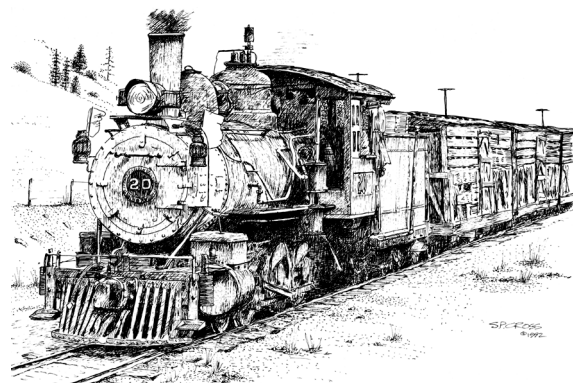


ROCKY MOUNTAIN RAIL REPORT



JULY 2002

No. 514

ROCKY MOUNTAIN RAILROAD CLUB

The Old Colorado & Southern and Engine #9

Presented By Pat Mauro

July 9, 2002 • 7:30 PM

Pat Mauro will present a video made from a black and white film by Helen McGraw Tatum. On April 9, 1937, Helen was on train #70. This was the last passenger train run to Leadville from Denver Union Terminal on the old South Park branch of the Colorado & Southern. Helen filmed the entire trip from Denver to Leadville. In the 1950s, Helen added a sound track to the film. She synchronized sound recordings from engine #41 at Knott's Berry Farm in California to the silent film. She traveled around the country showing the film to various groups until she died in 1995.

The South Park was significant to Helen for a number of reasons. Her grandfather worked laying track in 1878. She lived in Bailey, a South Park station stop. Later she donated Morrow Mountain land in Bailey for a park which bears her name. Helen was also an honorary member of the Rocky Mountain Railroad Club.

Pat Mauro has been a member of the Club for seven years. His main railfan interest is the South Park line. He was influential in "persuading" us to do two weekends of work on Kenosha Pass in 2000 for our annual service project. Pat is also the vice-president of the Park County Historical Society.

We will meet in the southwest wing of Christ Episcopal Church in Barnes Hall, 2950 South University Boulevard at Bates Avenue. Off-street parking is available at the rear of the building, east of the meeting hall. Please use the building's south entrance. Guests are always welcome to attend the meeting.

Join Us On July 13th and 14th For The Club Service Project In The Alpine Tunnel Historic District

By Bob Wilson

The weekend of July 13-14, 2002, is a special opportunity for Rocky Mountain Railroad Club members to help preserve and learn about Colorado railroad history.

Continued on page 3, column 1

Come Out To The Colorado Railroad Museum On July 27th and 28th For The Club Work Weekend

By Bob Tully

This year we are requesting assistance in improving the condition of the C&S boxcar used as our tool and supply shop. With your help I believe we can complete

Continued on page 8, column 2

2002 Events Schedule

July 13 and 14 Event:	Club Service Project
July 21 Trip:	UP 3985 Steam to Cheyenne
July 27 and 28 Event	Club Equipment Work Weekend
August 3 Event:	Rollins Pass Walking Tour
August 13 Meeting:	RMRRRC 1984 Chicago Tour
September 10 Meeting:	The Super Chief
September 27 to 29 Trip:	Crawford Hill Trip
September 28 Event:	D&IM Car #25 Roll Out and Operation
October 12 Event:	Annual Banquet
November 12 Meeting:	Video Potpourri
December 10 Meeting:	Christmas Card Memories

2003 Events Schedule

January 14 Meeting:	To be announced
February 11 Meeting:	To be announced

The deadline for items to be included in the August Rail Report is 7/22/02.

From The President A Special Message For UP 3985 Steam Trip Passengers

By Mike Gailus

This is an important column this month, as our UP 3985 steam special is running on July 21st and we are distributing the *Rail Report* to all on board. I would like to welcome all members and guests aboard this historic and unique train. We have gone all out as a club to make this a first class trip experience for you. Those of you riding the UP 3985 steam train this month are the privileged few to do so this year.

