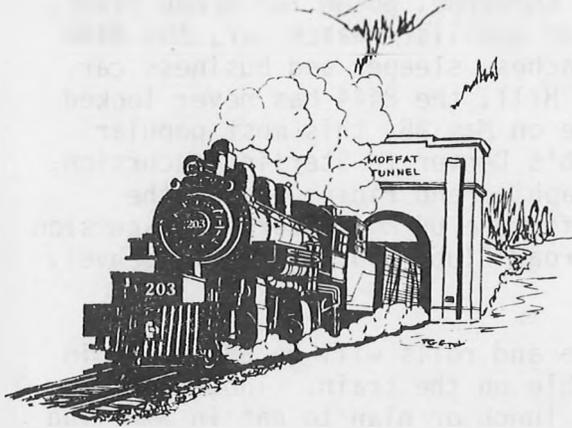


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
June, 1980

Denver, Colorado 80201
No. 249

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

Editor Neal A. Reich
Contributing Editor .. Darrell T. Arndt

MEETING NOTICE: Date . . . Tuesday, June 10, 1980
Time . . . 7:45 P.M.
Place . . . Southeast wing of Christ Episcopal Church, 2900 South
University at Bates. Off-street parking at rear (east)
of meeting hall. Please use building's south entrance.

PROGRAM NOTES: NEW ENGLAND RAILROADS

The June program will take us to New England where Kurt Penny will entertain with movies of a variety of railroads from the two-footers on up. Taken between the years of 1934 and 1945 by Albert Hale, these moving pictures will cover such subjects as the Sandy River & Rangeley Lakes, the Boston & Main, the Central of Vermont, the Bridgeton & Huron, and many, many more. Kurt's inimitable style, wit and railroad knowledge will make this a memorable evening for all.

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"Get on a passenger train and just ride." With that advice, Al Dunton took the May gathering on a double tour of the United States by rail. Actually, the transportation included travel by bus, trolley, airplane and ferry boat before the lengthy journey was completed. Al presented a most delightful selection of photographs taken in 1976, when he and his wife Lynn traveled some 11,000 miles circling the country in 15 days. Interspersed with these shots were many fine pictures taken by Al's father, when he made an almost duplicate trip of 9,000 miles in 27 days back in 1941. The blending of the scenes of the early 40's with those of travel in the 70's, made for a most entertaining presentation.

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A GENTLE REMINDER of the club's afternoon of food, fan trips and photos set for Sunday, June 22, at Heritage Square. Come on out and enjoy those great Ballast-burgers from Ranniger's Roadbed Commissary, serving lunch from 11:30 A.M. until 1:30 P.M. Ride and photograph the steam-powered trains of the High Country Railroad to your heart's content. All for only \$4.00 per person, with tickets now available from the club by mail or in person at the June meeting. And you're never going to believe what they have done to that Hartmann!

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ON FRIDAY, MAY 9, Union Pacific 8444 steamed out of Cheyenne, bound for Green River, Salt Lake City, and Las Vegas. Equipped with an auxiliary water car, the 8444 pulled two flat cars, two baggage cars, two coaches, sleeper and business car. Running west on the UP "old line" over Sherman Hill, the 8444 has never looked or sounded better. After returning to Cheyenne on May 28, this most popular steam engine will return to service on the club's Denver to Sterling excursion, July 26. Don't miss the excitement of photographing and riding behind the premier steam locomotive in America! Tickets for the UP 8444 Sterling excursion are now available from the Rocky Mountain Railroad Club, P.O. Box 2391, Denver, Colorado 80201, at \$48.00 each.

On the July 26, Denver to Sterling trip, coffee and rolls will be available in the baggage car, but NO lunches will be available on the train. Those folks riding this special are urged to bring along a lunch or plan to eat in Sterling while the train is being wye'd and serviced.

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DOWN IT CAME - If it didn't rain where you live on May 17, or if it did but not much, that's probably because most of the precipitation in the United States that day was falling on the Colorado Railroad Museum and the Club's Work Day! Oh well, we will try again this month on Saturday, June 28. Ranniger's Roadbed Commissary will be on the scene, of course, providing a tasty lunch to all volunteers. Darrell Arndt, Equipment Chairman, hopes that if you can spare some time on the 28th, that you'll seriously consider dropping out and lending a hand. Painting, general cleaning, and a few minor repairs are needed. Why not put a circle on the calendar right now?! Thanks!

