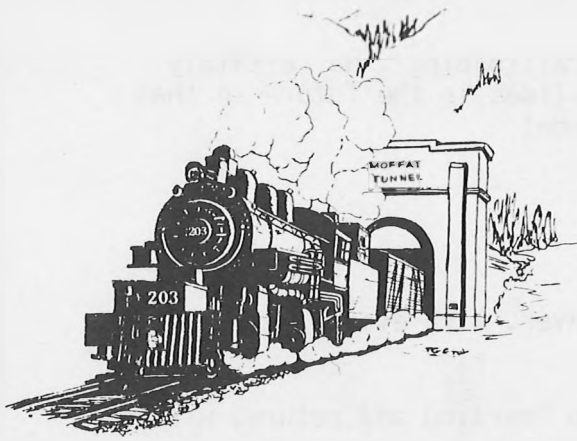


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

78
P.O. Box 2391
July, 1982

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Denver, Colorado 80201
No. 274

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

→ 82
Editor - - - - - Neal Reich
Associate Editor - - - Steve McCormick

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MEETING NOTICE: Date -- Tuesday, July 13, 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: → 74 OTTO PERRY MOVIES

The July club meeting will provide some of the incomparable moving pictures from the Rocky Mountain Railroad Club's Otto Perry Collection. Included in the four reels of movies are scenes of the Manitou & Pikes Peak Cog Railway in steam days, Union Pacific action on Sherman Hill, views of the East Broad Top, D&RGW standard and narrow gauge trains, some shots of the Rio Grande Southern, and a look at the Midland Terminal in 1949. As usual, Ed Haley will man the club's 16mm projector, with Dick Kindig providing the commentary.

A REMINDER: Members of the Rocky Mountain Railroad Club are always encouraged to bring guests to club meetings and activities, and folks visiting the Denver area throughout the year are always welcome at these events. We extend a special invitation to members of the MRGS who are in Denver for the national convention of that organization, to join us on Tuesday, July 13, to become better acquainted with the Rocky Mountain Railroad Club and enjoy an evening of fine entertainment.

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Thinking caps were on and memories were working in "Run 8" at the June regular meeting. The reason -- Bob Stahl presented his excellent slide show in which he asked the audience to identify the subjects of his pictures. Who, what, when and where were the questions he would ask, as he showed a wide variety of slides taken over a range of more than thirty years.

Those in attendance were asked to identify the location of stations and other terminal facilities, the names of long-gone trains, points on various lines, and other items too numerous to mention. Audience participation was brisk and spontaneous. After all, who could resist participating in

this "mini trivia bowl" of Rocky Mountain railroading? We certainly hope that Bob will bring another batch of slides in the future so that we can again guess who, what, where, and when!

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COMING EVENTS

- July 9 - 18 ---- NRHS National Convention in Denver, with events throughout Colorado.
- July 16 ----- NRHS steam excursion, Denver to Sterling and return, with UP 8444.
- July 17 & 18 --- Mile High Railfair at the Jefferson County Fairgrounds.
- August 14 ----- Rocky Mountain Railroad Club field trip on Rollins Pass.
- Sept. 3 - 6 ---- Rocky Mountain Railroad Club excursion, Denver to Reno, Nevada, Via Amtrak's San Francisco Zephyr.
- Sept. 22 - 25 -- The 2nd National Narrow Gauge Convention at Denver's Airport Hilton Inn.
- September 25 --- Rocky Mountain Railroad Club steam excursion on the Manitou & Pikes Peak Railway.
- October 9 ----- Annual Banquet and Meeting of the Rocky Mountain Railroad Club at Henrici's in the Hilton Inn.
- October ??? ---- Watch for details on the rescheduled annual Rocky Mountain Railroad Club Day on the High Country Railroad at Heritage Square.

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THE WAIL OF SIRENS IN LOWER DOWNTOWN DENVER signalled the unofficial end of another successful Rocky Mountain Railroad Club excursion on Sunday, May 30. Some 432 people from all parts of the United States thoroughly enjoyed themselves on the Denver to Sterling round-trip headed by Union Pacific No. 8444. The cool, cloudy day was in complete contrast to the heat of last July's club excursion, and the train's steam lines were hooked up in Sterling to provide passengers a comfortable return trip. With intermittent showers accompanying the cool temperatures, the club's snack bar was completely sold out of coffee and donuts by the second photo run, leaving the Trip Committee with a few gallons of surplus lemonade on hand. A number of excellent photo runbys were made, and with the water stops at LaSalle, and turning the train at Sterling, there was ample opportunity for pictures. As usual, the Union Pacific passenger equipment was clean and in fine working order, while the 8444 once again performed magnificently after overhaul this past winter. And, as has become routine, the cooperation, friendliness and effort put forth by the UP employees was excellent. And the sirens in downtown Denver? It seems that, as the train made a smoky arrival back in the terminal, the Denver fire department received calls reporting that a viaduct and/or the depot itself were afire! At least, the firemen got a good look at the locomotive.