Last month, I happened to be in Rochelle, Illinois, on business and was able to break away at lunchtime and watch this breathtaking engine roll through town on her way to Chicago. The local paper estimated about 2,500 people turned out to watch the 3985 engine. I heard many comments by people wishing they could ride behind this grand engine.

Grandparents wanted to take their grandchildren and let them experience train travel that was commonplace in their day. The steam train is a rolling education and experience for our future generations thanks to the Union Pacific who provides funds to keep the steam program alive.

The Rocky Mountain Railroad Club held its first meeting in 1938 and has sponsored many excellent rail fan trips over the past six decades. I would like to invite you to give the Rocky Mountain Railroad Club a trial run, if you are not already a member. The club will send you the *Rail Report* for the rest of the year at no charge. See what is going on in the Mountain States and the

activities we offer. Located elsewhere in this *Rail Report* is a membership application, fill it out, write on top of it "Guest Membership" and turn it in to your car host. We will mail you the *Rail Report* free for the rest of the year.

One of the many benefits of RMRRC membership is that members receive advance notice to sign up for trips like the UP 3985 before we advertise it to the public. That is how most of the dome seats are sold, before we go public.

Sign up today and keep up on railroading in the Rockies. By the way, this offer is good for anyone, so if you are a member and your neighbor isn't, pass along this offer. Just mail us the application to our address on the application.

I am writing my column today from room 13 in car 0529 on Amtrak Train number 5, the California Zephyr, on my way back to Denver. We have just pulled out of the Ottumwa, IA, station and we are headed west bound on track one. I figured I should get in another "one more last ride" on Amtrak if the US Congress doesn't fund it this year. As I sit here and watch mile after mile of cornfields, I find it relaxing and a good way to relieve work related stress. I hope your trip on the UP 3985 will be exciting and relaxing also. If you should have any questions or comments, please contact your car host, and thanks for riding with us on the train.

Preserving Colorado Railroad History Since 1938

By Bob Wilson

"Preserving Colorado Railroad History Since 1938" are words countless travelers will see in the future at Denver Union Station (DUS). Your Board of Directors voted to donate \$1,000.00 for the first 12 by 12 inch granite brick "paver" with these words engraved below a version of our Club logo.

Our support of the All Aboard DUS

restoration project will advertise the Club's mission of preservation and help restore this beautiful railroad station to its former glory. During the upcoming DUS restoration, this paver will be placed outside the entrance. Project officials promise us a prominent position next to other bricks and pavers purchased by other organizations and people interested in our rich Rocky Mountain railroad history.

Publishers Statement Rocky Mountain Rail Report

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Club Information

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Club Phone: 303-979-2806

Club Website:
<http://www.rockymtnrclub.org>

Membership Information

Membership in the Rocky Mountain Railroad Club may be obtained by sending the annual dues to the attention of the membership chairperson at the club address listed above. Regular membership dues are \$25.00. Overseas regular membership dues are \$40.00. A sustaining membership is available by adding \$15.00 to any membership category. An associate membership for spouses and children is also available for \$12.00 per year. Members joining after April may send a payment of \$2.00 for each month remaining in the year.

Club Officers

President	Mike Gailus
Vice President	Steve Mason
Secretary	Frend John Miner
Treasurer	Frend John Miner

Newsletter Contributions

Newsletter contributions and items for publication should be sent to:

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PO Box 620579
Littleton, CO 80162-0579

Fax: 303-978-0402
E-mail: selectimag@aol.com

Steve Cross at Colorado Railroad Graphics (303-699-9174) provided the drawing of club engine number 20 for the *Rail Report* cover. Other railroad artwork is available.

Foundation Fund Raiser

By Roger Sherman

The Foundation is selling chances to win a copy of *The Memorial Edition of The Denver, South Park and Pacific*. Each chance to win the book is \$5.00 and all proceeds go to the restoration of D&IM Car #25. The cut off date for tickets has been extended by the Board. The winner will be drawn at the August 13th regular meeting.

