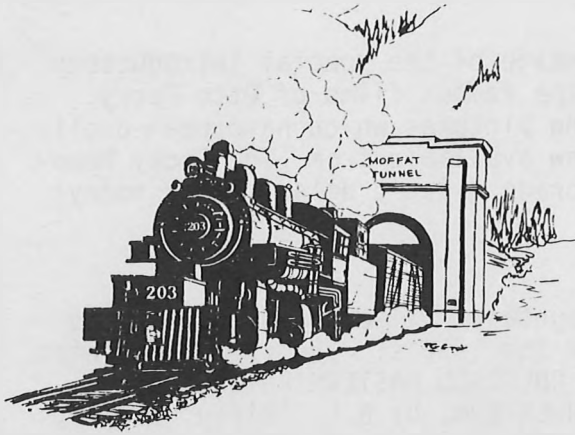


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
August, 1982

Denver, Colorado 80201
No. 275

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, August 10, 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: RON RUHOFF PRESENTS

Ron Ruhoff, one of the best-known outdoor photographers in Colorado, will be on hand at the August 10 club meeting to present one of his excellent "photo musical adventures." Ron's multi-media program will feature moving pictures of a variety of area railroads, with appropriate background music. Plan now to be on hand to enjoy scenes of 1960 and 1961 club excursions on the C&S and the Great Western Railways, D&RGW narrow gauge freight trains operating in the early '60's, plus a 1969 club excursion on the Union Pacific Railroad from Denver to Laramie with UP 8444. Ron Ruhoff has been an active member of the Rocky Mountain Railroad Club since 1958, and his presentations are always highlights of the program year.

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At the July 13 meeting, a standing-room-only crowd of club members, guests, and visitors thoroughly enjoyed another excellent selection of moving pictures from the Rocky Mountain Railroad Club's OTTO PERRY COLLECTION. Scenes presented were from the years 1949 through 1958, and included shots of the Union Pacific, D&RGW, Rio Grande Southern, Midland Terminal, Rock Island, Santa Fe, Colorado & Southern, Great Western, Denver & Intermountain, San Luis Valley Southern, East Broad Top, Pennsylvania, and the Norfolk & Western. There were many views of club excursions, including a memorable 1958 trip with UP Challenger 3907, and the "last run" to the top of Pike's Peak that same year with M&PP steam locomotive No. 4. The program was vintage Otto Perry, featuring such subjects for his camera as ducks, airplanes, sunset scenes, and a Colorado dust storm. The serving of ice-cold lemonade topped off the proceedings on a rather warm, typically July evening.

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TIME IS RUNNING SHORT for club members to take advantage of the special introductory offer of 30% off the list price when ordering the famous films of Otto Perry. The first three 200-foot reels of Super-8 moving pictures which have been duplicated from the original Otto Perry films are now available from: The Rocky Mountain Railroad Club, P.O. Box 2391, Denver, Colorado. Don't delay, order today!

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LATE IN 1980, THE BOARD OF DIRECTORS of the Rocky Mountain Railroad Club decided to reprint three booklets published by the club in the 1950's. The three booklets: STEAM TRAMWAYS OF DENVER, by Morris Cafky; THE COLORADO EASTERN RAILROAD, by Charles S. Ryland; and DENVER, LONGMONT & NORTHWESTERN, by B.L. "Billy" Boyles, were to be combined into one soft-cover book. After some hard work by the club's Publications's Committee, overcoming some unforeseen delays, the publication is now ready, and a copy will be sent FREE OF CHARGE to all Rocky Mountain Railroad Club members in good standing. Additional copies are available to club members and the general public at \$6.00 each. Books are available at the club's monthly meetings, or by mail from: Rocky Mountain Railroad Club; P.O. Box 2391, Denver, CO.

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LAST CHANCE. Only a seat or two remain to be sold on the Club's Labor Day Extravaganza to Reno and Virginia & Truckee country. If you have not signed up, but still want to go along, contact Dick Lawrence at Boulevard Travel, 321-2330, immediately.

