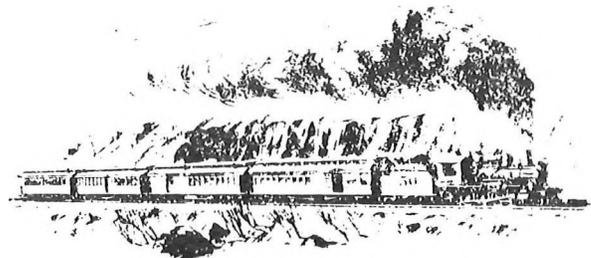
As always, the management and employees of the Cumbres & Toltec Scenic Railroad went all out to provide a wonderful day of narrow gauge railroading and we wish to

thank management, train crew and shop crew members for their outstanding efforts on our behalf. We look forward to our next excursion on the C&TS.



1991 SCHEDULE OF EVENTS

- October 5 Platte River Trolley Trip
- October 11 ANNUAL BANQUET
- November 12 Regular Monthly Meeting
- December 10 ELECTIONS and Regular Monthly Meeting



Passengers aboard the September 1, 1991 C&TS excursion watch as Bill Gould and Joe Priselac replace the C&TS tailplate with the historic Rio Grande Southern tailplate in honor of the 40 years (to the day) since the RMRRRC had their last special train on the famous RGS. (Jim Trowbridge Photograph)

1992 PROPOSED EVENTS

The trip committee has yet to announce the final dates for individual trips, but the following list will give members an idea of what to expect in 1992:

- Colorado Midland Field Trip (continuing west from Ute Pass)
- Mt. Pleasant, Iowa Steam Extravaganza
- Pueblo-Alamosa Trip on the D&RGW Ski Train
- Wyoming/Colorado RR Trip
- Georgetown Loop Railroad Excursion
- Burlington Northern Shop Tour
- Colorado RR Museum Picnic
- High Country RR Outing

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.



August 3, 1991. The first Silverton Train, southbound at Home Ranch Siding, where the NOMAD gently tipped on its side. This photograph was taken just minutes after the accident, before any emergency equipment arrived. (Doris Osterwald Photograph)



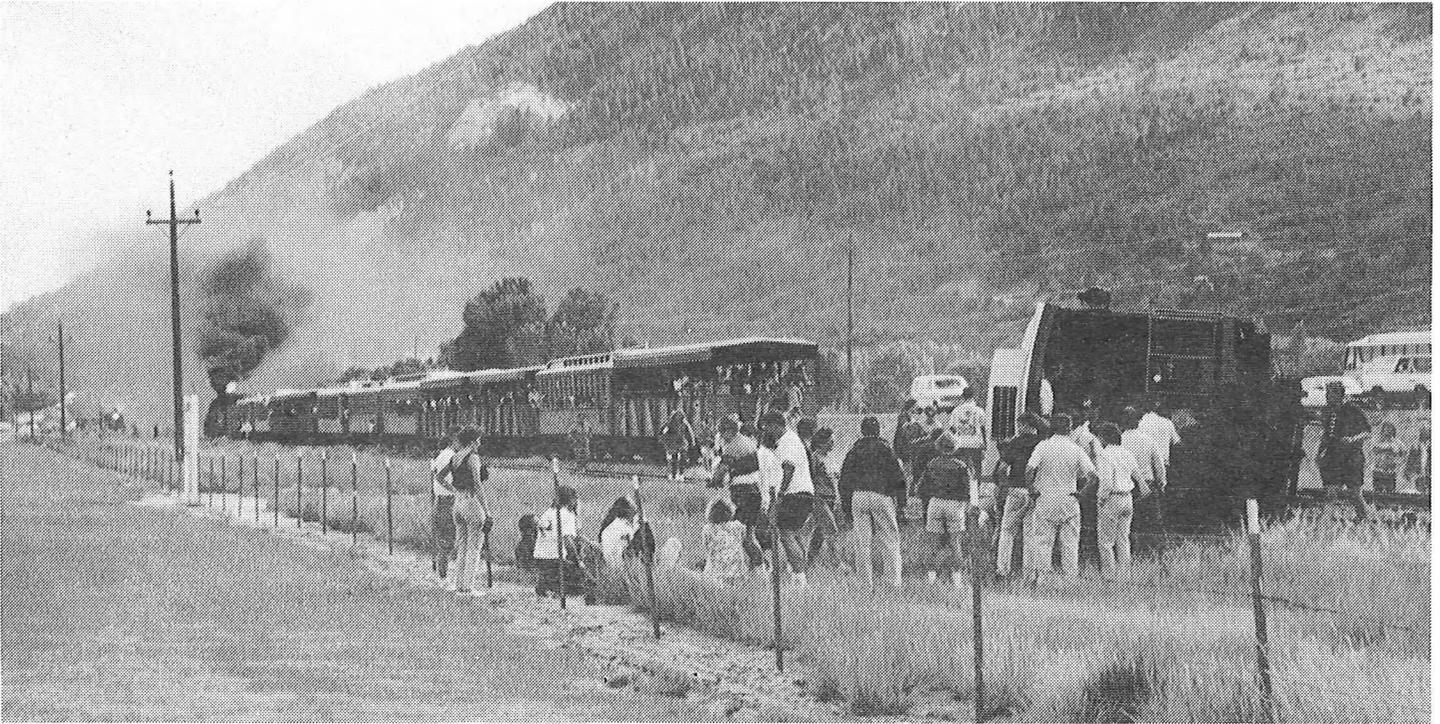
REPORT ON THE DURANGO & SILVERTON NARROW GAUGE RAILROAD TRIP