This is a golden opportunity to get a chance to win an out-of-print book for a mere \$5.00! Buy Now! Buy chances at the meeting or by mail. Send your check or credit card information indicating the number of chances you would like for the special raffle.

Crawford Hill Trip

By Dave Goss

Join us on September 27, 28 and 29 as the Rocky Mountain Railroad Club explores the former Alliance Division of the Chicago, Burlington & Quincy. We will leave Denver Friday morning via motor coach for a leisurely trip to Sterling, CO, Sidney, NE (including a visit to Cabela's) and Northport, NE. We will visit historic locations and photograph some of the exciting Powder River Basin coal traffic that comes through this section of Nebraska.

We'll spend the first night in Scottsbluff and the next morning leave for South Morrill, Crawford, Crawford Hill and Alliance, Nebraska. We'll see the

double-track bypass around the abandoned Belmont Tunnel and the curve at Breezy Point. We'll spend Saturday night in Alliance.

The next day we'll visit the BNSF facilities at Alliance before we return to Denver. Our route back will be through Sidney and Kimball, NE, and Ft. Morgan, CO. The price of the trip will include transportation, accommodations for single or double occupancy, selected meals and snacks. There will plenty of rest and meal stops. The flyer in the August *Rail Report* will provide more details and pricing. Don't forget to mark your calendars today for this special excursion in September.

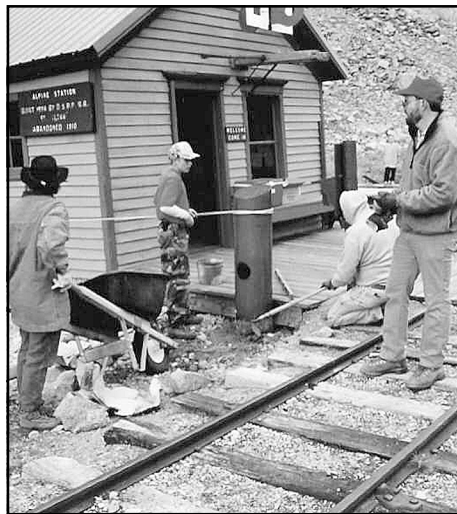
Club Service Project – The Alpine Tunnel Historic District

Continued From Page 1, Column 1

This year's project will involve track and other lighter-duty work along the Alpine Tunnel Historic District at Sherrod Loop, or the west portal of the Alpine Tunnel. Light-duty jobs are always available, or just attend and learn. All sites were once on the fabled Denver, South Park and Pacific Railroad. Ray Rossman, the driving force for recent restoration work, is working with the Club on this service project. As part of the education portion of this project, Ray will share his vast knowledge of the Alpine Tunnel and the historic district.

The Historic District starts on the South Park right-of-way near Pitkin, Colorado, 25 miles from Gunnison. Pitkin can be reached entirely on paved roads. The road from Pitkin to any of the possible project sites can be reached in a passenger car with care. Rides in trucks or SUV's driven by other volunteers can most likely be arranged between Club members.

To help promote fellowship on the project, we will have a group dinner on Saturday night at Quartz Campground near Pitkin. The RMRRRC will supply soft drinks, salads, and a gas grill to cook on. Volunteers should bring their own meat for grilling or other main dish. Long-time Alpine Tunnel volunteers Beverly and



Volunteers working around the telegraph station at the West Portal of the Alpine Tunnel. – Photo © Dave Goss.

Kenny Brown have invited all volunteers (and partners) to their beautiful new home in Pitkin for a RMRRRC-sponsored breakfast on Sunday morning. Volunteers should bring their own lunches, water and other supplies for work and education at high altitudes. The Club will supply soft drinks for lunches. Pitkin has one general store for supplies.