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INTERRAIL, THE INTERMOUNTAIN ASSOCIATION OF RAILROAD PASSENGERS, is a regional group of citizens interested in improved passenger train service. The organization covers the geographical area encompassing Colorado, Nevada, Utah, and Wyoming. An arm of N.A.R.P., Interrail monitors the regional political scene, lobbying in favor of the passenger train whenever necessary. In addition, members receive free travel-by-train trip planning and a bi-monthly newsletter. The group is now looking for more members in Colorado, as well as the other states they serve. For more information or to join, write Interrail, P.O. Box 20443, Salt Lake City, Utah, 84120

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WANT TO KNOW THE LATEST SCOOP ON PASSENGER RAIL NEWS? The National Association of Railroad Passenger's "Hot Line" is a recorded message giving up to date news on what's happening in the passenger rail industry. Call (202) 546-1551 after 4:00 P.M. Mountain Time to receive the message. The recording is changed every week or so, and no, they won't accept collect calls!

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COMING EVENTS

- August 14 . . . Rocky Mountain Railroad Club field trip on Rollins Pass.
- Sept. 3 - 6 . . . Club excursion Denver to Reno, via Amtrak's San Francisco Zephyr.
- Sept. 22 - 25 . . . The 2nd National Narrow Gauge Convention at Denver's Airport Hilton Inn.
- Sept. 25. . . . Rocky Mountain Railroad Club steam excursion on Manitou & Pike's Peak Rwy.
- October 9 . . . Annual Banquet & Meeting at Henrici's in the Hilton Inn.

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THE UNION PACIFIC RAILROAD expects to have its new Cheyenne yardmaster's tower ready for service in August. Construction has been underway for 11 months on the \$495,000 project, which is being financed by the Wyoming State Highway Department as part of an Interstate 80 connector project. The new tower will be located between the twin bridges of the new Riner Overpass which is replacing the old Riner Viaduct that has spanned the UP's Cheyenne yards since the 1920's

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A SLIGHT DELAY - The Chicago & North Western will not begin construction of its 56 mile spur line into the Powder River Basin until 1983 because of minor delays in obtaining clearance from government agencies. No other delays in the \$460 million project are expected however, and construction should begin in mid-1983 with completion expected about 18 months later.

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IT WAS JUST A MATTER OF TIME. After all, it is inevitable even in the most blissfull of matches. And it was really no one's fault, because sooner or later it was bound to happen. The honeymoon is over. How did it happen, you say? Well, you see, all during the courtship of Charlie Bradshaw and the good people of Southwestern Colorado it was all moonlight and roses. And even after Mr. Bradshaw consummated the marriage with his purchase of the D&RGW's Durango-Silverton line, folks just couldn't say enough about "good old Charlie." Up until now, that is, 'cause the honeymoon is officially over.

Recently an editorial writer for THE SILVERTON STANDARD AND THE MINER, Silverton's weekly newspaper, took Charlie Bradshaw to task for a most serious indiscretion. It seems that Mr. Bradshaw and his Durango & Silverton Narrow Gauge Railroad trains are not hauling enough HUNGRY passengers into Silverton. And, while the D&SNG car shop in Durango has turned out two remodeled cars for the SILVERTON trains, these have not been coaches, but a snack car and a parlor car. To make matters worse, the railroad has plans to inaugurate dining car service in the next couple of years. And, even though the D&SNG is now running four trains daily instead of two, one of the trains brings only four or five cars into Silverton while the late afternoon train turns around at Cascade and doesn't reach the restaurants of Silverton at all. WOW! Then there is Durango. With the trains originating and terminating in Durango, that city is getting all the gravy, so to speak, while Silverton is left with the crumbs. And perhaps the editorializer hasn't looked at the situation from the viewpoint of the train-riders. That fresh mountain air, the sounds of a laboring steam locomotive, and the aroma of the pines mixed with the smell of coal smoke whet the appetite and cry for immediate relief. Oh well, perhaps next year the snack car and the parlor car will be used on the train that originates out of Silverton.

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\$500 CASH REWARD - FOR INFORMATION LEADING TO:

1. Recovery of the picture stolen during the week of June 21, 1982 from the general office of the Manitou & Pike's Peak Railway Company.
2. Apprehension of the persons responsible for the burglary.

