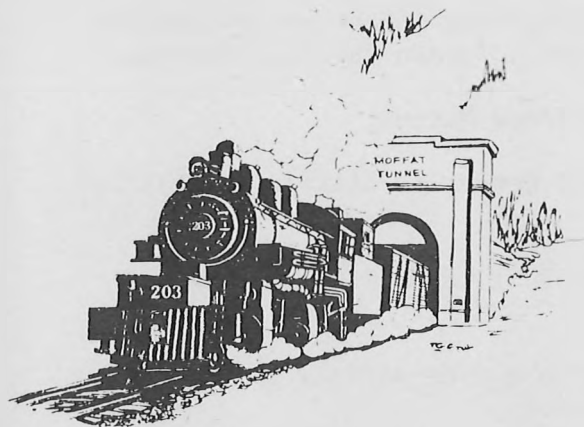


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

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No. 272

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, May 11, 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: EUROPE THROUGH A TRAIN WINDOW - PART 2

At the June, 1981 meeting of the Rocky Mountain Railroad Club, Europe Through a Train Window - Part 1 told of Erwin and Barbara Chaim's touring Germany by rail, utilizing the Eurail Pass, that wonderful ticket that allows unlimited train travel during its lifetime. Now EUROPE THROUGH A TRAIN WINDOW - PART 2 will detail the Chaim's visit to Switzerland, with its lakes, its mountains, its cities and, of course, its railroads. This multi-media slide presentation will come complete with fascinating pictures, appropriate background music, and Erwin's incomparable commentary.

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At the April 13 club meeting, Irv August explained that he had photographed trains during the heyday of steam, but had given it up when the "garbage grinders" (diesel locomotives) came in. Irv then presented a beautiful series of pictures of steam railroading in the Rocky Mountain area, starting with slides featuring the Midland Terminal Railway. There were scenes of a 3-engine MT freight train between Manitou and Bull Hill, plus shots of the last passenger train to Cripple Creek and Victor, the Rocky Mountain Railroad Club excursion of February 25, 1949. Irv then turned to his excellent 16mm movies, beginning with 1951 action on Sherman Hill. All the UP's name passenger trains were represented, plus a veritable parade of freight trains, some of the scenes photographed during a raging snow-storm! Next came another club excursion, this a 1956 trip on the D&RGW narrow gauge, including views of a freight train struggling up Cumbres Pass. Then it was back to standard gauge and the immaculate locomotives of the Great Western Railway. GW Engines 51, 60, 90 and a saddle tanker working the Loveland beet factory were shown, plus C&S Engine 806. The final sequence of moving pictures showed three mighty D&RGW 3600's on Tennessee Pass on August 15, 1954. The thrilling sight of these behemoths, moving a freight train over the steep grade for the final time proved a fitting climax to a most memorable evening. Thank you, Irv.

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COMING EVENTS

- May 15 - - - - Annual Work Day, with everyone invited to lend a hand in maintaining the club's historic rolling stock at the Colorado Railroad Museum.
- May 22 - - - - Alternate Work Day at the Colorado Railroad Museum.
- May 30 - - - - Rocky Mountain Railroad Club excursion, Denver to Sterling and return behind Union Pacific 8444.
- June 16-29 - - UP 3985 trek, Cheyenne to Pocatello to Salt Lake City and back to Cheyenne.
- July 9-18 - - NRHS National Convention in Denver, with a wide variety of activities and events scheduled throughout the state.
- July 16 - - - - HRHS excursion, Denver to Sterling and return with UP 8444.
- July 17 & 18 - Mile High Railfair at the Jefferson County Fairgrounds.

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RICHARD W. REESE, JR., of Lakewood, Colorado will receive a copy of the book, COLORADO MIDLAND, by Morris Cafky, as grand prize winner in the drawing held at the April club meeting. Bill Gould, of Louisville, Colorado had his name drawn for a copy of the MEMORIAL EDITION OF DENVER SOUTH PARK & PACIFIC, by Mac Poor, and copies of UNION PACIFIC, 100 YEARS, to go out to Thomas F. Pollock, of Monrovia, Calif., Virginia Calvert, of Golden, Colo., Heber G. Waldron, of Lincoln, Nebr., Keith Edmonds, of Littleton, Colo., and James K. Claus, of Colorado Springs, Colo. Hearty congratulations to go to the winners and our thanks to all those folks who contributed so generously to the club's equipment fund through participation in the annual book drawing.

