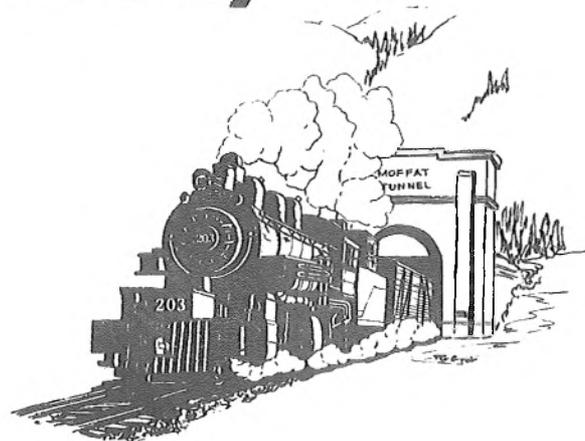


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
September, 1978 No. 228

CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
MONTHLY FOR ITS MEMBERS BY THE ROCKY
MOUNTAIN RAILROAD CLUB

Editor - - - Darrell T. Arndt

MEETING NOTICE: Date . . Tuesday, September 12, 1978
 Time . . 7:45 P.M.
 Place . . Southeast wing of Christ Episocpal Church, 2900 So.
 University at Bates; off-street parking at rear (east)
 of meeting hall and north along Bates.

PROGRAM NOTES:

The September program will be a slide show covering narrow gauge railroads, presented by R. H. Kindig, with the assistance of E. J. Haley, covering the 21 years from 1939 to 1960. The presentation will include photos of the Southern Pacific, West Side Lumber Co., Colorado & Southern, Denver & Rio Grande Western, and the Rio Grande Southern. Dick's varied selection of subjects should include something of interest for everyone, and will include interesting operations beyond the borders of Colorado. This will be a meeting you won't want to miss.

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For the August meeting, Jim Ehernberger treated us to a sampling of some of the slides he has taken during his encounters with American and foreign railroading during the last 20 years. All sorts of motive power on all kinds of railroads were seen in many different countries; the U.S., Canada, Mexico, South Africa, Guatamala and Brazil. Western U.S. scenes included steam on the Sterling-Cheyenne line, a Rocky Mountain Railroad Club special on the Coalmont Branch, C&S steam, U.P. steam, and others. Jim also included some views of what we didn't have time to see, perhaps a teaser for a future program.

Prior to the program, Ed Gerlits and Dick Lawrence stepped forward and attempted to soothe the "frayed" nerves of Neal Reich, who suffered a rather traumatic experience during the club's trip to Mt. Pleasant, Iowa last fall, and has never quite been the same since. Seems that in all the excitement of the trip, Neil somehow managed to leave his PJ's in one of Amtrak's sleeping cars. Dick and Ed thoughtfully procured a replacement pair that they presented to Neil all nicely wrapped up. The expression on Neil's face when he opened the package indicated his unlimited delight and exuberance with such a presentation. Since the "jammies" did appear a "bit" on the small side, perhaps the snug fit will help keep Neil nice and comfy on these long, cold winter nights up there in Chugwater, Wyoming.

Our thanks again to Jim for selecting such a fine variety of railroad subjects and compiling them into a swell evening of entertainment!

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ENCLOSED with this newsletter is a flyer on the annual banquet to be held on October 14. In thinking of the banquet as commemorating the club's 40th anniversary, it was thought appropriate to secure the motion picture, TICKET TO TOMAHAWK for the program. This entertaining color motion picture was filmed in the early '50's on the D&RGW narrow gauge and featured Rio Grande Southern Locomotive No. 20, now owned by the club.

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OUR MANITOU AND PIKES PEAK RAILWAY OUTING this year is scheduled for Saturday, October 21, 1978. Our special train will leave Manitou Springs at 1:20 P.M. just after the departure of the regular 1:20 P.M. run. Capacity will be limited to one car, or 80 people. Photo stops will be made and the train will back up and run by for the benefit of movie cameras. Return to Manitou Springs will be about 4:50 P.M. Before heading home, those who wish may enjoy supper in a private dining room at Guiseppe's Old Depot Restaurant.

This year, we thought we'd make a chartered bus available from the Denver area IF enough interest is shown by folks who might like to avoid driving. Capacity will be limited to one bus, so this will be strictly a first come - first served basis. The bus would depart the Villa Italia Shopping Center in Lakewood at 11:00 A.M., and go directly to Manitou Springs, then after the train ride, to Guiseppe's before returning to Denver. Train fare will be \$9.00 per adult, \$4.00 per child (5-11) and under 5 free. The bus will be \$7.00 per person. Please indicate the number of reservations desired for the restaurant. Dinner will be on an individual settlement. Kindly fill out the request form at the end of the newsletter.

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AN EXCEPTIONAL TRIP TO LARAMIE behind the Grand Lady of the Western Rails was enjoyed by a capacity crowd on August 12. Although the skies turned partly cloudy as the day progressed, southern Wyoming's seemingly perpetual winds were noticeably absent, a stark contrast to the club's 8444 excursion of last year. The Union Pacific crews were on top of the situation throughout the day, providing quick servicing and turning of the train in Laramie and on-time departures from Denver and Laramie and an on-time arrival back in Denver. Their efforts to give that little bit of "extra" were also quite evident on all six of the photo runs. As could be expected, the equipment was all "spit and polish." The Union Pacific provided another great day and lifted many a spirit, not only for everyone aboard the special but also for the hundreds who watched and waved to the train from the backyards, city streets, fields and highways along the right-of-way (and even from the air!!!).