Members should make their own arrangements for lodging. Lodging in Pitkin is available at the time of writing,

(www.pitkincolorado.com). At the Pitkin Hotel where I will spend Saturday night, accommodations cost from \$14 per night for a bunk to \$30 and more for a room. Leave a message on the Club telephone (303-979-2806) if you do not have Internet access. Gunnison has many hotels and motels. Five free campsites at the Quartz Campground near Pitkin have been reserved for volunteers and four remain. To reserve a campsite leave a message on the Club telephone or e-mail me at bwilson@rmi.net. First come, first served. Other camping sites may be available from the Forest Service.

For more information on the Alpine Tunnel, see the link in the Pitkin website listed above or the several excellent books on the Denver South Park and Pacific.

If the Gunnison Forest is closed because of fire or other dangers, the project will be canceled. Be sure to register with me via the Club telephone or my e-mail. If you have questions, leave a message on the Club telephone or send me an e-mail (bwilson@rmi.net).

Please register today and join us for this educational service project to a beautiful and historic part of the route of the South Park.

OS Colorado

Current Railroad Happenings

By Chip Sherman

“OS” are the initials for On the Sheets, a reference to what station agents did to notify the train dispatcher that a train had passed his/her station and been noted on the train register. OS Colorado is a joint effort to note the rail activities occurring in and around Colorado.

Cumbres & Toltec Scenic Railway To Open with Modified Schedule

The Cumbres & Toltec Scenic Railroad opened its 32nd season on May 25. The season opened with a modified schedule. The schedule was implemented due to railbed enhancement work needed at two locations on the railroad line. The need to accomplish these enhancements before operating passenger service over these two locations was identified during Federal Railroad Administration (FRA) railbed inspections. The FRA condemned two portions of the Railway. A clean up train with C&TS engines 497 and 487 moved all the passenger equipment on hand at Antonito, CO, towards Chama, NM, in mid-May.

The two locations needing work were about three quarters of a mile west of, and about two and one-half miles east of, Osier, Colorado, where the trains normally make their lunch stop. The improvements at these two locations were part of a multi-year track upgrade program that started in 2000 with funding provided by the United States Economic Development Administration and the states of Colorado and New Mexico, which own the railroad. It is estimated that this work, already underway, will take several weeks to complete. Until the work is completed, all Cumbres & Toltec Scenic Railroad trips will originate from and terminate in Chama, New Mexico.

Further details concerning the revised schedule will be provided by the railroad operating company, the Rio Grande Railway Preservation Corporation, 505-756-2151. –*Friends of the C&TS*

Editor's note: Due to the extreme fire danger, Cumbres and Toltec operations were shut down on June 7 when New



BNSF unit coal trackage rights train descends the Colorado Front Range near Leyden Siding, Arvada, CO, on April 28, 2002. BNSF SD70MAC 8896 was followed by KCS AC4400CW's, the first one being KCS 2001. – Photo © Andrew Wirth.



The afternoon of June 10, 2002, saw a 16-car Union Pacific “Energy Special” leave Denver towards a night layover at Grand Junction, CO. The next day the train continued to Salt Lake City, UT. UP SD70M 4926 was the sole power on the customer special seen at Tennyson Street northwest of Denver, CO. – Photo © C.W. Edinger.

Mexico's Carson National Forest was closed to all use.

KS, but don't think a whole lot of that was directly related to train length.

–JAA

Long Amtrak Southwest Chief

Amtrak's train 3, the westbound Southwest Chief, set a new record for train length (outside of Auto-Train), I believe: 45 cars between DeSoto, KS and Albuquerque. The train had five P42's, all elephant style in the Amtrak wave colors. The train transversed BNSF rails across Kansas, Colorado and New Mexico on 5/17/02.