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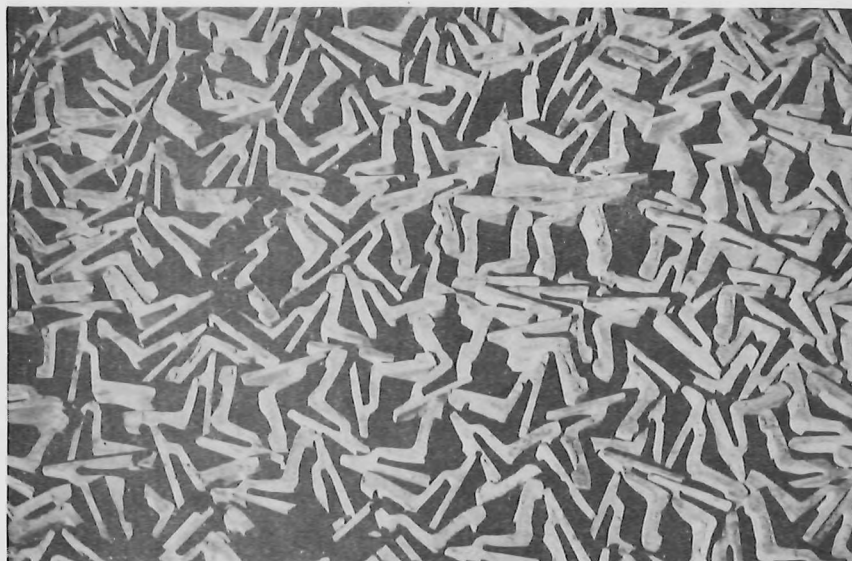
DERAILMENTS, SPLIT SWITCHES, AND THE LIKE plague even the best-run railroads, and so it follows that even your Rocky Mountain Railroad Club is not immune to the occasional flaw in operations. Case in point is the April "Rail Report." Two brochures, one covering the club's special offering of Otto Perry movies and one announcing Rail Ramble '82 were to have been included with the newsletter. Unfortunately, due to a series of circumstances, these brochures were not enclosed in the April mailing. To correct this, the literature in question has been forwarded via a special mailing which should have reached you by the time you read this. If not, please contact the club. We apologize for any misunderstanding or inconvenience caused by this omission.

Speaking of the flyers, a couple of points should be mentioned on both. Let's start with the Otto Perry movies. For those new to the club, or haven't been following along, the club has arranged with Sunday River Productions to reproduce three of Otto's very best reels. The originals, now part of the club's collection, were shot between 1941 and 1950, in 16mm format. This footage has been carefully reduced to Super 8mm size for home enjoyment. While these films are currently being offered to the public direct from Sunday River Productions, by ordering through the club, you as a member receive a cool 30% off of the retail price. Now, where can you beat a deal like that? Those of you who have had the pleasure of viewing some of these fine films at club functions, can certainly appreciate the wealth of historical value that the reels contain.

That brings us to flyer number two, which invites you to Reno and surrounds for Rail Ramble '82. If you haven't yet read the brochure, do yourself a favor and

do so at your first opportunity. The trip committee has put together the biggest and best Rail Ramble ever. A quick review of the list of activities should confirm to you that this is one fine trip! Dick Lawrence reports that interest is so high, reservation requests have already begun arriving. As with all club-sponsored trips, only a limited number of members and their guests can be accommodated. We urge you, therefore, to get those reservation forms in early!

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Undoubtedly you are thinking, "What in the world is that?" This month's photo is just a little brain-teaser to test your knowledge of railroading. A hint, the Editor snapped this picture while touring the narrow gauge rail lines of Southwestern Colorado. There is no prize for the correct answer, but give it some thought before turning to the last page of the newsletter for the answer.

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IN EARLY APRIL, A GROUP OF ROCKY MOUNTAIN RAILROAD CLUB MEMBERS kicked off the season at the Colorado Railroad Museum with some work on ex-Rio Grande Southern Engine #20. On Friday, April 2, this crew of hard-working volunteers gave the running gear of the 4-6-0 a good cleaning and lubrication. Then the next day, during the first steam-up of the year, ex-D&RGW #346 was used to move No. 20 several times around the museum yard. It is expected that this project was just the first step in a restoration program to be carried out on the veteran of 35 years of the RGS.

And, everyone is invited to participate in the care and maintenance of the club's rolling stock. The annual Work Day is set for Saturday, May 15, at the Colorado Railroad Museum. So put on those work clothes, come on out and grab a paint brush, or hammer and nails, and pitch in to help preserve these historic pieces of equipment. And to help make the event more pleasant, Ranniger's Roadbed Commissary will be on hand at Work Day to provide a delicious hot lunch to all hands. And, if the weatherman does not cooperate, the following Saturday, May 22, has been designated as the rain day for the event.

