
ROCKY MOUNTAIN RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 12, 1983; 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Les Grenz Editor
Steve McCormic Associate Editor
Darrell Arndt President
Erwin Chaim Vice President
Bill Gordon Secretary
Ardie Schoeninger Treasurer

Send all items for publication to: ROCKY MOUNTAIN RAIL REPORT; Les Grenz, Editor; 6288 Vance Street, Arvada, Colorado 80003.

COPY DEADLINE--All copy for publication is due no later than the 18th of the month prior to month of publication.

APRIL PROGRAM

Irv August will present a two part program. The first part will be slides of both a foot and an auto trip of the Colorado Midland grade from Leadville to Basalt in the 1940's featuring both the Carlton (Busk-Ivanhoe) Tunnel and the Hagerman Tunnel. Then we will go to Alpine Tunnel country for a view of the railroad facilities as they existed in 1948. There was a lot of track still in place west of Alpine at that time. As time and space permit, there will also be some scenes of the Rocky Mountain Railroad Club's narrow gauge trips to the CF&I limestone mines at Monarch and then on to Poncha Pass and Villa Grove.

There will be some 1600 feet of 16mm movies during the second part. Featured will be the D&RGW with some of the last

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

RAIL RAMBLE '83 — SUCCESS

On Thursday, February 17, thirty-nine avid railroad fans left the Denver Bus Depot on the Rocky Mountain Railroad Club's "Rail Ramble '83." Over the five-day trip we rode five railroads, for a total of 2,520 rail miles. On arrival in Los Angeles, we went to Knotts Berry Farm and had VIP treatment by the employees who run the railroad. Staying in Long Beach, aboard the RMS Queen Mary, was an exciting experience. We had a private banquet, toured the ship, and had a slide show and lecture on the Spruce Goose, soon to go on display next door to the Queen Mary. During our stay in Las Vegas, we toured Hoover Dam, Old Las Vegas, and lived in sheer luxury. The highlight of our trip was the all-day ride on the Rio Grande Zephyr from Salt Lake to Denver. All the participants on the trip owe a big "thank-you" to Dick Lawrence for the excellent arrangements, and his efforts to make us all comfortable.

steam operations using the 3600's helping from Tabernash to the tunnel in the fall of 1956. For the Union Pacific fans, action on Sherman Hill and other spots. Also some action on the Canadian Pacific at the spiral tunnels on Kicking Horse Pass, the Northern Pacific at Bozeman Pass and the Milwaukee electrics at Three Rivers Montana. If space permits some Great Western and/or C&S will be featured.

PROPOSED SFZ SCHEDULE

A tentative schedule for the rerouted San Francisco Zephyr over the Rio Grande has been released and it goes like this: Westbound trains will leave Chicago at 2:50 p.m. the first day, arrive in Denver at 7:40 a.m. the next day and in Oakland at 3:35 p.m. the third day. Eastbound, the train would leave Oakland at 12:25 p.m., reach Denver at 9:00 p.m. the second day and Chicago at 3:50 p.m. on the third day. Here in Colorado the westbound SFZ will reach Glenwood Springs at 1:30 p.m. and Salt Lake City at 10:15 p.m.; returning it would leave Salt Lake City at 6:50 a.m. and Glenwood at 3:05 p.m. Service will be daily of course. The train will connect at Salt Lake City for Los Angeles and Seattle, instead of at Ogden as it now does. Amtrak has indicated that it will purchase about three-fourths of Rio Grande's passenger cars. The Rio Grande reportedly has intentions of hanging onto several cars including the Silver Sky. No official word as to the fate of the Ski Train. Wyoming is not pleased with how they are coming out on the deal and may attempt to delay the change but Amtrak has indicated that they hope to begin operating over the mountains on April 25.

