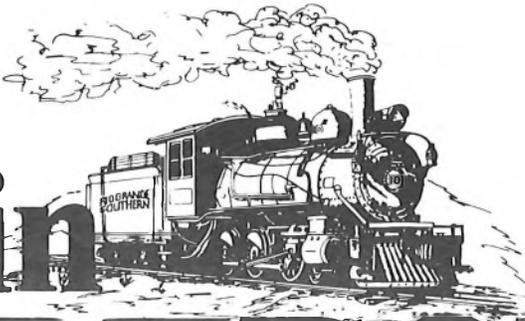


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

October 15, 1994 -- 6:00 p.m.

ANNUAL BANQUET

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
Roger Callender..... President
Sherm Connors..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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, 1994 Rail Report is due no later than October 11, 1994!!

OCTOBER 15 PROGRAM— ANNUAL BANQUET

Dick Kreck, popular columnist for the Denver Post, will present a slide program and talk about the Denver Post's Cheyenne Frontier Days Train from its inception to modern times.

October, 1994..... No. 421
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 \$24.00 (\$20.00 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 \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

PUBLISHER'S STATEMENT

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SEPTEMBER PROGRAM



Bob Andrews presented a slide program featuring photos from his personal as well as other's collections under the title of "The Steam Motive Power of the Rio Grande Railroad." Shown in the program was an example of every class of steam locomotive used on the Rio Grande narrow and standard gauges. Our thanks to Bob for this informative and interesting program.

NEW MEMBERS

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

Will Cheshire	Lakewood, CO
L. J. Porter	Lakewood, CO

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

Bill Turney, 5/11/94	Santa Fe, NM
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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 Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

1994 SCHEDULE OF EVENTS

October 8	Manitou & Pike's Peak Tour
October 15	ANNUAL BANQUET
November 5*	Denver Union Station Tour
November 8	Regular Monthly Meeting
December 13	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

ELECTIONS

Please begin to think about submitting nominations for the Club's officers and board of directors for 1995.

The nomination committee, made up of the hold-over board members, is composed of the following three men: Keith Goodrich, Bill Gould and John "Chip" Sherman. 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 for officers or board members, 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.

REMINDER

VIDEO POTPOURRI NIGHT

Last Chance to be involved in the Club's first Video Potpourri Night at the November 8, 1994 meeting.

Details have been provided in previous Rail Reports so we will not waste space again this month. If you wish to be involved, please refer to the previous information in the newsletters and contact Sherm Connors or Erwin Chaim before the October 15th cut-off date. Messages may be left on the Club's telephone answering machine. DO NOT hesitate! You will have only a few days to act after you receive this month's issue of the Rail Report.



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: D.C. TRAVELER/Club member seeks hotel recommendation at or near Washington D.C. Union Station. Please write Robert Fryml, P. O. Box 1262, Cheyenne, WY 82003.

FOR SALE: 22-pound box of RPO route schedules, RPO clerk instructions, passenger train schedules and maps for virtually all U.S. and Canadian passenger trains--1950's and 1960's. For more information contact: Leonard McCabe, 1249 No. Calaveras Street, Fresno, California 93728-2001.

WANTED: Video of Jim Trowbridge Freight Train of August 30, 1994. Willing to pay for video. Dan Higlin, 3307 Newton, Denver, Colorado 80211.

DENVER UNION STATION TOUR

Mac McSpadden, General Manager of the Denver Union Terminal Company, has generously offered to personally guide Club members through the newly rebuilt, and, original facilities of Denver's Union Rail Station. If you haven't seen it in a number of years, you will not believe the changes. Being of special nature, our private tour will be limited to 50 people, divided into two groups.

In conjunction with this tour, we will have the opportunity to visit the two model railroad clubs that are located in the basement of Denver Union Station. These two groups [The Denver Society of Model Railroaders (O-Scale) and The Platte Valley HO Club (HO-Scale)] have arranged a private showing for our pleasure and enjoyment. While one group of 25 is touring Denver Union Station, the other group will have ample time to view these two outstanding layouts.

The cost of the tour is \$6.00 per person. \$4.00 of this amount will be earmarked as contributions to our hosts for their generosity. Since we have no "regular" meeting in October, all tickets will be sold by mail. Orders will be processed on a first-come, first-served basis.