The picture, approximately 24 inches high by 8 feet long shows Rock Island Train, steam locomotive, tender and 5 cars, carried out in mother-of-pearl. Train is going through Colorado Springs countryside with Cheyenne Mountain and Pike's Peak in background, all in color and most realistically done. Picture frame is of oak, natural color varnished.

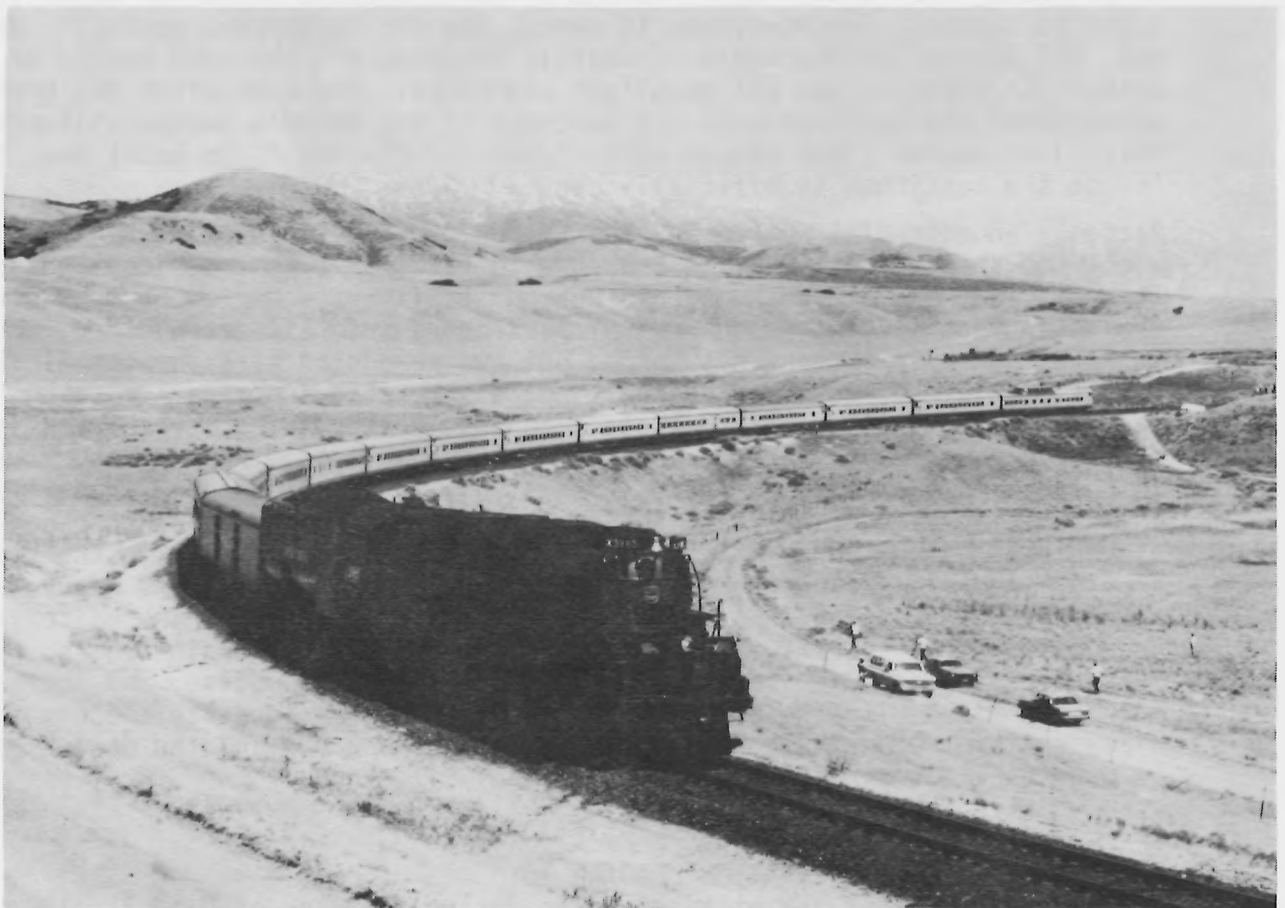
Anonymity and strictest confidence is absolutely guaranteed.

Call 685-1045 or 685-5407. Area code is 303.