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WE HAVE ALL HEARD THAT DOWN IN TEXAS they do things in a big way, and now that includes the acquisition of railroad antiques. For, in San Antonio recently, someone removed a 15-foot tall, 2-ton bronze statue of an indian from the rooftop dome of the old Missouri Pacific train depot. Poised with bow and arrow in hand, the indian had stood atop the Mopac Station since its construction in 1907. The depot

has not been used since passenger service was discontinued in 1970, and is listed in the National Register of Historic Places. Witnesses have stated that the thieves worked for about 3 weeks getting the statue ready for removal. When the District Attorney's office was notified of the impending theft, no one was interested, and police stated they could do nothing until something has actually been stolen. Ironically, the owner of the building had sent a crew to the top of the structure about 6 months ago to take the indian down, but workers found the statue firmly bolted to the roof and left it there. The depot owner estimates that the statue was stolen for sale to a collector for around \$100,000 as the scrap value would be only about \$2,000 to \$5,000.

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THE DURANGO & SILVERTON NARROW GAUGE RAILROAD is looking toward a busy year with a number of improvements in service featuring additional equipment and trains. The D&SNG has announced plans to run a new train, "The San Juan Express," which will leave Durango at 7:00 a.m. and arrive in Silverton at 10:00 a.m. Used primarily for overflow from the other two trains, the Express will not be listed on current schedules, will carry only round-trip passengers, make no stops, with smoking allowed only in the parlor car, ALAMOSAS. This train is to leave Silverton at noon, after arrival of the first train, and reach Durango at 3:00 p.m. After cleaning and servicing, this equipment will then make the short round trip to Cascade Canyon, leaving Durango at 4:30 p.m. and returning at 8:15 p.m. The first (8:30 a.m.) train will commence round-trip service to Silverton on May 15, and will be joined by the 2nd (9:30 a.m.) train on June 7. During this period, extra sections and helper engines will be utilized as necessary.

With the increase in traffic on the 45-mile narrow gauge line, two sidings will be reconstructed in the Animas Valley, one at Home Ranch, south of the Fort, and one at Pinkerton Hot Springs. In addition, the siding at Elk Park will be rebuilt as will the house track at Silverton. New equipment for THE SILVERYON this year, will add six cars to the active roster. In addition to two concession cars and two coaches, two new open cars will be available to train riders. The D&SNG recently received four hopper cars, purchased from the East Broad Top in Pennsylvania, which will be used for ballast loading. As previously announced, the D&SNG will be occupying a portion of the old D&RGW depot in Silverton, with a full-time agent on duty to handle ticket sales from that end of the line. The railroad will also accept freight business, with small items carried in the baggage car on the early morning train, and carload lots being moved north on one of the later trains. The Durango and Silverton Narrow Gauge Railroad has applied to the Colorado Public Utilities Commission for rate increases on passenger fares averaging 15% overall.

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NEW POLICY ON TRIP AND EXCURSION TICKET SALES - It's no secret that, because of the limited number of seats or accommodations made available to the club by the operators of some excursions, tickets to certain functions can be downright hard to get. The problem compounds itself when non-club members make requests for a portion of the limited seating available. While it has always been the policy of the club to welcome non-members to RMRRC events, in the recent past, some club members have been unable to secure space on trips because of a high level of non-member participation. To attempt to rectify this situation, the Board has adopted the following policy on all future ticket sales. For the first 30 days of any offering, tickets will be sold to club members only. Members may make ticket requests for themselves, their families, and their invited guests during this 30-day period. Requests from non-members will not be honored during this period. At the end of the first 30 days, sales of remaining tickets (if any) will be opened to both members and non-members, and requests (including those from non-members received in the first 30 days) will be filled on an "as received" basis for the available remaining space.

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THE FINAL CURTAIN - AFTER A LONG HISTORY OF SUCCESS, the Steamboat Springs (Colorado) Repertory Theater gave its final performance in early March. The significance of the closing from a railroad history viewpoint, is that the theater, known for quality productions in both summer and winter seasons for the past several years, was housed in the old Moffat Road Depot. Several factors contributed to the demise of the theater, including the general state of the economy and the absence of skiers, even with much improved snowfall this year compared to last. The Steamboat Springs depot isn't the only Colorado station to have its future clouded by a loss of tenants. With the cutback in service by Rio Grande Motorways as mentioned in a recent issue of the RAIL REPORT, both the old Gunnison D&RGW depot and the Leadville D&RGW depot that served the Rio Grande Motorway, now share questionable futures.

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CUMBRES & TOLTEC SCENIC RAILROAD, Now under the management of Kyle Railways, Inc., will commence 1982 operations on Friday, June 11. Once again, two trains will be run each day, with the COLORADO LIMITED originating at Antonito, and the NEW MEXICO EXPRESS operating out of Chama. The two trains will meet at Osier for a lunch stop and to exchange locomotives before returning to their terminals. The 1982 schedule calls for the C&TS to operate trains Fridays through Tuesdays, from June 11 through July 2, and then daily, from July 3 through October 10. The round-trip fare on either train is \$24.00 per person, a dollar LESS than in the past two seasons. Assistant Manager, Cliff Palmer, reports that seven new coaches will be available for use this summer on the COLORADO LIMITED. These non-clerestory passenger cars are being built at the Antonito shop, using ex-D&RGW 6500 series steel flat cars as frames.

