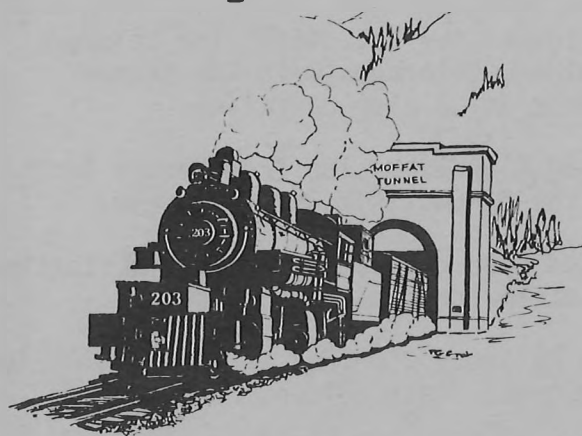


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
March, 1982 No. 270

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

Editor ----- Neal Reich
Associate Editor ----- Steve McCormick

MEETING NOTICE: Date -- Tuesday, March 9, 1982
 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: POTPOURRI NIGHT

The March meeting of the Rocky Mountain Railroad Club will feature one of the more enjoyable programs of the year, the annual POTPOURRI or 20 SLIDES NIGHT. This opportunity for everyone to show a few pictures has grown in popularity over the last few years, and this year's program should offer an even greater variety of subject matter. So select some of your best slides and bring them down for all of us to enjoy. A REMINDER of the basic rules for the POTPOURRI presentation: No more than 20 slides, please, and they may cover a specific topic or one subject. The slides to be shown should be the standard 2" x 2", of a railroad topic, sharp and in focus. And the slides will need to be stacked as follows to be in the correct sequence in the club's projector: FIRST SLIDE should be on the BOTTOM of the pile with the white or blank side up; the second slide ON TOP of the first, also with the white or blank side up; continuing all through the slides in this manner, ending up with the LAST SLIDE to be shown on TOP of the stack. Got it? Good! Now repeat it back three times quickly without looking. And we will see you at the meeting!

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At the February club meeting, Rollin Cordill presented a most comprehensive look at public transportation in and around Denver from the horse car to the diesel bus. An employee of the Denver Tramway Co. for 46 years, Mr. Cordill provided an excellent selection of slides of not only the horse cars and buses, but the cable cars, trolleys, interurban cars, and trolley buses that worked the streets of Denver. In addition, a wide variety of other equipment was shown, the funeral cars, and such work equipment as snow plows, sweepers, weed burners and repair cars, plus views of the interior of the Denver power plant. And there were shots of freight operations, the Leyden mines, the Golden interurbans, the downtown Denver loop, as well as memorable pictures of Rocky Mountain Railroad Club excursions. Of special interest were scenes of downtown Denver from the early days until well into the 20th Century. These photographs depicted a bustling business district served by many trolley cars, its streets filled with horses and buggies, bicycles and pedestrians, but almost devoid of automobiles.

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- COMING EVENTS: April 3 & 4 --- Steam up of ex-D&RGW locomotive No. 346 at the Colorado Railroad Museum at Golden, Colorado, with Rio Grande Southern Galloping Goose No. 2 also operating.
- April 24 & 25 - Rocky Mountain Railroad Club excursion from Denver to Glenwood Springs via the D&RGW's Rio Grande Zephyr.
- May 30 ----- Rocky Mountain Railroad Club excursion, Denver to Sterling behind Union Pacific steam locomotive No. 8444.
- June 20 ----- Annual Rocky Mountain Railroad Club day on the High Country Railroad at Heritage Square, near Golden, Colorado.

For information on membership, meetings or trips, dial the Rocky Mountain Railroad Club hotline at (303) 431-4354. And, if you have specific questions, leave your name and telephone number on the tape and your call will be returned. Out of town callers will be contacted collect.

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UNION PACIFIC 8444 EXCURSION - As this issue of the Rocky Mountain Rail Report goes to press, a firm cost figure has not been received from the Union Pacific Railroad Co. for the May 30 excursion from Denver to Sterling, with UP 8444. But the trip is definitely ON and a flyer is enclosed with this month's newsletter, giving details of the trip, including the individual ticket price. The officers and members of the club's Board of Directors regret the delay in getting details of the excursion to the public, thank everyone for their patience in this matter, and urge all members and friends of the Rocky Mountain Railroad Club to support the event.