THE DEPOT WON'T BE THE SAME

Wilfred Kreller, known as "Kelly" to most, retired from Amtrak and his job at Denver Union Station on February 28. For over 41 years Kelly served the traveling public as redcap, baggageman, supervisor with Amtrak and as Assistant Station Master with Denver Union Terminal. It is safe to say that Kelly was "one of a kind" when it came to working with the public. Always pleasant and in good spirits, his help and assistance invariably became etched in the minds of those who had the good fortune to encounter his service during their travels. A "best wishes" letter from sportscaster John Madden that was read at Kelly's retirement attested to the favorable impression that Kelly made with people from all walks of life. Kelly was an Amtrak asset that will certainly be missed.

BOOK DRAWING

The drawing for the Pictorial Supplement, Denver South Park and Pacific book will be held at the April meeting. Second prize will be a copy of the Memorial Edition Denver South Park and Pacific book. Everyone who sent in an extra dollar or more with their dues renewal will be eligible for the drawing and their coupons will be in the box for a chance at the prizes. Additional coupons for chances may be purchased until the April meeting. Proceeds from the drawing will go to the equipment fund.

OH, MR. BRADSHAW ...

The White Pass & Yukon Railway has announced that their operations will remain shut down through this summer. The loss of revenues from lead zinc mines north of Whitehorse could not be offset by revenues generated by summer passenger train operations on the historic narrow gauge line.

A CHANGE IN SCENERY

Plans for an \$800 million dollar hydro-electric project at the head of Little Gore Canyon some 10 miles wouthwest of Kremmling have been discarded. The facility would have necessitated an expensive line relocation of Rio Grande trackage including a two mile long tunnel. That factor, plus protests voiced by white water rafters, caused the proposal to be scrapped. The Northern Colorado Water Conservancy District is now thinking about a \$400 million complex with a 100 foot high dam instead. The revised Azure Project, named after the Rio Grande's siding nearby, would hold 23,000 acre feet of water, a bit more than a fourth of what was originally planned. In the meantime, the Grand County Board of Commissioners is putting together its own plan for harnessing water resources in the Kremmling area that call for a small dam at the east entrance of Gore Canyon...Perhaps after all this comes to pass and Amtrak is running over the Rio Grande, the San Francisco Zephyr can be touted by Amtrak in its advertising as the most scenic train ride in America by a dammed site...er... Ohwell, just a thought.

BURLINGTON TESTS ALUMINUM COAL CAR

The Burlington Northern Railroad is testing a new aluminum coal car on its Wyoming to Texas coal routes that weighs considerably less than the conventional steel gondola and will carry 11 percent more coal. Dubbed the Algola (aluminum gondola), the new car has been tested on the Santa Fe Railway, weighs almost one third less than a standard steel car, and combines the advantages of aluminum's light weight and an innovative design that increases capacity while retaining strength. Another benefit of the Algola is that when hauled empty, the lighter cars do less damage to the track than do standard cars. In other BN news, the railroad has broken its own record for hauling coal, having originated 118 million tons in 1982, up 5.4 percent from the 112 million tons originated in 1981. All of the coal handled by the BN last year totaled 124 million tons, and the company expects another increase in 1983 of 5 or 6 percent in tonnage hauled, since the BN has the capacity to move 25 percent more coal than actually moved.

NORTH AMERICAN RAILROAD HISTORY

A private collection of North American railroad history, billed as the world's most extensive, has been donated to the Mercantile Library at St. Louis, Mo. The collection, donated by the family of John W. Barriger III, is estimated to be worth about one million dollars, according to Nicholas V.V. Franchot III, president of the library's board of directors. Included in the collection are more than 10,000 volumes, hundreds of railroad track charts, timetables, profiles, traffic density reports and about 250,000 railroad photographs, all mounted and titled.