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A FINE TURNOUT OF VOLUNTEERS, coupled with a seemingly miraculous break in a long stretch of wet weather, resulted in a very progressive work day at the museum on May 15. The Rico received a fresh coat of paint on the outside while steel supports for the car's end-structure were fitted on the inside. Rio Grande Southern #20 was the recipient of a much needed paint scraping attack by a persistent group of helpers. As many layers of paint were removed from the loco and tender, one could observe several previous paint schemes, including the one applied for the movie, "Ticket to Tomahawk." Lunch was provided to all by Ranniger's Roadbed Commissary, in spite of the grill's being unexpectedly "bad ordered." A great big THANK YOU is due all who gave of their Saturday to lend a hand. On other weekends, members have been working on the rebuilding of the end platform of the Rico. There is always room for more help on this particular project. If you have one or more days you could contribute, just contact Darrell Arndt at 572-7868.

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ROLLINS PASS!!! -- That's the destination of those adventuresome souls who elect to participate in the club's upcoming August field trip. This historic route over which men and machines of the Denver & Salt Lake once struggled is, perhaps, one of Colorado's more interesting stretches of abandoned roadbed and is situated right in our "own backyard" - less than 50 miles from Denver. Points of interest on this historic grade include the Giant's Ladder, Needle Eye Tunnel, Yankee Doodle Lake, Devil's Slide, Corona, Arrow and Rifle Sight Notch, plus other attractions for the rail history fan, such as tunnel and trestle remains, wreck sites and miles of beautiful scenery. This 33 miles of line qualified as one of the nation's most rugged stretches of mountain railroading until its abandonment upon completion of the Moffat Tunnel in the late 20's. Today, the grade is driven over by thousands each summer, few who are aware of the colorful railroad history associated with the area.

Details of the field trip are in the development stage, however, we will provide an outline for the day's activities. Please consider this an all day trip that will include driving on a rather "bumpy" gravel road that is, nevertheless, traveled by many automobiles each summer. Our travel will be from the east side to Winter Park, however, if the road is impassable over the top, we will restrict our venture to the east side. Clothing that is appropriate for unpredictable mountain weather is recommended, and since we will be doing some hiking, good boots or shoes are suggested. Of course, no one will go hungry at midday, as Ranninger's Roadbed Commissary will be on hand to serve a tasty, filling lunch. Transportation is by private vehicle, and of course, carpooling is a good approach for an outing of this nature. Those who might be in need of a ride should let us know and we will attempt to accommodate them, and those who have extra room they wish to offer to someone without a car, are encouraged to do so. We would appreciate hearing from anyone with room, so we may coordinate between interested parties.

Point of departure, and leaving and return times will be announced in the August newsletter. Tickets are \$6.00 per person, to help defray the cost of lunch, printing and the handout. Tickets MUST be purchased in advance, and we request that orders be placed as soon as possible. Please use the coupon at the end of the newsletter, or include the requested information on a piece of paper. Questions related to the day's activities may be directed to Darrell Arndt (572-7868). Whether you have explored Rollins

Pass in the past, or have never visited the James Peak area, this day-long outing with fellow members should be both enjoyable and memorable!!!

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AT THE RISK OF GOING BEYOND THIS PUBLICATION'S NORMAL SCOPE of coverage, we bring you a field report from as far away as the upland desert of eastern Nevada. The occasion to merit our interest was the first passenger train to run the length of the Nevada Northern RR in more than 15 years.

As early as February, announcements of the two-day "Grand Excursion" over the N.N., last of the historic Nevada short lines, began to appear in railfan publications. The excursion, sponsored and run by Great Western Tours of San Francisco, an organization long associated with interesting and unusual rail movements, was set for the Memorial Day weekend.

The trip began as our chartered busses delivered us to Cobre, northernmost point on the Nevada Northern, and interchange point with the S.P. From Cobre, we journeyed 139 miles southward, through the broad Steptoe Valley, to Ely, stopping enroute at Shafter (W.P. interchange), Currie, and Cherry Creek. The special train consisted of two ex-S.P. Shasta "Big window" coaches and an ex-S.P. lounge car, provided by Great Western Tours, in conjunction with Sierra Western, especially for the trip. The railroad provided Engine 401, and SD-7, complete with simulated steam whistle (a la New Haven), as well as Coach No. 5 and Baggage Car No. 20, both wooden-sided, truss rodded relics dating from the railroad's inception.