Amtrak has run several Southwest Chief's at 40 cars or more, including 43 cars, but I think this is the first to reach what I believe is the maximum count. It was slightly over 2 hours late at Garden City,

BNSF in Grand Junction

BNSF gained trackage rights from the UP/Southern Pacific merger back in 1996. BNSF keeps a pair of engines in the Grand Junction, CO, area. They switch east at Grand Valley (Parachute) at the American Soda plant, and generally run up to Glenwood Springs to switch cars in the old D&RGW yard. They also switch just west of Grand Junction at railhead. There is a Conoco tank farm there and they switch tank cars generally right before the eastbound Zephyr arrives. The empty tank cars are left at railhead for eastbound BNSF trains to pick up, and full tankers



BNSF tested the Front Range Subdivision trackage on June 6, 2002. BNSF GP38-2 2290 handled track geometry cars BNSF 86 & 85. The train left Cheyenne, WY, about 8:00 AM via Fort Collins to Denver, CO. – Photo © Chip.

are left right next to the Grand Junction Amtrak depot by westbound BNSF trains.

Sorry there are no new yards in Grand Junction for BNSF. BNSF built several yard tracks at Parachute for the American Soda plant.

The Utah Railway engines can be seen running all over Salt Lake City. They park them at Midvale and they switch cars out of the old D&RGW yard there.

On a rare occasion BNSF operates a coal train with distributed power units (DPU) from Wellington, UT, to somewhere east in Missouri. They've run with three engines up front and three DPU's about 20 cars from the rear. –Nick Lyon

The Eastern Prairies

Union Pacific's Denver to Topeka, KS, line saw grain activity increased in recent months as elevators and area farmers moved out old inventory. Unfortunately,

due to drought conditions the 2002 grain harvest will be average or below average. Stockpiles were adequate and grain traffic was consistent through June 2002. An example was a train from Cargill's Byers, CO, train (GSBYVA 30) that departed Byers 6/4/02 for Vancouver, WA. It had four units: UP 3530, 9335, 9201 and 9804. It pulled into Mesa Siding, Aurora, CO, where it was parked that evening.

Coal trains on the Kansas Pacific line increased a little. Power generating stock piles needed to be replenished in the Midwest and southeastern markets. Power plants are anticipating record demands for coal produced electricity this summer.

The Kyle Railroad at Limon was getting ballast from Granite, WY. About 1000 carloads were moving eastward to the former Rock Island line.

Slow orders covered about 32-miles of the KP during the spring. No major gangs were on the line, but repairs were underway from the small gangs that work that section. Grade crossing replacement work was done at Peoria Street and North Sable Boulevard in late May and early June 2002. These grade crossings are east of Roydale, Aurora, Colorado.

Amtrak Detours via Wyoming Due To Colorado Wildfire

Amtrak operated two number 5's (California Zephyr's) out of Denver on Sunday, June 9th due to the Glenwood Springs forest fire on UP's Glenwood Subdivision. UP 6871 was on the point of Amtrak 5 of June 7th. The train had returned from Glenwood Canyon because of the large fire west of Glenwood Springs, CO.

The second #5 had UP 6606 with Amtrak 83-184-154. This train had domes PUGET SOUND and SIERRA HOTEL in the middle of the train. Both trains moved north on the Greeley Subdivision to run via Wyoming.

Both trains rolled through the Commerce City area just before noon about ten minutes apart.
–C.W.

Crisis On The Moffat

By Irv August

Reprinted from *Rails "N" Tales* with permission.

Standing in the doorway of that ramshackle cabin I looked out at that driving rain sweeping over Yankee Doodle Lake and wondered when it would let up. We were still a long way from the East Portal of the Moffat Tunnel where we were to meet our driver for the return trip home. The "we" in this case were Rocky Mountain Railroad Club members Mac Poor, Danny Peterson, Les Logue, Jack Riley, Jack Thode and myself. At the urging of Danny Peterson, a recent newcomer to Colorado, I agreed to organize a hike on the abandoned grade of the Moffat RR over Rollins Pass, walking from the top down to the East Portal. It was a long ways I knew, but all down hill and I was confident that we could make it. I failed to reckon with the nasty weather that we had encountered and the effect of the altitude on the newcomers to Colorado.