The library will establish a memorial to Barriger by housing the collection in an airconditioned, humidity-controlled area to be known as the John W. Barriger III Railroad Library, according to Franchot, who said the collection will be made available to scholars and other interested persons. Barriger was a lifelong railroader whose career spanned 60 years. Born in Dallas, Texas, in 1899, Barriger first worked as a shop hand for the Pennsylvania Railroad. He eventually earned the distinction of serving as president of four

S P NARROW GAUGE BOOK

Rocky Mountain Railroad Club member Mallory Hope Ferrell has authored a book entitled "Southern Pacific Narrow Gauge." The book tells the story of this colorful little railroad from its grand beginnings to its humble demise. The book contains a complete locomotive and equipment roster and a detailed index. There is also a special plan section for the modeler. The book contains artwork by Mike Pearsall, Jim Finnell, Joseph Morris and Jan Rons.

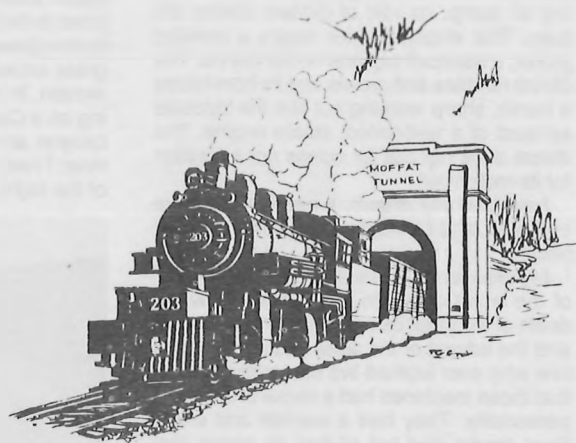
The book is published by Pacific Fast Mail, P.O. Box 57, Edmonds, Washington 98020.

CLOSED

The Denver & Rio Grande Western closed its Antonito Depot in January, after over 100 years of service in that community.

ON THE MOVE

The Sterling Downtown Improvement Corp. is preparing to move the Union Pacific Depot closer to its main street in Sterling. The depot was acquired for preservation when the railroad had initiated plans to tear the picturesque and historical structure down.



railroads, the Monon, the Pittsburgh & Lake Erie, the Katy, and the Boston & Maine. Barriger was working for the Rock Island when he died in 1976. The Mercantile Library, established in 1846, houses the most comprehensive collection in the field of Western Americana in the world, according to Franchot. (UTU News)

Adolph Diesel's Legacy

by Samuel A. Dougherty

The foregoing story by Retired Samuel A. Dougherty is reprinted from the June 1982 edition of "Colorado Old Times." Sam, former engineer and road foreman of equipment, had plenty of experience with both steam and diesel engines. He was superintendent of safety, rules and training at the time of his retirement in 1978.

The invention of the diesel engine created as much of a revolution in commerce and industry as the invention of the steam engine had many years earlier. Unlike the steam locomotive with its visible crew, the diesel seems to have no one for small boys to wave to.

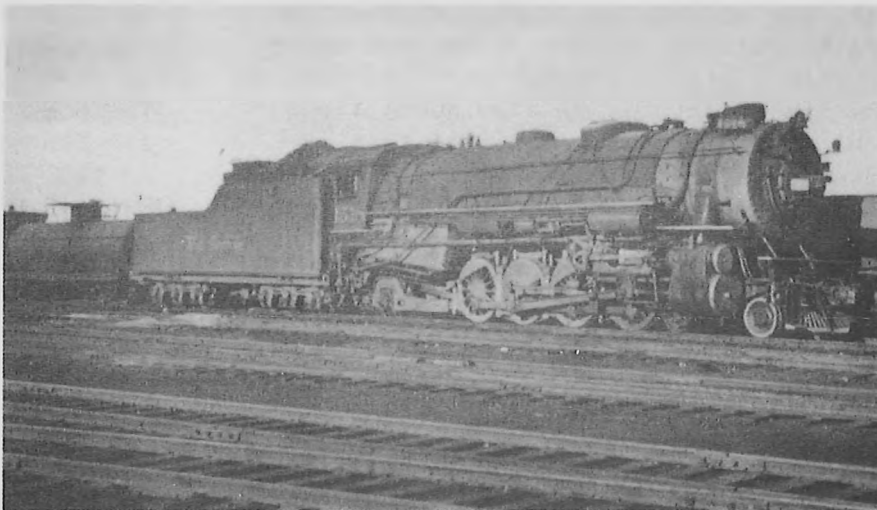
As a child I often stood in the summer dandelions and clover by the right-of-way fence and waved to a man in a black crusher hat who wore a red bandanna and blue bib-overalls. He sat up there in that high cab window and waved to me! What a thrill! I'd been recognized by one of the most colorful characters in America's passing parade of heroes—the locomotive engineer. He had waved to me and I felt special. Then he blew a salute of two shrill blasts of the most delightful sound I ever heard—a steam whistle. It raised the 'goose-flesh' on my arms. I stood there transfixed and watched until the train had faded into the distance. I heard the sound of that far whistle calling for the next town, and for more small boys to stand in awe and wave. How many of them had waved and vowed as I had that someday I would be an engineer?