After an overnight stop in Ely, the excursion continued to Ruth, sight of Kennecott Copper Co., Nevada Mines Division huge open pit copper mine, and then back through Ely to the smelter located at McGill. Power for the day was RS-2 No. 9.

From McGill, the special returned to Ely where those on board could take in the railroad's yard and general shops. For those who have never visited the N.N.'s facilities, no written description can convey the flavor of the place. It is as close as a person can come to taking a giant step backwards in time. Wooden sided boxcars and arch bar trucks litter the yard. The passenger station, freight house, coaling tower, car shop, and engine house all stand, looking much as they did 75 years ago. In addition to SD-7's and RS-2's, the engine house still is home to a 4-6-0 and at least one Baldwin V.O. switcher. As one railfan put it, the N.N. is to the current rail enthusiast what the Virginia and Truckee was to aficionados in the 30's and 40's.

Alas, the same busses which had brought almost 200 passengers to this Disneyland of railroading, stood ready to return us to the reality of downtown Salt Lake City, ending one of the most memorable special movements in recent history.

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A SPECIAL 18-CAR UNION PACIFIC PASSENGER TRAIN passed through Cheyenne on June 1, enroute to the new Tenneco Minerals trona processing plant near Green River, Wyoming. On board were some 50 officials of Tenneco, traveling to the

dedication ceremonies of the \$65,000,000 facility as guests of UP President, John Kenefick. The round-trip from Cheyenne to the plant site and return, was originally scheduled to be powered by UP steam locomotive 8444, but the tight scheduling of the event precluded use of the Northern, due to its servicing requirements.

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NOT EVERYTHING WAS PERFECT, but do you suppose anyone noticed? Sure, the whistle cord broke and the speedometer quit right outside Cheyenne, and there was a long delay that caused the locomotive to run short of coal approaching Rawlins, but did anyone really notice? For the day was bright and clear, and the green of Wyoming spring grass actually looked lush. And folks were in a festive mood except maybe until somebody got in the way of a good picture. And then there was the train, 9 cars and caboose, painted in the distinctive yellow of the Union Pacific RR, and gleaming like the name passenger trains of old. And the locomotive - ah yes, the locomotive! As it sped across the prairie, its exhaust spoke of its proud ancestors, its whistle called out to all, townfolk and school children, motorists along the roadways, and the railfans and photographers along the track. And as Union Pacific 3985 roared past, its shower of cinders was a grimy reminder of the glory days when the railroads ran on coal. For the Challenger was on the move to Green River, to Pocatello, to Salt Lake City, and it was magnificent!

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On Thursday, June 3, Union Pacific Locomotive No. 3985 was moved outside the Cheyenne roundhouse and put under steam. UP shop employees tested and made minor adjustments to various systems on the Challenger for its trip to Pocatello and Salt Lake City, while a few local railfans and a crew from Japanese television recorded the event. (Jack Wolff)

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VISITORS TO SOUTHWESTERN COLORADO this summer are invited to visit a special exhibition of William Henry Jackson prints at the Ouray County Historical Society. The show features pictures from the Silverton-Ouray area, and most were taken prior to 1900. Included in the Ouray exhibit are some rare or seldom seen shots of Silverton, including early views of Bakers Park and a rare panorama of the town taken from Anvil Mountain in the 1880's. W. H. Jackson was originally a Vermont studio artist who served in the Civil War and eventually took pictures around the world, including those taken on a trip across Siberia by sled. He was a photographer for the Hayden survey on several occasions, and that work plus a mass of stereoptican slides, made for the Union Pacific Railroad, gained him nation-wide fame. The Colorado Historical Society has all the known plates taken by Mr. Jackson west of the Mississippi, while his eastern pictures are in the Library of Congress. The combined collection numbers about 50,000 photographs. The Ouray exhibition is a preview to a showing of William Henry Jackson prints opening at the Colorado Heritage Center in Denver in August.

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CITING THE CURRENT RECESSION AND SEVERE WINTER WEATHER, many of the nation's largest railroads report drastic declines in earnings during the first quarter of this year as compared to 1981. Burlington Northern, Inc., reported first quarter earnings down 58% from 1981, while Union Pacific's net income was off 40%, CSX dropped by 45%, and Santa Fe's pre-tax rail income fell 92%. The Chicago & North Western and the Southern Pacific both reported first quarter losses. Early in May, the Union Pacific Railroad had a total of 8,310 freight cars of all types in storage, with 618 UP freight locomotives also out of service.