Orders should be sent to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 So. Elizabeth Street, Denver, Colorado 80209. Please enclose, with your check or money order, a stamped, self-addressed #10 (long-sized) envelope. Complete information will be sent to you along with your tickets.

DENVER UNION STATION TOUR

Ticket Order

Saturday, November 5, 1994

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____



The date is August 30, 1994, and an exciting event is taking place as a double-header is topping the hill at Cumbres on the Cumbres & Toltec Scenic Railroad. Newly refurbished K-27, #463, acts as helper to the Jim Trowbridge Freight Train, organized in conjunction with the 14th National Narrow Gauge Convention, Denver, Colorado, August 31 through Sept. 3, 1994. Road engine, K-37, #497, completes the locomotive power ahead of the mixed train featuring the newly restored UTLX tank cars. No. 463 will become the road engine for this 18-car freight and passenger train and will make a Big Horn Wye turn.

(Jim Trowbridge Photograph)

14TH NATIONAL NARROW GAUGE CONVENTION

Your editor was blessed with over a week of narrow gauge railroading during the latter part of August through the first part of September. With the 14th National Narrow Gauge Convention being held in Denver (August 31--September 3, 1994) this year, arrangements were made for special trains on the narrow gauge to start the week's activities. The annual Jim Trowbridge Freight Train was held on Saturday and Sunday, August 27 and 28th. This was the first opportunity for your editor to use the K-27, #463 in one of his special trains. Along with the UTLX tank cars, this turned out to be one of the very best, if not the best,

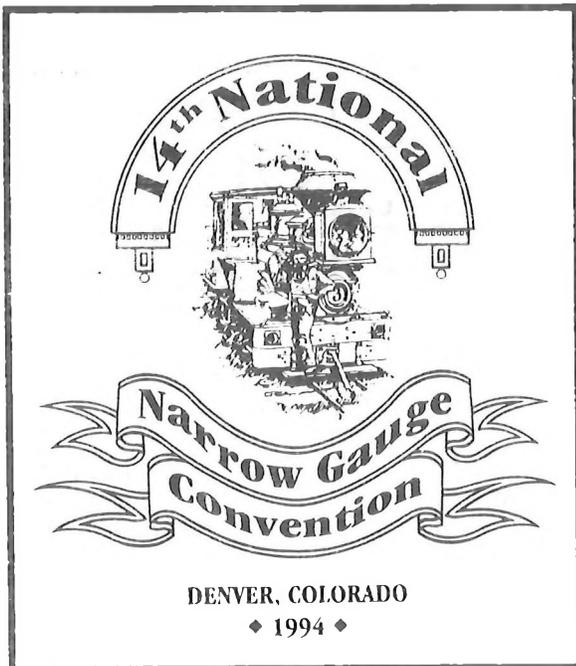
**Cumbres
& Toltec Scenic
Railroad**

excursion on the C&TS. This engine is a real jewel and performs just about perfectly! It is a real tribute to the C&TS personnel and management for the quality restoration on this piece of equipment!!

While your editor was "playing" on the C&TS, others were being treated to a special freight/passenger event on the Durango &



Have you ever wondered what it was like to ride in the cupola of a Rio Grande narrow gauge caboose, watching your freight consist for problems such as "hot boxes" while plying the rails over the San Juan extension? Well, this photograph, taken on August 30, 1994, gives you an idea of what you would see. We are in the Osier area and it could have been August of 1940's.
 (Jim Trowbridge Photograph)



Silverton NG RR, Sunday, August 28th. Two separate trains were provided and a wonderful day of training was reported by those who rode this excursion.



A private charter of the NOMAD on the D&SNG on Monday, August 29th provided some rest and relaxation before we returned to Chama for the Big Horn Wye excursion on the C&TS. An 18-car train was made up to provide a mixed consist for the Convention Special. K-27, #463 and K-37, #497 were matched for fun to show the size comparison. Both locomotives were relettered "Rio Grande" for



Prior to the August 30th Convention Train, Jim's annual "Jim Trowbridge Freight Train" is seen here on Saturday, August 27, 1994, pulling into Cresco to take on water. The star of this year's freight train was K-27, #463, backlettered to "Rio Grande." It was a wonderful adventure to use this engine and the UTLX tank cars for a short (and sweet) consist. This engine has certainly become the jewel of the C&TS locomotive roster.