While some traveled to Durango after arriving in Chama Sunday night, many of us remained in Chama to eat and get a good night's rest before traveling to

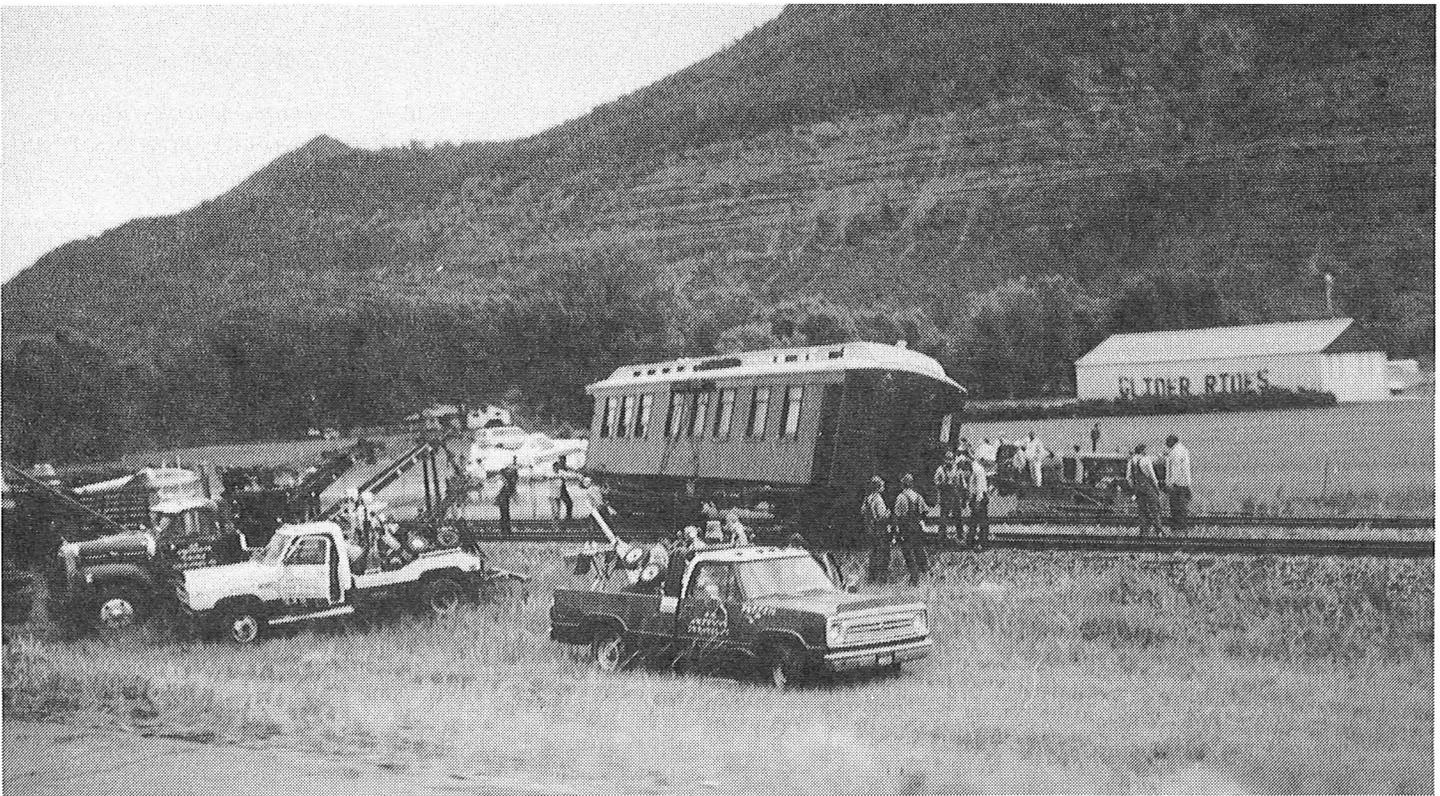
Durango Monday morning.