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DATELINE: LYON, FRANCE - (Special to the Rocky Mountain Rail Report). After having ridden French National Railways' premier passenger train, the Train a Grande Vitesse (TGV), from Paris to Lyon, I can report it to be a remarkable and worthwhile experience. A new right-of-way is under construction exclusively for the high-speed trains, and has been completed to within 100 miles of Paris. Thus, the first one hour and 20 minutes of the southbound ride is limited to speeds of 100 mph, with the balance of the trip at up to 160 mph. The well-engineered, but grossly over-designed track structure features oversized concrete ties and welded rail of tremendous weight. The lightweight French electric trains ride very smoothly and the sensation of speed isn't as great as one might think. The rapid pace becomes most evident as the train passes through the intermediate towns along the line; it's almost impossible to read the station signs as you zip along.

The Eurail Pass is honored on the TGV trains, but reserved seating is mandatory. Reservations can be obtained at special TGV ticket windows or from coin operated machines at the station. The maximum one-way reservation charge is about \$1.50 per seat, but certain other supplemental charges may apply. These additional fares are assessed on trains operating at the most popular times, particularly for what could be called the "businessman's commuter runs." The second-class coaches seat 2 by 2 across the aisle, while first-class service features a more spacious 1 by 2 seating arrangement. There is a small standup lunch counter that operated mid-train, which is quite crowded at mealtime. For the first-class traveler, being

served a meal airline style at your seat is certainly a lot easier. My traveling companion, a man intimately associated with the recent restoration of Union Pacific Railroad's 3985, enjoyed the ride on the TGV train, also. But he remains skeptical of one aspect of the operation. "Somehow this doesn't seem like a real passenger train," he observed. "I don't see steam leaking from under the train, anywhere."

(Bob Fryml)

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A FOUR-DAY MEETING OF RAILFANS, MODELERS, STEAM ENTHUSIASTS, AND rail historians will be held at Denver's Airport Hilton Inn, September 22 through the 25th, at the 2ND NATIONAL NARROW GAUGE CONVENTION. A wide range of activities is planned for the get-together, including manufacturers exhibits, a swap meet, model layout planning and construction, an auction, prototype steamups, and clinics and programs discussion many railroad topics. A number of members of the Rocky Mountain Railroad Club will participate in the sessions, including Jackson C. Thode, E. J. Haley, Ed Gerlits, Erwin Chaim, Darrell Arndt, and Jim Trowbridge. Featured speaker at the Saturday night dinner will be Mr. Charles Bradshaw, owner of the Durango and Silverton Narrow Gauge Railroad. A pre-registration fee of \$40 for the convention, is payable before August 1, 1982, with the rate going up to \$50 per person after that date.

THE 2ND NATIONAL NARROW GAUGE CONVENTION Committee extends a warm invitation to everyone to join them on Monday, September 27, 1982, on a "Journey to Yesterday" as they ride the Silverton Train of the Durango & Silverton Narrow Gauge Railroad. The 90-mile excursion will feature two engines pulling the special train through the heart of Colorado's San Juan Mountains. The train will consist of coaches (seats will not be reserved), a snack car, and roofed open-sided gondola cars. Several photo runbys are scheduled for photographers. Round trip fare for this excursion is \$42 per person, with no children's fares available. The Committee has made special arrangements for a tour of the railroad's Durango yards on Monday morning, at 8:00 a.m. As the yards are not off-limits to visitors, you must show your train ticket at the yard gate to gain entry.

Payment of pre-registration fees, purchase of train tickets, and requests for information may be addressed to: 2nd National Narrow Gauge Convention; C/O Registrar; 8640 West 78th Place; Arvada, Colorado 80005.

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THE BURLINGTON NORTHERN RAILROAD BEGAN SERVICE April 20, on the 480-mile stretch of former Milwaukee Road mainline in South Dakota. Current traffic on the Ortonville, Minn. to Terry Montana line consists of one empty and one loaded coal train daily. The State of South Dakota purchased the line from the Milwaukee Road for \$33,400,000 and, under an agreement with the State, BN will lease the trackage with an option to purchase. Track work is scheduled to begin this summer, which will permit unit trains to travel 40 mph. About \$30,000,000 in Federal funding will be used to upgrade the track to class-three standards, after which the BN will be responsible for the line's maintenance.

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BACK ON THE ROAD - Ex-AT&SF Business Cars No. 56 and No. 57 were seen resting at

Denver Union Station at the end of May, after having been moved from the Boulder area where they had been sitting for some time. The cars were reportedly destined for the Midwest for refurbishment prior to use in a promotional tour of some sort. A third ex-Santa Fe Business Car was moved to a field in south Aurora, and provided a little extra complication for drivers during an afternoon rush hour.

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NO MORE - Another link with the past disappeared recently, with the removal of the old Moffat Road station building at Pinecliffe.

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Gosh!!! I can hardly wait to join in the fun of spending a day on Rollins Pass on August 14. Enclosed is my check/money order for _____ tickets at \$6 each.

NAME: _____ STREET: _____

CITY: _____ STATE: _____ ZIP: _____

45 >
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