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FOR YEARS, AMERICAN RAILFANS TRAVELING SOUTH OF THE BORDER, made it a point to visit the Mexican east coast city of Veracruz. They did so, not only to take advantage of the scarcity of tourists, balmy weather and delicious seafood, but to ride the antique trolley cars that trundled through the picturesque port city. For only a few cents, one could enjoy hours riding a variety of trolley routes that wound through residential neighborhoods and the downtown business district. The Veracruz trolleys were like the dogs on your block, of many colors, sizes and backgrounds. Now word comes that they run no more, discontinued because they were too difficult and expensive to maintain. It was said for many years, that the trolley cars were a hinderance to the flow of traffic in the city of 300,000. They have been replaced by a fleet of colorful buses that poke into every corner of town. The buses can take you anywhere you want to go, still for just a few cents, but not in the grand style.

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GHOSTS OF THE PAST - With the exception of D&RGW's No. 5771, seldom is the occasion when an increasingly rare "F" type diesel unit shows up on the Denver rail scene. Hence, it is interesting to note that at present there are more of these early generation diesels in town now than in several years, with the arrival of 7 ex-BN units this winter. Sitting dead on an industrial track in North Denver, are 5 "A" units and 2 "B" units in BN green & white. They are F-7 #722 (ex-SPS), F-7's #720 and #732, (both ex-NP), F-7 #708 (ex-GN), F-3 #706 (ex-GN) and F-7's #725 and #753 (both ex-NP and "B" units). Also with these units, is a GP-18 #1990 (ex-NP), a GP-20 #2021 (ex-GN) and a somewhat out-of-the-ordinary NW5 switcher #986 (ex-GN). As of this writing, #722 has found its way to the middle of a scrap yard near downtown. There, after being started up and found to be operational, the junk-man reportedly has considered leaving the unit intact to do his switching. The units had been brought to Denver by the Cadillac & Lake City, for apparent possible use on ex-Rock Island track-
age they have taken over in Denver, Colo. Springs and Limon. An "F" unit is currently operating out of Limon for the company. (Above engine info gleaned from "BN Annual 77-80).

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ON SATURDAY, MARCH 27, A FIRE IN THE OLD "BACK"SHOP" SECTION of the Union Pacific Railroad's Cheyenne roundhouse was quickly extinguished by the local fire department. A diesel locomotive in the stall adjacent to that occupied by UP 3985, apparently started the blaze, which did minor damage to the old wooden structure and did not seriously threaten the steam locomotives stored inside. The UP Challenger was quickly moved outside the building by a UP switch engine during the incident. A spokesman for the railroad was quoted as saying that the building would not be repaired since it is slated for demolition during 1982. In a classic example of comprehensive reporting, the Sunday Cheyenne Tribune-Eagle reported in a front-page story that the 3985 had sustained, "only minor smoke damage" during the fire.

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FRANCE'S HIGH-SPEED PASSENGER TRAINS, which routinely travel the 300 miles from Paris to Lyon at an average 165 MPH, are apparently luring traffic away from other transport modes and reducing highway and airline congestion. French National Railways (SNCF) has reported that two months after the "Train a Grande Vitesse" service between Paris and Lyon was introduced, traffic on the route doubled from 6,000 to 12,000 passengers per day. SNCF estimates that 1,000 passengers were diverted from airlines and the rest from autos. The carrier says the TGV's 68% occupancy ratio was not anticipated until 1983. (UTU News)

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ANSWER TO THE MYSTERY PHOTO- At Hermosa, Eleven miles north of Durango on the Durango & Silverton Narrow Gauge Railroad, ballast cars are often stored on the siding and track materials stockpiled. The setting sun of a beautiful September day painted the ends of track angle bars, neatly stacked and awaiting installation on the popular narrow gauge line.

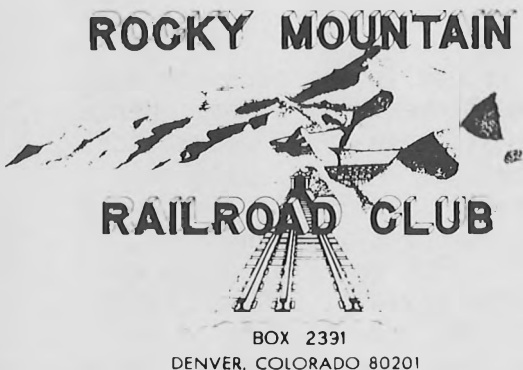
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