Nineteen members and friends boarded our reserved car on the 9:30 a.m. train to Silverton. We were delighted to see the NOMAD back in service, although not on a train that day. Our train was pulled by K-37 Number 497 and, again, we were treated to a fine day of weather and train travel. After a hard 12-hour day on Sunday, it was a relaxing pace to Silverton and back and all enjoyed the experience.

Many took advantage of returning from Durango via Red Mountain Pass through Ouray, Montrose and Gunnison, stopping to visit many special railroading spots including the displays at Cimarron, where the D&RGW came out of the Black Canyon of the Gunnison.



*The Cascade Canyon Train can be seen in the distance in the Home Ranch Siding in this view of the August 3, 1991 wreck scene. This gives a good over-all view of the accident scene.
(Doris Osterwald Photograph)*



*The NOMAD is being righted at this point by various wrecking crews. Limited damage was done to the car and it was back in operation by the Club's September 2, 1991 trip.
(Doris Osterwald Photograph)*



Another event on August 3, 1991 was the unveiling ceremonies of the Alva F. Lyons plaque. Here, Amos Cordova, D&SNG RR Vice President (left), is shown with Alva Lyon's daughter, Marty McDaniel and her husband, Darl, at the conclusion of the ceremonies. The plaque reads: In Memory of Alva F. Lyons (1897-1990). Conductor, "The Silverton". His career with the Denver & Rio Grande Western Railroad spanned 51 years from 1915-1966. His vision and perserverance were important factors in saving the Silverton Branch from abandonment in the 1950's. He offered coffee, information and tall tales to mid-century tourists, increasing ridership and winning friends from around the world. Placed by his family and friends in cooperation with the Durango & Silverton Narrow Gauge Railroad, 1991.

(Doris Osterwald Photograph)



THE "G.G.H.S." AND OTHER NEWS

These initials stand for the Galloping Goose Historical Society, the very active group of Dolores historians and railfans that has almost completely renuilt the Rio Grande Southern depot at Dolores. The depot is to serve as a Galloping Goose museum to tell the Rio Grande Southern story. It is fitting that the new depot museum is located just where the original depot stood.