(Jim Trowbridge Photograph)

this event. The day started out overcast and some slight drizzle, providing some spectacular photography! At Cumbres, the sun came out and provided a wonderful day to play with the #463.

We headed up to Denver on Wednesday to register for the Convention which started that evening. The Holiday Inn at Chambers and I-70 provided the Convention space and a part of the needed rooms. Those who have attended other events at this facility know what space is available for such shows. The manufacturers' room was occupied by over 200 tables featuring just about everyone who is anyone in narrow gauge modeling as well as other suppliers in the industry. Putting us modelers into this environment was like turning kids loose in a candy

store without restraints! In addition to manufacturers, there was an outstanding display of working modular layouts from H0n3 to Sn3 to On3.

Quite a number of clinics and programs were available and over 20 layouts (including your editor's H0n3, Colorado & Western) were provided for our enjoyment. With the clinics programs, layouts, historical sites and the Colorado Railroad Museum, the Convention registrants were kept very busy. All had a great time (approximately 1,100). The next Narrow Gauge Conventions to be held in Colorado include Durango in 1996 and Colorado Springs in 1998.





Rail once again rests on the roadbed of the famous Denver, South Park & Pacific Railroad as a stretch of track is laid in front of the Alpine Tunnel Station at the west portal of the Alpine Tunnel on August 19-20, 1994. (Ron Keiser Photograph)

ALPINE TUNNEL HAPPENINGS

by Ron Keiser

During the weekend of August 19 & 20, 1994, a little bit of Colorado railroad history was re-born. Spearheaded by National Forest Service member, Ray Rossman, RMRRRC member, Ron Keiser, his wife Barb, and several other Forest Service members, a short stretch of narrow gauge track was laid at the west portal of the Alpine Tunnel as part of the "Passport in Time" historical renovation project.

Approximately ninety feet of the original 30 and 40 pound rail pulled out of the area was laid on 7 foot ties (yes, the original DSP&P track was on 7 foot ties) in front of the recently restored Alpine Tunnel Station. The Forest Service has also obtained an ex-D&RGW work box car body which will rest on trucks--hopefully to be

donated by the Durango & Silverton N.G. RR. This car will be placed on the new track as a permanent display. This track is actually located on the roadbed of what was the passing siding, as the main line grade will be kept clear for access to the tunnel itself.

At the same time the track project was taking place, members of the Mile High Jeep Club were busy pulling old snowshed timbers out of the tunnel entrance. It is hoped that the timbers, rocks and other debris can be cleared to restore the tunnel entrance so that visitors can actually enter the tunnel for a short distance and view the interior construction as well as the original track, which is still in place inside the tunnel.

The following weekend, another 30 feet of track was added to original 90 feet, as well as ballasting--thanks to the Boulder

Model Railroad Club. Handicap access ramps crossing the track and providing access to the station buildings have also been added.



On August 20, 1994, Rocky Mountain Railroad Club members and guests pause at the Ames Monument, located a short distance from the site of Sherman, highest point on the trans-continental railroad.
(Rich Dais Photograph)

SHERMAN HILL AND MORE: THE '94 RMRRC FIELD TRIP

by Keith Kirby

Saturday, August 20, 1994, the Rocky Mountain Railroad Club returned to Sherman Hill for its annual summer hike. This year is the 125th anniversary of the completion of the first transcontinental railroad, so it seemed appropriate that we again visit historic Sherman Hill.

In July of 1986 Jack Morison, Jim



Ranniger and Carl Carlson led an outstanding hike to this historic site. At that time we visited the location of the west end of Dale Creek Trestle. This year we were able to visit the east end. We were very fortunate to have Mrs. Dixie Mathisen and her daughter Amber join us. Mrs. Mathisen is a member of the family who owns the Dale Creek Bridge site. They have had connections with Sherman Hill since the time of the construction of the original Union Pacific railroad in the 1860's. As we walked from the cars to the trestle site, she pointed out the many drill holes made in the solid granite cut that leads to the bridge site.