Who waves at trains today? The operator sits in padded comfort behind a half inch of tinted safety glass. He can't lean out of his cabin over the armrest to wave at expectant children. His engine has 16 cylinders and belches acrid brown fumes. There are no visible moving parts to fascinate the eager watchers. It is not like the sweet smelling old steamer with its clanking side rods and wheezing air pump, no rain of cinders behind the train. The engineer now wears a bowling jacket, a baseball cap and no bandanna. The diesel rumbles and growls and its horn blares a harsh, sharp warning not like the staccato exhaust of a well-tuned, steam engine. The diesel does not call for waves nor adoration for its motorman.

I realized my dream. I was a locomotive engineer, and I always remembered to wave back.

My experience spans the best and the worst of the world of steam and diesel. I saw the death of the great beasts of fire and live steam and the advent of the diesel locomotive. Any one who ever worked live steam can tell you that those machines had a sense of life and a personality. They had a warmth and smell. Coal smoke and hot oil has an aroma that clings to your clothes and reminds you of what you do, and it smells like perfume! One of the most poignant memories I have of my father is how his work clothes smelled—Prince Albert in a corn cob pipe, hot oil, and coal smoke, all blended into a delightful recall of childhood!

Yes, I know that the diesel engine is more efficient and pulls more cars and costs less to maintain, but your clothes stink of the fumes and the diesel does not offer the challenge of steam. There was never the same feeling of pride and accomplishment to walk off the job after parking that multi-unit monster on the tie-up track that there was to leave that old girl



Rio Grande class M-78 4-8-2 No. 1518 rests in Denver, Colorado, on February 15, 1948. A Richard H. Kindig photo.

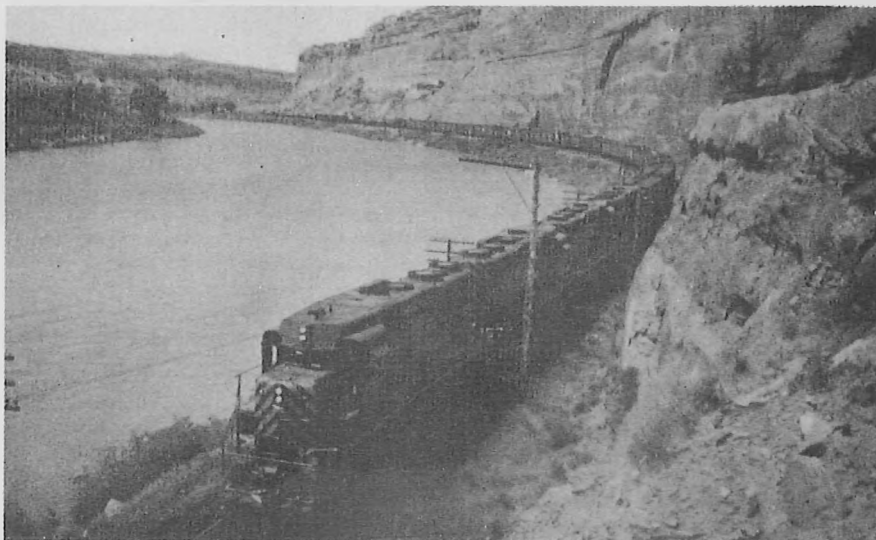
at the water spout, her air pumps panting... scenting the air with soft coal smoke... a hiss of steam from the open cylinder cocks.