Close by is Goose #5, waiting for repairs



A look at the Telluride Depot restoration as of August, 1991. The depot is reported to be in service by ski season as a restaurant/pub with a local brewery inside. A further report will be forthcoming in the November Rail Report by Bud Lehrer. (Bob Griswold Photograph)

that will bring it to operating condition. This can be done as Goose #3 at Knott's Berry Farm has been in operating condition for years. These two Geese are very similar. All it takes is lots of money and some very old GMC parts. To raise the money, the G.G.H.S. is selling Goose T-shirts for \$15, caps for \$7.50, patches for \$2.50, and even RGS spikes and sections of thirty-pound rail. Interested supporters can contact the G.G.H.S. at P. O. Box 297, Dolores, Colorado 81323.

Across the street from the depot, is the original Rio Grande Southern Hotel, which served the railroad passengers. The hotel now has been declared a National Historic site. After the railroad ceased

operating the Goose to Durango, the hotel became increasingly important to travelers. If a Goose passenger took the "San Juan" to Durango, he had to take a late afternoon bus to Dolores, and this meant staying overnight at the Rio Grande Southern Hotel so he could catch the Goose at the crack of dawn the next morning. The hotel is still a nice, homey place to stay.

Progress on the depot depends on how well the money comes in. Completing the interior of the depot comes first, then restoration of the Goose. Hopefully, enough money will be raised to build some track, likely in the direction of Mancos.

Up at Telluride, the Rio Grande Southern

depot is being rebuilt; this is a commercial venture, and it should be completed by the ski season. The beautiful old depot hasn't looked so good in decades. Goose #4 is on display at Telluride and it is in a sad-looking condition, about the same as Goose #5 looks now.

The Chamber of Commerce at Ridgeway has just completed its new home along Highway 550, and the people are really advertising their Rio Grande Southern heritage. There may even be some rivalry between Dolores and Ridgeway as both towns want to attract the railfan. (Bob Griswold)



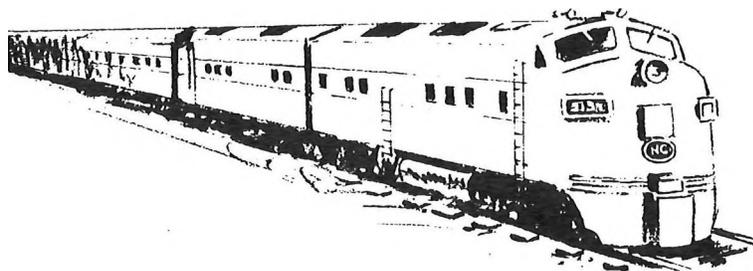
BOOK, VIDEO & AUDIO REVIEWS

WEST FROM OMAHA: A Railroader's Odyssey, by Jack A. Pfeifer. Pacific Fast Mail, P. O. Box 57, Edmonds, Washington. \$59.50.

Fellow Club member, Jack Pfeifer, has done an excellent job of putting together a collection of his photographs covering a forty-year span while he worked as a claims agent for the Union Pacific Railroad at various locations on the system. This gave Jack the opportunity to be "in the right place at the right time."

This book should be of special interest to Club members as Jack traveled to Colorado many times to participate in the Club's trips in the 1950's and 1960's and many of the photographs used in the book come from these excursions, including scenes from the Rio Grande Southern, Great Western and Colorado & Southern. The reviewer had the pleasure of being with Jack on a number of his trips in the area and found it very interesting to view photos in the book that had been taken while I was with him.