Still visible are footings and the west bridge abutment. Mrs. Mathisen told us how her grandmother told her about walking across the original wooden trestle when she was a little girl. Mrs. Mathisen is happy to give guided tours to railfans for a modest fee. She may be reached by phone at (307) 742-6049, or by mail at:

Tressle Tours
Dixie B. Mathisen
P.O. Box 1127
Laramie, WY 82070

We were particularly lucky to have club member Jim Ehernberger participate in our hike. Jim, as I'm sure you all know, "wrote the book", literally, on Sherman Hill. Still available in some book stores, **Sherman Hill**, by James L. Ehernberger and Francis G. Gschwind, is a must for any railfan's library. From the east end of the bridge, in the distance, we could see a freight train pass on the relocated mainline used by the Union Pacific today. Jim pointed out that the line in use today is actually longer, but the grade is easier.

The original wooden trestle was replaced with an iron structure. Jim shared with us pictures of this bridge. It looked very flimsy, and in fact there were guard houses at either end. Guards would not let trains pass if the wind was too high. Mrs. Mathisen observed that the track must have been closed much of the time considering how much the wind blows in Wyoming. After a fire damaged the second bridge, a third was built on the site. This lasted until about 1901 when it was decided to relocate the mainline. Jim said that there were two reasons for this. One was that the new alignment was on an easier grade and the other was that the weight of the heavier locomotives that were coming into service would have required strengthening or replacement of the 707-foot-long, 127-foot-high bridge.

From Dale Creek we traveled to the site of

the old railroad town of Sherman, and the location of the Ames Monument. Sherman was located at the highest point on the transcontinental railroad. It often surprises people how high Sherman is. It is 1,224 feet higher than Donner Summit in the Sierras. In fact, Sherman is about 300 feet higher than Aspen, Colorado. At one time Sherman had a five-stall roundhouse. The remains of the turntable pit and the footings of the stalls can still be seen. Located a short distance from the site of Sherman is the Ames Monument. Completed at a cost of \$65,000 in 1882, it is a memorial to Oakes and Oliver Ames. Oliver Ames was the president of the Union Pacific in 1869 when the transcontinental railroad was completed. Along with his brother Oakes, Oliver was instrumental in arranging the financing of the railroad. The impressive 65-foot-tall pyramid was designed by the noted architect Henry H. Richardson. When the railroad was relocated in 1901, some thought was given to moving the monument, but nothing was done and it remains on the top of this windswept hill several miles from the current Union Pacific mainline.

After exploring the Sherman summit it was time for lunch. As usual Jim, Lil, and Bruce Ranniger and their excellent commissary crew served us an outstanding lunch. Chuck and Sue Baker, Cathy Lawry, Barbara Sausa, Jerry Swimmer, and Yolanda Valdez got the nearly 70 people in our group served most efficiently. Jim and Jerry looked particularly professional in their high, white chef hats. Two beautifully decorated cakes, representing the much missed Rio Grande Zephyr cars *Silver Sky* and *Silver Banquet*, were served with best wishes to club members Cyndi Trombly and Ardie Schoeniger. Cyndi and Ardie were celebrating their tenth anniversary and Ardie was celebrating a milestone birthday as well. I won't

mention which one, but it rhymes with "nifty!"

After lunch we traveled to Cheyenne. Jim Ehernberger gave us an exclusive look inside the Cheyenne depot. The depot is currently being renovated to house the new Wyoming Transportation Museum. We were able to go inside the structure, which was built in 1882 and added on to in 1922. Jim showed us pictures of the interior as it appeared in the 1920's. The plans are to restore the interior of the former waiting room to this appearance. The second floor of the building will house exhibits which will depict transportation across Wyoming from the first residents of the prairie, through the coming of the railroad, to the airplane and beyond. Jim stated that these exhibits will be done with the latest technology and even allow the visitor to interact with them. It should be very exciting and we are all looking forward to a return trip to Cheyenne to see the "after" now that we have seen the "before."

Finally late that afternoon our group dispersed and began returning to their various homes which included locations as far away as Michigan and California. It was a most successful day. (How often does the wind **NOT** blow for an entire day in Wyoming.) Rich and I would like to again thank all those who helped us scout and plan this trip. Jack Morison's suggestions were very valuable. We would also like to thank all those who attended. You are a great group! We'd be happy to have you follow us anywhere!

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

MORRISON KNUDSEN MK5000C LOCOMOTIVE INTRODUCED AT DENVER UNION STATION. MK Rail rolled out the MK5000C units, 501, 502 and 503, to the public at Denver Union Station on September 12, 1994. Denver's Mayor,

Wellington Webb, whose father worked for the Chicago & North Western, was one of the invited dignitaries.