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MILE HIGH RAILFAIR will be held this year on Saturday and Sunday, July 12 and 13. Sponsored by the National Railway Historical Society, this Railfair will again have something of interest for everyone, and will take place at the Jefferson County Fair Grounds.

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A REAL HUMDINGER of a three-day "get away from it all" trip is being planned by the club for the weekend of September 19, 20, and 21st. Our destination is the country north of Rock Springs, Wyoming, where we will visit the interesting ghost towns of Atlantic City and South Pass City, other mining camps, Reliance, US Steel and Strasburg Coal Company facilities (served by unit trains) and Green River. Travel to and from Rock Springs/Green River will be via Amtrak's San Francisco Zephyr. Fare will be \$155 per person (sharing room), additional 3rd/4th person in same room - \$118 each. Single - \$190. Additional information will be covered in a trip flyer.

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THE FT. COLLINS CITY COUNCIL has approved drafting a contract with the Ft. Collins Municipal Railway Society to construct tracks and operate former Ft. Collins Municipal Railway Trolley #21. The council vote was 6-1 in favor of the project, with the only dissenting vote coming from a council member who dislikes the West Mountain Avenue route which has been proposed for operation of the car.

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The 13-car Union Pacific inspection special that visited Cheyenne and Denver on April 1, along with a late winter snowstorm, is shown here at Denver Union Station. This immaculate special included eight UP business cars, but the most impressive of them all was the old "heavy-weight" business car, SHOSHONE, bringing up the rear!

THE IMPRESSIVE Union Pacific inspection special which visited Cheyenne and Denver on April 1, had in its consist, eight UP business cars. Seven of these cars are of recent construction and are truly beautiful "mansions on wheels." However, the business car that drew the most response from on-lookers was the old "heavyweight" business car, SHOSHONE. Used exclusively by UP Chairman of the Board and Mrs. J. H. Evans, the SHOSHONE was built by Pullman in 1914, as the Business Car #99, with the number later changed to the #106. Of classic design, the SHOSHONE boasts an observation room, 2 state rooms, kitchen, dining room, shower and bath tub, servant's quarters, in short - all that one could want for luxury travel. The exquisite furnishings and hardwood interior bring to mind pleasant memories of those days when private cars of this type were found in every part of the country.

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JANUARY, 1880 - A stranger in Bodie one day last week, in eating a plate of hash at a restaurant and being very hungry, unguardedly neglected to chew it well and swallowed a large coat button. They doctored him for the pneumonia three days before he was able to explain. Then, according to the Gold Hill News, they fed him a big buttonhole, tied to a string, and fished it out in no time. He screens all his hash very carefully through a cane-bottomed chair now, before he eats it.

(Park County Republican and Fairplay Flume)

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INTERESTING - Amtrak's ex-NYC Beech Grove Shop is working to convert conventional inter-city passenger cars to head-end electric power for a number of trains, one of which is reportedly the San Francisco Zephyr, indicates the Camerail Club. This would mean the SFZ would receive refurbished equipment similar to its present consist, long before the Superliners are assigned to it.

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Ride through history
on the train that's part of it

Rio Grande Zephyr Vista-Dome

ROCKY MOUNTAIN MAGAZINE (March 1980) has praised the historic Rio Grande Zephyr passenger train as still "the class act of the business."

So forget the car. Forget the bus. Leave the scenery, service and comfort to us.

Enjoy the excellent dining, lounge car comfort, and Vista-Domed view as our silver streak reveals the historic, awesome beauty of the Rockies. See Grand Junction and continue your trip across the colorful Utah desert, crossing the scenic Wasatch Mountain range to Provo, Salt Lake City and Ogden. Connections can be made with Amtrak service to and from Las Vegas, Los Angeles, northern California and the northwest. Whatever the destination we think you'll agree that the Zephyr is understandably America's favorite train ride.

<p>No. 17 Westbound Monday Thursday Saturday</p> <p>READ DOWN</p> <p>7:30 a.m. 1:10 p.m. 2:55 p.m. 8:25 p.m. 9:30 p.m. 10:30 p.m.</p>	 <p>The Action Railroad.</p> <p>Rio Grande Zephyr Tri-Weekly (Mountain Time)</p> <p>Lv. Denver Ar. Glenwood Springs Ar. Grand Junction Ar. Provo Ar. Salt Lake City Ar. Ogden (via limousine)</p>	<p>No. 18 Eastbound Tuesday Friday Sunday</p> <p>READ UP</p> <p>Ar. 9:30 p.m. Ar. 3:40 p.m. Ar. 1:40 p.m. Ar. 8:20 a.m. Ar. 7:30 a.m. Lv. 6:30 a.m.</p>
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For reservations and more information call Passenger Dept. 629-5533
Ticket Office 534-2812



Advertisements like this one have been appearing in Colorado newspapers this Spring, extolling the virtues of riding the Rio Grande Zephyr. It is good to see the Rio Grande Railroad actively promoting this marvelous train ride through the Rockies, especially since the ads are encouraging riders to travel west of Grand Junction on the train.