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EVEN THOUGH IT WASN'T A CLUB SPONSORED EVENT, several members were seen in and around Salt Lake City June 26 and 27 for the first public excursions in recent times behind Union Pacific Challenger type locomotive No. 3985. Billed as "Steamshow 1982", the Promontory Chapter, N.R.H.S. scheduled two round trips between Salt Lake and Provo, one complete trip operated on each of the two days.

Departing from the U.P.'s restored Salt Lake City depot, the excursions followed the ex - O.S.L./L.A. & S.L. route through South Salt Lake, Sandy, Draper, around point of the mountain, and past U.S. Steel's Geneva Works into Provo, where the train was turned and the locomotive serviced. Return was via the same route. A photo runby was provided in each direction, and a box lunch was included in the ticket price. The train consisted of a baggage car with sideboard equipped doors, 10 coaches, 2 lounge cars, and a dome coach. Interest in the trips was so high that seating in the lounge areas as well as the dome section of the dome coach was sold.



U.P. 3985 with excursion train near Point of the Mountain, Utah, June 26, 1982

Unfortunately, the track between Salt Lake and Provo is more of a heavy duty industrial spur than a main line. Top carded speed is 40 m.p.h. and multiple speed restrictions keep the average speed well under 30. This, of course, did not show the big engine to best advantage. The locomotive's tendency to try and set the entire valley on fire was another unfortunate situation. One of the local T.V. reports indicated that in the two days of excursions, upwards of 80 acres had been burned off from the fires set by the locomotive.

A unique feature of the trip was the video link between the engine and the baggage car. A T.V. camera, mounted in the cab, allowed excursionists to view the engineer's and fireman's activities from a screen set up in the head end of the baggage car.

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THE "3985 COMMITTEE" ONE YEAR LATER - We have received inquiries from time to time concerning what the members of the "3985 Committee" have been doing since their successful restoration of the Union Pacific Challenger and triumphal tour to Sacramento's "Rail Fair '81." For many of the members, their activities have been largely a reflection of the general state of the national economy. Locomotive engineer Bob Krieger, for example, has been working variously the Cheyenne-east Engineers' Extra Board, Cheyenne switch engine assignments and has even been cut back to a fireman's position on road turns to North Platte, Nebraska.

Train service employees Lynn Nystrom, John Boehner and Bob Fryml have shared a similar fate, namely a continuing state of flux between the Cheyenne-west Brakemen's Extra Board, switch engine assignments in Cheyenne and Laramie, and outright furlough. In January, Boehner and Fryml secured a few day's work on the Cadillac and Lake City as engineer and conductor, respectively. While trainmen Craig Ringgenberg and Tim Grotheer have both been furloughed for some time, they have secured craft positions in the UP's mechanical department working on steam engines 8444 and 3985. For Ringgenberg, now employed as a boilermaker's apprentice, the work has been steady. Grotheer worked as a pipefitter's apprentice, but systemwide budget cuts put him in a furloughed position again. Brakeman/switchman Rick Steele has been furloughed for some time, and along with working some odd jobs has been writing articles for the Narrow Gauge and Short Line Gazette and has been the Engineers' Extra Board for the Cadillac & Lake City.

There is a popularly-held notion that the members of the "3985 Committee" would like to dispel, namely that the "Committee" is still the Committee. "Officially we disbanded upon return from Sacramento." says member John Boehner. "This was our original agreement with the company, we would give them a restored, operational 3985, and it would be the railroad's to control and maintain with craft help." For those Union Pacific employees who put in the long hard hours in restoring the Challenger, the railroad gave them a terrific experience, the railfan trip of a lifetime, 2,500 round-trip miles behind double-headed, mainline steam power cruising the rails of the legendary Overland Route. But for all of the members of the "3985 Committee," whose participation came at every level of commitment, there is universal agreement that just seeing the engine run again and knowing that each has contributed something to that effort brings great personal satisfaction.