Serving as the speaker's platform, was the Southern Pacific's (ex-D&RGW) business car KANSAS, #100. The KANSAS was parked on Union Station's track TWO. The clean, new MK5000C's came in from the north end on the newly completed track ONE. Invited guests were then provided tours of the locomotives.

Clean power, and lots of it, is a distinctive feature of Morrison Knudsen (MK) Rail's MK5000C high horsepower freight locomotive. This power is supplied by one of the largest diesel engines to go into railroad service--the Caterpillar 5,000 HP 12 cylinder model 3612 diesel.

The existence of this U.S.-built, advanced design diesel gave substance to the MK Rail and Caterpillar alliance. Since 1985, the 3612 and other engines in the Caterpillar 3600 Engine Family have logged nearly 5 million operating hours in a variety of tough electric power generation, marine, and industrial applications worldwide.

SOUTHERN PACIFIC STARTS NEW TACONITE TRAIN THROUGH COLORADO. SP commenced their new Minnesota to Geneva Steel Company (at Vineyard, UT) taconite and coal train service in late August, 1994. These trains are being routed via Tennessee Pass between Pueblo and Grand Junction, Colorado. Watch for train symbol MNGVC (Minnesota to Geneva, coal). The trains carry taconite west, and return east with coal.

Power for the trains is reported to be SD70's and the General Electric Dash 9-44CW's (8100 series). One train had six new SD70's on the point, with four D&RGW SD40T-2's cut into the train crossing Tennessee Pass. (Mark Bau)

UNDER SIEGE II MOVIE TRAIN SPARKS 200-ACRE BLAZE ALONG SOUTHERN PACIFIC'S ROCKY MOUNTAIN FRONT RANGE. The Warner Brothers Productions owned Under Siege II movie train blazed its way into the headlines on August 23, 1994. The two Filmore & Western Short Line Enterprises, Ltd., owned ex-Alaska Railroad GP-7's #1804 and 1810 and its eight car train were making a test run

from Denver to Phippsburg, Colorado, over the Southern Pacific (SP). Starting at Chem Spur west of Leyden siding, the movie train's GP-7 #1810, which had no spark arrestors, started setting fires in the dry grass along the tracks. Fortunately, the local with GP-30 #3011 was at Chem Spur. Its crew attempted to extinguish the fire and radioed for fire fighting equipment. They were unable to control the fire themselves.

Meantime, the movie train continued west setting more fires as it climbed the Colorado Rockies Front Range. Some thirteen individual fires eventually erupted, two blazes raged out of control--requiring U.S. Forest Service assistance and air water drops.

One blaze occurred at Southern Pacific's tunnel #1 on the west side. Southerly winds quickly fanned the fire up the hill. The movie train was stopped at Plainview. There, SP officials had the engines shut down, a helper set sent up and coupled to the rear end, and the train pulled back to Denver Union Station, Denver, Colorado. Fortunately, no buildings, cattle, or other property was harmed as a result of the fires.

The film, Under Siege II, starring Steven Siegel, will start filming at various locations along the SP's old Denver & Rio Grande Western Railroad in September, 1994. The plot will involve a rail related theme

which requires two locomotives and a passenger train. The film's exterior scenes are being done amongst the Colorado Rockies. Watch for the train on Southern Pacific's ex-D&RGW, Arvada to Moffat Tunnel line, Minturn and at Parshall, CO.

The two GP-7's were moved to Burlington Northern's 23rd Street Diesel Shop in Denver, CO, in late August. Needed spark arrestors were added, electrical work performed, and a cab heater fixed--all in less than a week's time. The units were moved to Denver Union Station again, August 30th, and tested by Southern Pacific on August 31st. They made another test run from Denver to Bond, Colorado, over the SP on September 1, 1994.

September 12th, the train, lettered Grand Continental, departed Denver for Kremmling, Colorado, near where filming is to take place for Under Siege II. A flat car on the rear of the train carried fans and film production equipment. HLCX SD40-2CLC #6100 was leased by the film production company to provide protection power. All three units were operational as the train climbed the Colorado Rockies Front Range. (Dr. Five Chime, Darrell Arndt, C.W., and the Colorado Zephyr)



ROCKY MOUNTAIN



RAILROAD CLUB



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