Clarence Booth, a friend and co-worker, had driven us to the top at Corona and would return to East Portal for a pick-up later that evening. The day had started off with a partial over-cast, but nothing threatening. On the way to the top we had stopped at Rifle Sight Tunnel and Trestle (known as The Loop) and the ghost town of Arrow for photos.

Starting down from Corona we were soon scattered along the grade to Needles Eye tunnel. Jack Thode had his Heckethorn 5" x 7" view camera and was happily clicking the shutter. By the time we had gotten to Needles Eye tunnel it was raining lightly but it let up from time to time. This was not to last. I was surprised at how fast threatening thunderheads had built up and at Jenny Lake the heavens really opened up. It was a bedraggled bunch that sought shelter in that cabin at Yankee Doodle Lake. The roof leaked but there was a stove in one end. Using what little dry wood there was in the cabin we managed to get a small fire going producing much smoke but little heat.

As we waited it soon became apparent that the rain was not going to let up, so we



Rifle Sight Tunnel and Trestle, west of Corona, where the railroad looped over itself in a dramatic effort to gain elevation. We drove over the trestle on our way to the top. – August 10, 1952, photo © Jack Riley.



After leaving Needles Eye Tunnel the grade hugged the steep side of the mountain. From there we could see Yankee Doodle Lake way down below. For the moment the rain had let up enough to record this terrific view. – August 10, 1952, photo © Irv August.

started off. Jack Thode, Les Logue and myself had slickers but the rest, only jackets. On top of that Jack had no place for his view camera so I placed it in my WW-II rucksack and under my slicker. I looked like the Hunchback of Notre Dame.

We trudged on in the steady rain. Les and I took shelter in a grove of spruce, but the others went on. We ate some candy bars

and then followed. Coming around a curve just below Antelope we spied the others. Someone was on the ground and the other kneeling beside. It was Danny. He was really played out. "Leave me. I can't go another step," he said. This was out of the question. We took turns carrying him piggyback but that did not work too well. I was afraid that hypothermia was setting in. Things looked bleak indeed.



Jack Thode, left, and Les Logue on the old Moffat grade between the summit at Corona and the Needles Eye Tunnel on that fateful day August 10, 1952. Jack has his view camera set up for a stunning view looking to the east and the prairie.
 – August 10, 1952, photo © Irv August.



That ramshackle cabin on the shores of Yankee Doodle Lake proved to be but a temporary refuge. We did manage to get a feeble fire going in that stove but it made more smoke than heat. After resting for a bit, and drying out our clothing some, we decided to go on. – August 10, 1952, photo © Irv August.

Then, were my ears playing tricks on me? Did I hear the sound of an automobile? To my amazement, around the curve came a 1930 Model A Ford coupe. The driver stopped and wondered what we were doing at that place in the rain. He was headed for Yankee Doodle Lake to do some fishing but in view of what he had come across he agreed to take as many as possible to East Portal. Mac and Danny were selected to ride, along with Jack's view camera. I said a prayer of thanks for that fisherman.

Jack Thode and Jack Riley continued on down the grade taking short cuts where possible and finally made it to the road where they were picked up by Clarence. Les and I bushwacked straight down

Jacobs Ladder, crossing a bridge over South Boulder Creek, and were walking towards East Portal when Clarence and the rest came into view.

As we approached Rollinsville someone suggested that we go into the bar for a drink. As we marched into the place the bartender took one look at us and exclaimed, "Fellas, the drinks are on the house," and proceeded to fill generous shot glasses with straight whiskey. We decided that another round was in order, (Jack Thode later told me that he had never drunk so much whiskey in so short a time with so little effect).

Danny was staying with the Rileys and once home they put him into a hot tub and

then to bed where he stayed for a couple days before returning to work.