On the brighter side, the Rocky Mountain Railroad Club is pleased that, once again, a steam excursion is scheduled for the popular Memorial Day weekend. For years, it was traditional for the club to operate a trip over the 3-day Spring holiday, kicking off a full summer of activities. So now is the time to make plans to ride the annual train via the freight-only Dent Branch of the UP, and through the beautiful Platte River Valley of northeastern Colorado. As has become standard, the Union Pacific will provide some of its finest passenger equipment for the trip, including baggage car, deluxe coaches, and a lounge car. A number of locations for photo run-bys have been selected at the most scenic sites available. Ticket information is available from the Rocky Mountain Railroad Club; P.O. Box 2391; Denver, CO 80201. Order your tickets today!

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DO YOU REALIZE THAT, as you read this, you will have had your flyer on the upcoming Glenwood Springs weekend excursion for a full month? And, you haven't done anything with it yet, have you? You don't seem to realize that all those cushy, comfortable Vista-Dome seats are filling up, and your name isn't on one of them. We're talking to you!!! Yes, you, the harried executive, factory worker, secretary or domestic engineer who is sadly in need of a weekend away from the long winter. How in the world do you expect to enjoy that steaming, soothing hot springs pool, if you don't sign up right away? Come on, now, put down this newsletter (the rest of the news will be waiting for you when you come back), find your flyer (it's somewhere there, under the stack of unpaid bills), fill it out, and sent it in now!

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1982 MEMBERSHIP CARDS HAVE BEEN MAILED OUT with this issue of the Rocky Mountain Rail Report, and if yours did not arrive, it might mean that you have not paid your dues. So don't put it off any longer, get your 1982 dues of \$12 in the mail today. Club Treasurer, Ardie Schoeninger reports that over 800 people are on the rolls for 1982, a great response. And those folks who have not paid their dues on April 1, will be

dropped from the membership rolls. And, it's not too late to participate in the book drawing, with first prize, a copy of COLORADO MIDLAND, by Morris Cafky. Chances on the book are only \$2 each, with all proceeds going to the club's equipment fund. The big book drawing will be held at the April club meeting, and you do not have to be present to win.

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AFTER ALMOST A CENTURY OF SERVICE, the Rio Grande's stone depot located on the east side of Littleton's business district, has been closed. Agency business, previously handled at Littleton, will now be handled out of Denver.

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CITY OF BOULDER TO MOVE ENGINE 30. The Boulder City Parks and Recreation Department is currently engaged in a project to relocate DB&W Engine No. 30, together with its train of a coach and caboose, to a new location within that city's Central Park. From 1952 until now, the engine has rested in a display area adjacent to the north bank of Boulder Creek. Soil erosion and deteriorating track work have taken their toll, and in recent years, the 30 has developed a noticeable list toward the creek. Park officials, together with interested citizens were concerned that the engine and its cars might ultimately end up in the creek if some action were not taken. Faced with the option of rebuilding the existing track, or relocating the display, the City has opted to move the engine and cars to more stable ground nearer the band shell. Construction is now under way on approximately 240' of new track. Once this is complete, the rolling stock will be transferred, using cranes and flat bed trucks. The City expects to spend about \$15,000 for the relocation. Once in place in their new location, park officials hope that the engine and cars will become the basis of an interpretive display.

The locomotive, a Brooks Consolidation, began life in 1898, as Colorado & Northwestern No. 30. In 1909, the C&NW was reorganized following a bankruptcy, and renamed the Denver, Boulder and Western (the "Switzerland Trail of America"), and C&NW 30 became DB&W No. 30. In 1919, the Switzerland Trail folded, and No. 30, together with sister Engines No. 31 and 32, went to Morse Brothers machinery yard in Denver, where they were offered for sale. They sat idle for two years, until the C&S, in 1921, swapped 5 older and very well worn 2-8-0's for the 3 ex-DB&W engines. The 30 became C&S No. 74, and served until 1938, when it was put in storage. In 1948, the Rio Grande Southern, short on power, purchased the engine for a reported \$3,000. The RGS operated the locomotive on a periodic basis, until abandonment of the line. As Rio Grande Southern 74, the engine was in charge of a Rocky Mountain Railroad Club excursion in May of 1949.

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EARLY THIS YEAR, the Colorado-New Mexico Railroad Commission rejected a proposal by Scenic railways to continue operation of the Cumbres & Toltec Scenic Railway. Then, at a meeting on January 28, the Commission selected Kyle Railroads, Inc., a California shortline operator, to run the narrow gauge tourist line in 1982. At this writing, the 1982 operating schedule has not been announced, but reports indicate that Willis Kyle, head of the firm, plans to operate daily this season. Meanwhile, Scenic Railways has much of its equipment for sale, including the three locomotives now at Chama, New Mexico.