They are gone now. No more of their rolling thunderous exhaust, barking their way through the rocky canyons. No more proud plume of smoke blasting and blackening the eternal blue sky, or shining silver-white under a frosty moon. Even the cinders, burned out and scattered in the borrow ditches, are washed away by the desert rains. The sights, the smells, the great sounds are gone and only memories remain. In my reverie I see a headlight peering as a Cyclops through the pines along the canyon and among the cottonwoods by the river; I hear that far, far whistle in the stillness of the night.

If you never fired or ran a live steam locomotive you can't know the feel of that tremendous weight and power, the thrill of being a part of the sounds and scents and motion, the wind whipping around you, feeling the pounding of those mighty drivers reeling off the miles.

What a sad, sad thing to see them go, those magnificent black and silver beasts with fire in their guts and with personalities of their own. They were responsive to your touch and feel. You developed a relationship and an affection, a feeling of being a part of your machine. They are gone now and they will never come back.

Adolph, you left us efficiency and took away romance!



A modern day Rio Grande diesel-electric GP-30 with three sister units hurries through Ruby Canyon, Utah.

ZEPHYR TO HIT SILVER SCREEN?

Since 1979, Paul Rayton has been in and out of Colorado, recording on film and videotape the last private passenger train in America.

"I'm documenting a vanishing and very significant aspect of American society," says Rayton.

The 40-year-old filmmaker was shooting his final footage and was scheduled to return to California to begin cutting the nine hours of material into a half-hour documentary tribute to the Zephyr.

Hoping to license the film to the Public Broadcasting Service, Rayton must first get a grant for the expensive editing work at hand.

This is Rayton's first professional film. He is a 1966 graduate of the University of Southern California cinema school and has worked on student films with classmate George Lucas, who gained fame with productions such as "Star Wars."

Rayton's interest in trains was awakened in 1969, aboard a train from Boston to New York. He had wandered into the dining car and was treated to a tasty meal. "That was a revelation that transportation could be more than getting from point A to point B," Rayton said. (Rocky Mt. News)

CHARLES E. BRETERNITZ

Charles E. Breternitz, retired general manager of the Union Terminal Railway Co., passed away March 1 at the age of 74. Mr. Breternitz's capable management of the terminal complex during his tenure there was part of the reason that Denver Union Station did not fall into disuse and neglect as so many other similar facilities across the nation did in past years.

HIGHEST RAIL LINE STILL CLOSED

Amax Inc. closure of the Climax and Henderson molybdenum mines that took place last September/October will remain in effect for the foreseeable future. Only about 500 people are working at the mines at present, compared to nearly 5,000 in December 1980. The closures have resulted in the shut down of the BN's Climax-Leadville line and the narrow gauge electric line at the

SCOOP ON THE LOOP

Bids for the reconstruction of the Devil's Gate Bridge at the Georgetown Loop were opened on March 17 with the apparent low bidder, Flatiron Companies, proposing to undertake the project at a cost of \$1,037,317. The bid was one of six submitted that ranged as high as \$1,314,635. The State Historical Society of Colorado's consultant had estimated the cost at \$1,264,550. Construction is to start this spring and the contractor will have 160 calendar days to complete his work once construction has begun.