Reports have it that during the Challenger's trip to Pocatello and Salt Lake City in June, a railfan asked a member of the UP's mechanical department staff about the big aluminum plaque that is mounted in the cab behind the fireman's chair. The plaque reads, "Donald R. Ringstad / A Good Friend and Teacher, Remembered / 1953-1981 / 3985 Committee." (Don Ringstad was the Project Mechanical Foreman for the "3985 Committee," and it was largely due to his considerable knowledge and experience with steam locomotives that the 3985 runs today. He was killed in a traffic accident in Cheyenne on September 16, 1981, at age 28.) After reading the plaque, the railfan commented that he'd been in a lot of steam locomotive cabs but had never seen a plaque mounted in any of them dedicated to the memory of a deceased railroad employee. "Of course not," replied UP's General Mechanical Superintendent-Locomotives, Bob Neeley, "No other railroad ever had an employee quite like Don Ringstad." (Bob Fryml)

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BACKGROUND OF MOTHER-OF-PEARL PICTURES OF ROCK ISLAND TRAINS (from the Rock Island Railroad: Department of Research)

Around 1880 one of our veteran car builders in the 47th Street Shops, Mr. Andrea T. Cavell, developed a technique of working on the glass faces on a number of clocks which we later placed in our executive offices. As an outgrowth of his artistry, he produced some small three-quarter view pictures of a train located near LaSalle, Illinois. The pictures were drawn on plate glass and picked up with mother-of-pearl in the portion covered by the engine and cars. Since these were freehand drawings and paintings each individually handled, the result was quite a variance, not only in color but in the type of locomotive used and in the placement of the cars in the train.

Mr. Cavell's technique was adopted by other job men who were experts at carving and inlaying of mother-of-pearl in the construction of our old observation cars. The result was that engines were of different types and bore different numbers and the trains depicted were of different lengths. We have no accurate knowledge of how many of these might have been created in the early days, but shortly after the turn of the century, due to quite a demand for the mother-of-pearl inlays, the Rock Island secured bids on a commercial basis and the Western Sand Blast Company in Chicago was awarded a contract.

We have a record that the contract called for 50 pictures over a period of two years and it appears that we paid \$50 for each. These pictures carried a legend on the back that they were exclusively the property of the Rock Island Railroad and that they were never to be sold. Apparently the traffic people who put them out to special customers felt that they would maintain ownership of the pictures and that the recipient would possess them on a kind of loan basis.

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ROLLINS PASS OUTING LOOKS GOOD - Only a few weeks remain before the Club's annual August field trip. This year the James Peak area west of Rollinsville is on the agenda and the impressive beauty of the Moffat Road grade will be enhanced even further with the unanticipated remains of large snow fields and gushing mountain streams. The effects of last winter's heavy snowfall is still apparent in the high country even though August is upon us (already!?!). Participants in the field trip are welcome to join us Saturday morning, August 14, at either of two locations: the Colorado Railroad Museum at 7:00 A.M. (where car poolers may leave their auto(s) for the day) - or near the east portal of the Moffat Tunnel at 9:00 A.M. After observing the Rio Grande Zephyr enter one of the Continent's longest railroad tunnels, our 17 mile trip on the Rollins Pass grade will begin. A recent inspection of the grade revealed it to be in good condition so the "family chariot" will have no problem during the drive. Our itinerary will take us as far as the famous Needle Eye Tunnel, about two miles short of the summit at Corona. A combination of rock on the tunnel floor and snow on the grade beyond the tunnel restricts further travel. However, there is still plenty to see and do, and most likely the west side will be the subject of a future trip. For those who so desire, an hour-long hike on an interesting portion of the grade away from the road will take place. The hike will be mostly on the level with an option of some climbing on the return. Other stops will be made along the route and upon arrival at the Yankee Doodle Lake area Ranniger's Roadbed Commissary will be waiting with a tasty lunch. After lunch we will continue on up past Dixie Lake to the Needle Eye Tunnel where a breathtaking panorama includes a dramatic view looking down on Yankee Doodle Lake hundreds of feet below. Our group activity should be completed by mid-afternoon. Please remember to wear appropriate

footwear and bring outerwear that is sufficient to ward off cool mountain breezes and/or afternoon showers. Carpooling with fellow members is suggested. If you have room for a non-driver or if you need a ride, please let us know. Tickets are \$6.00 per person and must be purchased in advance. Questions may be directed to Darrel Arndt - 572-7868.