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THE 1982 EXCURSION SEASON GOT OFF TO A ROUSING START with the club's February 14 ride on the Durango & Silverton Narrow Gauge Railroad. A mild, cloudy-bright day, knee deep snow, several excellent photo runbys, and an entertaining evening, combined to make the trip one of the best in years. Some 300 people rode the ten-car train, which was powered by D&SNG Locomotive No. 481. The coaches, heated by the traditional pot-bellied stoves, were cozy in the 30 degree temperatures, and many of the hardy passengers enjoyed the briskness of riding in the two open gondolas. The

fresh air and exercise whetted appetites, and the snack car did a land-office business in food and drink. Several excellent photo runbys offered plenty of opportunities for pictures, as did the "open (round)house" Sunday morning, and the night photo session that evening. Three bus loads of excursionists made the round trip from Denver to Durango in comfort, enjoying the gorgeous wintertime scenery of Colorado without the excitement of winter driving.

The Rocky Mountain Railroad Club would like to thank Mr. Charles E. Bradshaw, who flew into Durango from his home in Florida, to serve as guest speaker at the Club dinner Sunday evening. Following the delicious prime rib buffet at Ft. Lewis College, Mr. Bradshaw spoke at length concerning what has been done on the Silverton line, the present status of schedules and equipment, and his plans for future improvements and operations. He recalled the condition of equipment and status of train schedules at the time of his purchase of the railroad, and spoke of the great strides already made in the restoration of cars and locomotives. While many more passengers were carried on Silverton trains this year than ever before, a lack of equipment, especially coaches, prevented even greater numbers of people from enjoying the scenic 90-mile ride. Work continues on the steam locomotives in the Durango roundhouse, and one of the 490-series engines will be out of the shops this year. A car-building program and upgrading of the narrow gauge track are priority projects for the future. Mr. Bradshaw also spoke of his plans to construct a small yard at Hermosa, where maintenance of way equipment and excess cars can be stored. At the conclusion of his remarks, Mr. Bradshaw was most gracious in answering questions from the audience. Rounding out the evening was the showing of the motion picture, "Denver & Rio Grande," an early-50's production filmed on the Silverton line and featuring a staged head-on collision between two of the narrow gauge locomotives.

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DURANGO & SILVERTON NARROW GAUGE RAILROAD NOTES - Sundance Publications, lessee of the old D&RGW Depot in Silverton, has received permission from the building's owner, the San Juan County Historical Society, to sub-lease a portion of the building to the D&SNGRR . . . THE SILVERTON STANDARD AND THE MINER reports that in Durango, a trespasser, seriously wounded by gunshots fired by a D&SNG security guard, will be charged with felony menacing and second degree criminal trespass and third degree assault. The DURANGO HERALD is quoted as saying that an assistant district attorney said the deadly force was appropriate for use by the guard under the circumstances he faced . . . During 1982, the only private car available for charter on the Durango & Silverton will be the CINCO ANIMAS. The NOMAD is suffering from a broken sill and a leaky roof, while the B-7 is "not available."

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OF INTEREST TO RIDERS OF THE RIO GRANDE ZEPHYR is word that the new owners of the Hotel Colorado in Glenwood Springs, plan a \$2,000,000 remodeling job to "bring the grand old lady back to the grandeur of the past." A landmark in Western Colorado, the hotel was opened on June 10, 1893, and cost \$890,000. The group which purchased the hotel in January says the first phase of the remodeling should be completed within a year. This first phase includes extensive landscaping, a new roof, newly decorated lobby, remodeled dining room, and new decor and furnishings in guest rooms. In addition, the new owners plan to install 10 or 12 new retail shops in the building, and establish a program of recreational activities in the area. And the Denver & Rio Grande Railroad's Zephyr train is to play an important role in the renovation process. Plans call for travel packages to be developed to transport guests to the hotel from Denver, via the famous train.

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WHILE WE ALL ENJOY VISITING THE MANY STEAM LOCOMOTIVES on display in various communities

around the country, it is sometimes disconcerting to see the deterioration that can mar the appearance of these machines. An example of this situation was in Hastings, Nebraska, where for 25 years, Steam Locomotive No. 6237 sat on a short piece of track next to the local museum after being donated by the Union Pacific Railroad in 1956. And while many people helped maintain the locomotive, it still took a beating from Nebraska weather extremes. Unprotected from blistering summer sun, hail storms, rain, ice and blowing snow, the steam engine was starting to chip and rust. This bothered Lloyd Dragoo, a retired Hastings brakeman, and he started a campaign to bring the locomotive back to life. Local businesses and the Union Pacific contributed considerable monetary support, and a team from the railroad's North Platte mechanical department helped refurbish the 6237. The crew blasted away loose paint and rust, and gave the locomotive a new coat of paint. All of the lettering, the numbers and the UP logos were redone, and the steam engine should look mighty sharp for many years to come. UP's INFO magazine reports that in addition, Hastings workers also refurbished an old St. Joe & G.I. wooden caboose, which had been donated to the museum shortly after the locomotive.