As Walt Borneman mentioned at the March meeting, the structure will be fabricated to resemble the original structure as closely as possible, with the exception that many of the beams will be somewhat larger than the original ones. 356,000 pounds of steel will be used in the reconstruction. Bridge abutments and piers will be built of concrete, unlike the originals, using a total of 700 cubic yards of concrete. They will then be faced with approximately 7,050 square feet of cut stone. Today, one abutment partially remains on the south side of the valley. It will be removed, but the stone will be salvaged to be incorporated into the new abutment. Plans are to obtain the additional stone from a quarry at Silver Plume and send it away for cutting and sizing. The contract also includes construction of an approach fill and embankment on the north end and the laying of ties on the 300 foot long structure. Application of the 6 inch thick stone facing on the concrete piers and abutments may not be completed this year, but the bridge will be ready for rail this fall.

With the completion of the bridge and the track that will once again loop and cross 90 feet above itself, the Georgetown Loop is sure to become one of Colorado's most famous and popular rail and tourist attractions.

Henderson location. "Moly" is used primarily as a hardening agent in steel production and Colorado's mines normally provide 40 to 45 percent of the molybdenum used world wide.

LOCOMOTIVE UNDER ARREST

A reserve deputy in Texas has found out the hard way that you can't command a 137-car, six-engine freight train to stop at a railroad crossing. Deputy J. D. Norris was escorting a funeral procession near Hirsch, Texas, and some of the automobiles had passed over the railroad tracks. Deputy Norris parked his motorcycle in the center of the crossing and frantically sought to stop the train rather than have the train split the procession. The uniformed officer then watched unbelievably as the train rammed his bike and shoved it 300 yards down the track. When the train finally stopped, the officer pulled his .357 Magnum revolver, ordered the head end crew from the locomotive, and forced them to lie face-down on the tracks. At last report, Deputy Norris had resigned his position and had been indicted by a Harris County grand jury on charges of recklessly pointing the weapon at the startled Southern Pacific train crew. No word has been received on the disposition of the motorcycle.

MARCH MEETING ENJOYED BY ALL

The March program was highlighted by an excellent presentation on the rebuilding of the Georgetown Loop by Walter Borneman through the eyes of a 35mm camera. In addition to using slides several architectural renderings were displayed. Also several slides were shown of Marshall Pass. The program was enjoyed and appreciated by all who attended.

GREEN RIVER DEPOT DAMAGED

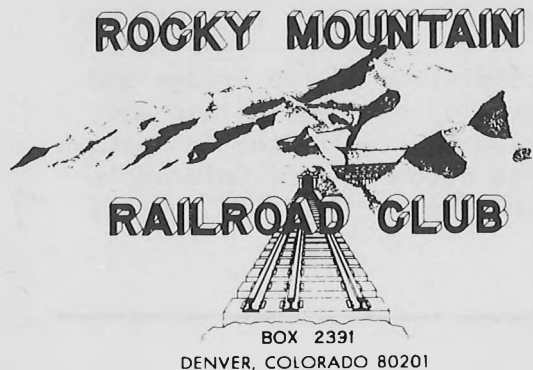
The Union Pacific's Green River depot was damaged by an arson caused fire on January 23. The waiting room and ticket office had been somewhat of a schambles the last few years as a result of an uncompleted attempt to remodel that area.

NEW MEMBERS—FEBRUARY '83

Tom Klinger	Wheat Ridge, CO
Frank S. Smith	El Paso, TX
Kenneth Coombs	Littleton, CO
Sherman P. Lea Che	Lakewood, CO
Gordon McCulloh	Stone Mountain, GA
John Shaw	Denver, CO
Edward A. Browne	Golden, CO

A SPECIAL REQUEST

The May 10, 1983 club meeting will feature the always popular POTPOURRI PROGRAM--members are invited to bring 20 slides of their choice. Erwin would like to have your slides in his possession ahead of time, by the April 12th meeting, or at his home at (560 Emerson, Denver) if possible so he can have your name made into a title-slide, and to allow him to put the slides in order in a projection tray. Please number your slides and have your name and telephone number on the slide box. If Erwin made a title slide for you last year, please include it with your slides. If you find it impossible to get your slides in time for the title to be made, bring your selection to the May meeting anyway. Please remember, for everyone's enjoyment--choose slides correctly focused and exposed. We ALL thank you.



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