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MANY THANKS TO ALL who helped this summer with cleaning and painting locomotive No. 20. The efforts of those on the work-day in scraping the engine got the project off to a good start with volunteers on subsequent weekends completing the cleaning and total repainting. The lettering chore was wrapped up on Thursday, July 8.

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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: Colorado & Southern Railway photographs. One hundred and six 8"X 10" glossy contact prints from the original Otto Roach negatives of operations on the narrow gauge South Park Division about 1930. The photos, taken between Denver and Leadville, are identified. Best bid over \$100.00. ELSIE RYLAND, 1914 Nineteenth St., Golden, CO., 80401

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"IRON HOUSE WEST," an exhibition of paintings and sculptures owned by the Burlington Northern Railroad, will be on display at the Wyoming State Museum in Cheyenne through August. The collection was commissioned originally to publicize the Great Northern Railway and its route through Glacier Park, and the Northern Pacific Railway and its route through Yellowstone. Among works to be on display are those of Charles M. Russell, Edgar S. Paxson, Will James, Winold Reiss, and other well-known artists. The Wyoming State Museum is open to the public without charge, and is located between Central & Warren Avenues in the 2200 block near downtown Cheyenne.

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SATURDAY, SEPTEMBER 25th IS THE DATE for the Club's 1982 steam excursion on the Manitou & Pikes Peak (Cog) Railway. This year's trip will be a combined steam and diesel operation. Steam engine No. 4 will depart Manitou shortly after noon, after downhill traffic clears the line. It will run to the water tank near Minnehaha and then take part in an interesting switching operation at the siding to allow traffic to pass. After clearing the siding, No. 4 will run to Mountain View siding with a photo run-by along the way, if time permits.

The car pushed by No. 4 contains only fifty seats, which will be filled by the first fifty people to purchase tickets. Another thirty ticket holders will ride the diesel car which will precede the steamer. The diesel passengers will also be able to take part in all of the photo run-bys. At Mountain View the entire party will board the diesel car for the remainder of the trip past Windy Point to the summit of Pikes Peak. After a short stay "on top", the diesel will descend to Mountain View. Here the thirty people who rode up in the diesel will board the steam car for the return to Manitou. (The other twenty seats will be filled by people from the "uphill fifty", as selected by some sort of lottery which will be announced on the day of the trip.) If all goes according to plan, arrival at Manitou will be around 5:00 P.M.

The tariff for this day of steam and scenery is \$25. per person. Please use the ticket order-form printed on page 8 for your order.

Many club members have traditionally retired to Colorado Springs after the excursion for a relaxing dinner at Guiseppes, a restaurant that used to be a railroad station. Such is the plan again this year. If we're lucky, somewhere between the salad bar and the spaghetti, a train or two will pass by.

TICKET ORDER-FORM
Rocky Mountain Railroad Club
1982 Steam Excursion
Manitou & Pikes Peak Railway Company

(Please Print)

Name _____

Address _____

City _____ State _____ Zip _____

Please send me _____ tickets at \$25. per ticket for a total cost of \$ _____

Make checks payable to the Rocky Mountain Railroad Club and mail to Ardie Schoeninger, 1040 Field Street, Lakewood, Colorado, 80215

Tickets will be sold on a first come, first served basis. Sales will be limited to club members and their invited guests for the first thirty days. S.A.S.E. with your order is appreciated.

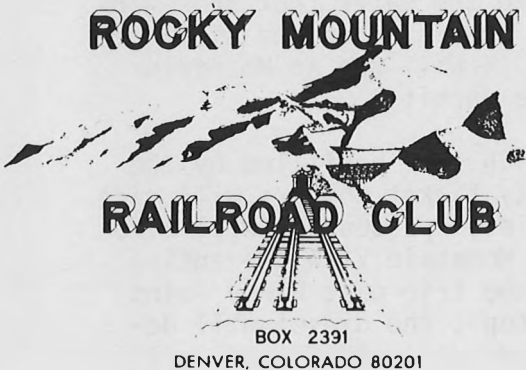
_____ Check here if your party is planning to join other club members at Guiseppes' restaurant for dinner after the excursion.

JIM RANNIGER, President

BILL GORDON, Secretary

ERWIN CHAIM, Vice President

ARDIE SCHOENINGER, Treasurer



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