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GREAT WEATHER greeted the participants of the club's Argentine Central hike out of Silver Plume on August 26th. Led by Dan Abbott, the group negotiated some 2½ miles of grades and switchbacks to reach Pavilion Point, where Ranniger's Roadbed Commissary was ready and waiting to do business. Plenty of Jim's tasty Ballastburgers, home-cooked beans, chips, cookies and lemonade were provided to eliminate the hunger pains. Whether sitting under the trees, or

out on the point where one could look down the valley on Silver Plume and the Georgetown Loop 1,000 feet below, the old stop on the railroad provided a very scenic spot to enjoy lunch. Upon return to Silver Plume, many took the opportunity for a ride on the Georgetown, Breckenridge and Leadville Railway, or several rides with the unlimited ride ticket. Doubleheading was done on a number of runs, with a photo run on the 5:00 P.M. trip. Don Smith and members of his German Band provided music on the train, much to the delight of the passengers. We would like to thank all those whose efforts and contributions made the day so enjoyable, especially Dan Abbott, Ranniger's Roadbed Commissary, Lindsey Ashby and his crews, Roy Altenbach, Centennial Publications, and Don Smith and friends!

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ALL SPACE IS SOLD on the Intermountain Chapter's 8444 excursion to Laramie on October 7.

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CLARENCE DANIELSON passed away in June, at the age of 91. Mr. Danielson worked on the Colorado Midland and was an engineer on the line when it was abandoned. He co-authored the book BASALT: COLORADO MIDLAND TOWN with his brother, Ralph, and also contributed numerous anecdotes in the club's publication, COLORADO MIDLAND.

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THE OPEN PLATFORM BUSINESS CAR of Richard McKinley's that called Denver Union Station its home for the last few years, was sold and moved to the Forney Museum in mid-July. It is planned to have it open for public view. To get it situated on the museum grounds required the car be lifted with two cranes and swung in alongside the building.

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EX-GREAT WESTERN STEAM LOCOMOTIVE NO. 75, a tank car, baggage car, caboose, and two private cars, the Molley Brown and the Baby Doe that normally reside at the Forney Museum, were moved to Orchard, Colorado in August, for use in filming sequences in an upcoming "Centennial" sequence. A station and water tower were also constructed for the filming.

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DENVER & RIO GRANDE WESTERN ACQUIRES EX-CALIFORNIA ZEPHYR CAR - Silver Hostel (WP 832), a buffet-dome-dormitory car still in CZ lettering arrived from Blackfoot, Idaho in August after being purchased by the Rio Grande. The car WILL NOT be put into revenue service, but will be used for spare parts (dome glass, seats, trucks, etc.) to help keep the Rio Grande Zephyr rolling. The car is similar to the Silver Shop, the Grande's backup car for the diner, Silver Banquet . . . Other good news that is indicative of the railroad's intention of projecting a respectable image as long as it continues to operate the Rio Grande Zephyr, is the recent overhaul of the passenger train's eye-pleasing streamlined lead diesel Locomotive No. 5771. While it was in the shop, the F-9 cab unit had been replaced with a Rio Grande freight locomotive (which is like replacing Farrah Fawcett with Godzilla).

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JAMES R. TROWBRIDGE, President
ED GERLITS, Vice President

BILL GORDON, Secretary
ARDIE SCHOENINGER, TREASURER

ORDER BLANK

I just can't think of a better way to get out of the Brown Cloud and clean out my lungs than to ride with the Rocky Mountain Railroad Club on their special Manitou & Pikes Peak Railway trip to the summit of Pikes Peak on October 21, 1978.

Enclosed is a check or money order in the amount of \$_____ for the following:

_____ Adult train tickets	\$9.00 each	_____
_____ Kids tickets (Ages 5-11)	\$4.00 each	_____
_____ Bus tickets	\$7.00 each	_____
	TOTAL:	=====

My name and address is:

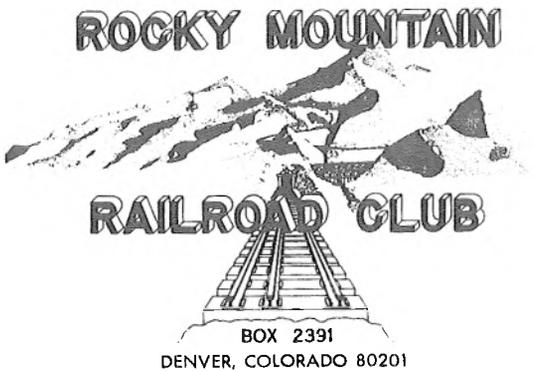
NAME _____

ADDRESS _____

ZIP _____

Also, please make reservations for _____ famished people at Guiseppe's Old Depot Restaurant. I understand that selection and payment of dinner will be on an individual basis.

Orders should be sent to PIKES PEAK COG RAILWAY TICKET ORDER, ROCKY MOUNTAIN RAILROAD CLUB, P.O. BOX 2391, DENVER, COLORADO 80201.



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