Epilogue: I learned a lesson that August 1952 day on the mountain. It was to never take for granted the equipment or the physical condition of ones hiking companions. It served me well in the years to come. Nearly fifty years have passed since that fateful day on the mountain and all of my companions of that unforgettable day, save Jack Thode, have gone over the Great Divide, but the memory of their companionship will be with me always.

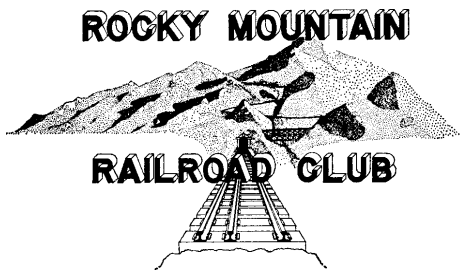
Lets Walk in Their Footsteps **Revisit Rollins Pass and Corona** By Barry Smith

Save August 3rd for this day trip. Bring lunch, a ground cloth, water, a camera, stories and warm gear. We will drive to the west access, over Berthoud Pass then just beyond Winter Park Ski Resort. We will be stopping along the railroad grade to compare today with historic photographs of the townsite of Arrowhead or partially salvaged engines at the bottom of rock slides. A book will be provided for each person. See where they got water to the top of the pass for a restaurant, hotel and tenders and ponder where these passengers thought they were!

We will rendezvous at 8:00 AM and leave at 8:15 AM from the RTD Park and Ride on the southwest corner of 6th Avenue and Simms in Lakewood. Four wheel drive vehicles are not necessary but a higher clearance vehicle is required.

The \$15.00 sign up fee will cover the printing costs with the proceeds going to the Club's preservation fund or the Boulder County Needles Eye restoration fund. Attendance and number of people will be limited to 30 people or 10 vehicles. I ask that you car pool to save our air and get to know other people. I will have a roster of riders and drivers. Riders should split expenses with their driver.

If you have specific historical trivia, bring these to share. We hope to be back about 4:00 PM. See Barry Smith at the sign up table at the regular monthly meeting.



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Rail Report Copies Needed

By Dave Goss

The Club archives are missing a number of issues of the *Rail Report* between 1988 and 1997. The missing issues are:

- June, August, October, November, December, 1988.
- January, November, December, 1989.
- January, February, March, April, June, August, September, October, November, 1990.
- September 1994.
- May 1997.

Please contact Dave Goss, the Club Archivist at 303-693-9933 if you have copies of these that you'd be willing to donate to the Club. Your assistance will be most appreciated.

Happy 100th Lillian Stewart!

One of the Club's long-time members, Lillian Stewart reached the age of 100 on June 13th. Unfortunately, she fell and broke some ribs just before her birthday. Currently she is in rehab and expects to transfer to a care facility soon.

Club Work Weekend

Continued From Page 1, Column 2

all of the needed exterior work during this one weekend. Our primary goal is to reduce ever present weather and water damage with a secondary benefit of improving the appearance of the car.

The specific activities planned include:

1. Improvement of the drainage with light shovel work.
2. Removal of loose paint by power washing and scraping.
3. Remove and replace loose, decayed and broken window and door trim.
4. Remove and replace trim boards going from the lower side and end sills to the ground.
5. Replace a few pieces of wood siding in several locations.
6. Repaint entire car (two coats) with sprayer and brushes.

The club will provide drinks and snacks throughout both days and lunch for

anyone who spends 4 hours or more helping on this project.

Anyone in the Club is most welcome, and remember, entrance to the Colorado Railroad Museum is free to the membership. Bring along a friend and we will sign him or her up and find something to do within three minutes.

Also remember your equipment committee continues to meet at the Museum the second and fourth Saturday of each month. We work in rain, snow or shine, and we can always benefit from the help of another person or two. We work, go to lunch together and discuss "sandhouse gossip".

For information on the annual work weekend, monthly work Saturdays or the equipment committee please call Bob Tully, Equipment Committee Chairman, at 303-428-2322.