I found this to be a very well done publication and highly recommend it for every Western railfan's library. (Bill Gordon)



"THANKS FOR HELP" AND DONATION MADE TO THE RMRRRC EQUIPMENT FUND

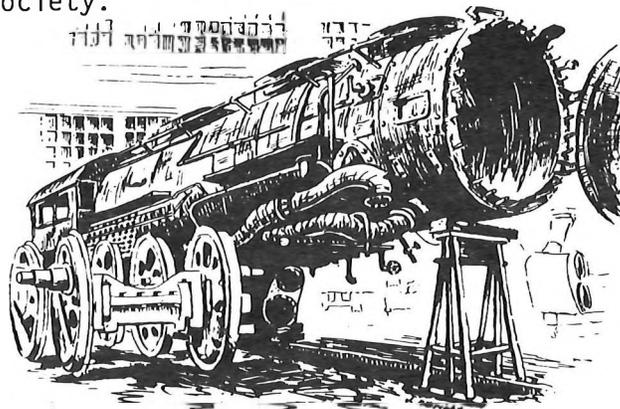
At the September 10, 1991 meeting, former Club President, James L. Ehernberger, made a presentation to Club president, Dave W. Salter, on behalf of the Union Pacific Historical Society. Accompanying letter summed up the purpose:

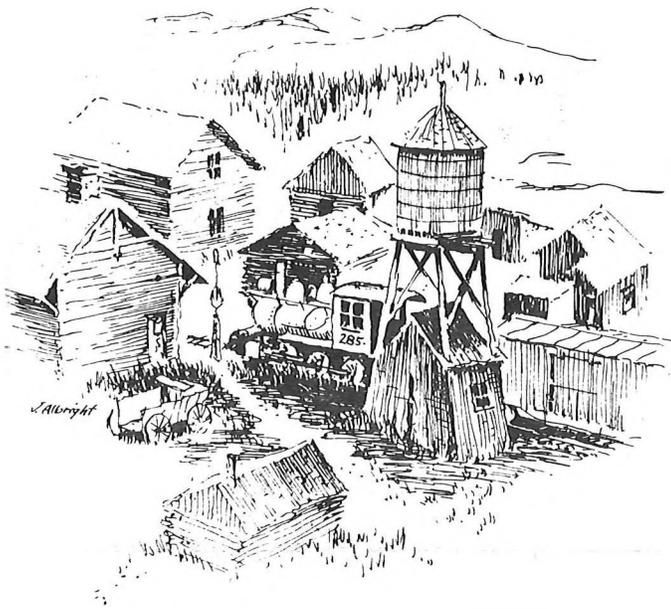
"The Union Pacific Historical Society wishes to thank the Rocky Mountain Railroad Club for their assistance in making our May 18-19 excursion trip between Salt Lake and Cheyenne a complete success.

We wish to express our thanks for the Club's outstanding cooperation by including our trip brochures with the newsletter and for the use of certain Club equipment on this excursion. We also want to thank all of those Club members and friends of the Club who rode or worked for us on this train.

On behalf of the Society, it is with great pleasure for me to present the Rocky Mountain Railroad Club with this check in the amount of \$200.00 for the equipment restoration fund as a token of our appreciation."

Our thanks to the Union Pacific Historical Society.





PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the September 10, 1991 meeting are as follows:

Sandy McCulloh / Highball by Beebe

Ron Gabel / Railroad Maps of the West

Jim Bratton / Official Railway Guide--
September, 1975

Bud Lehrer / UP System Timetable No. 7

Don Vancil / Set of Timetables, etc.

Alan Wise / C&TS Poster: System Map

Lorin Weed / Set of Railfan/TRAINS mags.

Doug Gorton / Passenger Train Annual No. 4

Mike Gailus / Framed Photograph: Colorado Central

Ed Dickens / Trolley Car Treasury

If members have items they wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

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.

FOR SALE: Selling complete collection of railroad books (mostly hardbound), belt buckles (many collector's editions), and, HO-scale model railroading equipment. John Holzman, 4120 Tennyson, Denver, CO 80212, or, call (303) 433-1046.



ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

ROGER CALLENDER
2573 S. WILLIAMS ST.
DENVER, CO 80210

DATED MATERIAL