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THE SOUTHERN PACIFIC RAILROAD IS YET ANOTHER CARRIER feeling the severe decline in business, according to a recent article in the San Francisco Chronicle. With fewer forest products and new automobiles moving, the big West Coast based railroad has had to lay off a number of employees and store many diesel locomotives and freight cars. As of December 31, 1981, the SP had 285 of its 2,698 locomotives in storage, 19,447 of its 82,000 freight cars idles, and employees with as much as 16 year's seniority furloughed. Finding room for the hundreds of surplus freight cars has become a major problem, and the SP has seven miles of cars parked on one branch line in Oregon. The Chronicle quotes Karl Koenig, a Brulingame railroad magazine publisher as saying that the 14-mile Nezperce Railroad in Idaho has prospered because of the recession. The entire railroad is filled with unused Rail Box boxcars that are leased to the railroads when traffic is at a normal level. According to Koenig, Rail Box pays 50 cents a day per box car to rent the railroad. With almost 1,000 cars in storage, the Nezperce is getting \$500 a day for not running any trains

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STEAM IN EL PASO, TEXAS - An article in the December 17, 1981 issue of the El Paso Times cites legal technicalities in keeping members of the newly-organized Southwest Chapter of the Railway & Locomotive Historical Society from operating a steam locomotive on rails of the Southern Pacific, Santa Fe, or Missouri Pacific railroads. This group is trying to get permission to operate Southern Pacific Engine #3420 as a tourist attraction, and has enlisted the support of the local city council and county commissioners. Last year, after almost a quarter of a century on display in front of the SP depot, the 3420 was restored and operated during a celebration to honor the centennial of the arrival of the Southern Pacific in El Paso in 1881. The locomotive now sits at 6th & Virginia Streets, on a short spur in the warehouse district of El Paso. Meanwhile, the old El Paso Railroad depot is being remodeled to serve Amtrak and area bus lines. Reports indicate that the station is also to house a transportation museum, although the only item for exhibit, thus far, is an old wooden, horse-drawn streetcar, which was previously displayed in one of the local parks.

(Mike Blecha)

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EX-CZ(WP) DOME-LOUNGE-OBSERVATION CAR, SILVER CRESCENT, that was sold and removed from the Jolly Rancher site near Golden last fall, and moved to the Gold Coast Railroad in Florida, will apparently see infrequent service in the future. An ad was recently seen promoting a 16 day nationwide Amtrak tour, starting in Miami in August. Fare - approximately \$2,000 for sleeper or \$1,000 for a lounge seat.

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SWAP 'N SHOP - Personal ads are accepted from club members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

FOR SALE - From the Mac C. Poor collection: 10 books bound in green leather of railroad stories from 1932 through 1941 issues of RAILROAD MAGAZINE, complete with card index. Also, 1942 stories, unbound, plus 16 complete issues from 1951-1954. All for \$400.

FOR SALE: TRAINS MAGAZINES - 231 issues from No. 1 of November, 1940 through June, 1970, mint condition, sold in one lot - \$500.

FOR SALE: RAILS AROUND GOLD HILL, by Morris Cafky, copies No. 1901 and No. 2396, in mint condition - \$200 each.

PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC, by Poor, Haley & Kindig, copy No. 851, in mint condition - \$200.

MRS. CLETA POOR, 4115 King St., Denver, CO 80211, Phone (303) 433-4295.

FOR SALE: Wards, 4-channel, hand-model radio scanner. Comes with 6 crystals of local railroad frequencies, plus the weatherman. All for \$75.
TOM MOSS, Telephone (303) 772-8665.

FOR SALE: To the highest bidder, the following books: NARROW GAUGE IN THE ROCKIES, 1958 Edition (good shape); PICTORIAL SUPPLEMENT TO DENVER, SOUTH PARK AND PACIFIC (good shape); COLORADO MIDLAND (Cafky-RMRRC) (good shape); RIO GRANDE, MAIN LINE OF THE ROCKIES (excellent shape).
JACK B. WELLES, 14532 Sheffield Street, Westminster, California 92683

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