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THE SAN JUAN COUNTY HISTORICAL SOCIETY can certainly be proud of the organization's recent accomplishments in preserving the heritage of the Silverton, Colorado area. For example, the Silverton Northern Railroad engine house has been acquired by the Society and extensive renovation work done on the building. In addition, the former Silverton Northern ticket office has been restored, and is currently leased to the assaying firm of Root & Norton. The Society has announced that Sundance Publications has exercised its option to extend the lease on the Silverton depot of the Denver & Rio Grande Western Railroad. The lease which provides rent credits for permanent improvements made by the lessee in restoring the building, will now run to May, 1986.

The society has also announced that its museum displays will be returning to the old San Juan County jail building for the 1980 summer season. The collection was saved from damage when the roof of the jail building collapsed under the weight of heavy snow in January, 1979. Extensive repairs have been made to the brick work and the roof of the jail building has been rebuilt. For more information on the organization's projects and membership, write the San Juan Historical Society, Post Office Box 154, Silverton, Colorado 81433.

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SOME FORMER Rock Island Railroad cabooses have been seen on Union Pacific trains in this area recently. These cabs still wear the R.I. colors, although the Rock Island name and numbers have been painted out and replaced with only a new UP number. And some former R.I. diesel locomotives are now sporting Union Pacific paint schemes. Listed below are the number changes, with the old ROCK numbers on the left and the new UP numbers on the right.

<u>U28-B</u>	<u>GP40</u>	<u>GP40</u>
RI 262 to UP 500	RI 340 to UP 600	RI 4700 to UP 631
thru thru	thru thru	thru thru
RI 281 to UP 519	RI 373 to UP 630	RI 4719 to UP 650

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AMTRAK reports carrying 2,295,992 more passengers in 1979 than in 1978, an increase of 12 percent. Ridership was up every month of 1979 except December, which had a 2.1 percent decline. The decrease in December was attributed to two factors: The elimination of five long-distance trains, and the rebuilding of the Northeast Corridor, which has hurt schedules.

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IT HAS BEEN LEARNED THAT all the superheater units have now been removed from Union Pacific Challenger 3985. Apparently these units were not completely drained after the hydrostatic testing last fall, and freezing winter temperatures split many of them. The damaged superheater units are being arc welded, and will be tested again before being returned to the flues of the 3985.

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THE SILVERTON BRANCH OF THE Denver & Rio Grande Western Railroad continued to make news prior to the start of operations for the 1980 season. After sale of the line to Charles E. Bradshaw, Jr. could not be consummated, the railroad announced that it would again operate the Silverton Train in 1980. Then, on

May 8, the D&RGW served notice on the Colorado Public Utilities Commission, that the railroad would not operate the line unless the PUC removed from public record any question of safety in regard to the line.

The Rio Grande was referring to stipulations made by the PUC that sale of the line to Mr. Bradshaw was contingent on Brandshaw's completion of certain work before the 1980 season. Specifically, this work was to make the line safe for operation of the K-28 class locomotives. At a meeting of the Colorado Public Utilities Commission held in Durango on May 16, it was determined that the line was safe for operation of the K-28 locomotives, and the railroad commenced operations on May 24, as scheduled. Fares for the Durango-Silverton ride have been increased and are now set at \$16.00 for adults, and \$9.50 for children.

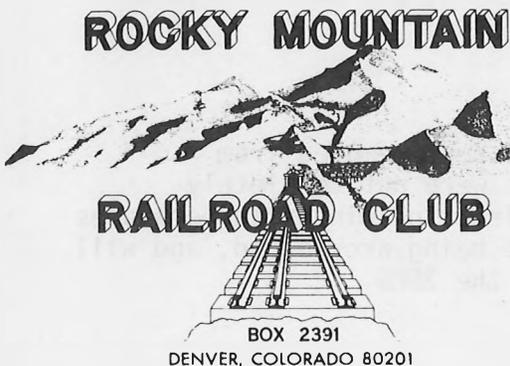
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ED GERLITS, President

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