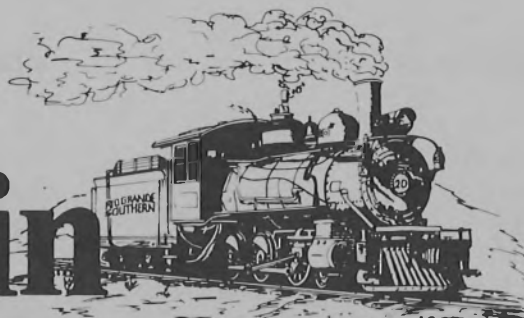


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

## MEETING SCHEDULE:

August 9, 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.

## AUGUST PROGRAM—RAILROADS OF EUROPE

An exciting program featuring a three-screen, six projector, multi-media extravaganza by Gary Ratay, who is a professional photographer. His subject will be the railroads of Europe, with special emphasis on the railroads of Germany. Gary says that it is going to be very entertaining, with background music, but we suspect that it will also be very informative.

• August, 1983 ..... No. 287  
 Club Telephone ..... (303) 431-4354  
 P.O. Box 2391 ..... Denver, Colorado 80201

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

## NEW MEMBERS—JUNE 9/JULY 10

James Brady	Colo. Sprgs., CO
Henry C. Putman	Boulder, CO
Andrew J. DeLaney	Buena Vista, CO
Gerald N. Craig II	Fort Collins, CO
Sharon Norden	Ft. Lupton, CO
William S. Cannon	Clinton, SC
Charlotte M. Williams	Aurora, CO
Barbara J. Whitmore	Wheat Ridge, CO
Bob Brown	Los Altos, CA
Paul W. Ellis	Colorado Springs, CO
William M. Folger	Denver, CO
Merle Reisner	Indianola, IA
Al Zimmerman	Portland, OR

The Rocky Mountain Railroad Club regrets to announce the passing away of the following members. They have been appreciated and will be missed.

Earl G. Sheets (7/6/82) Crystal City, MO  
 Robert F. Smith (7/28/82) Minneapolis, MN

**ANNUAL BANQUET FLYER INCLUDED WITH THIS NEWSLETTER!!!**

## LAST MONTH'S MEETING

The entertainment portion of the July general meeting started off with Jim Trowbridge's showing his twenty slides left over from last month's pot-pourri program. (Seems that Jim had specially prepared the slides as a preview of the club's upcoming back-to-back narrow gauge weekend. The only problem was that our usually efficient Program Chairman, Erwin Chaim, forgot to put Jim's slides in the tray when he assembled the May presentation!) The balance of the evening was spent viewing Dwayne Easterling's excellent multi-media slide presentation of photos taken on the Cumbres and Toltec Scenic Railroad. Through the use of photos taken over a period of several years at such special CATS events as the "Great Freight" and the "Work Train Weekend," Mr. Easterling was able to take us back in time to grasp a glimpse of what a typical day on the narrow gauge might have been like in the 20's or 30's. We sincerely appreciate Dwayne's bringing his show all the way from Estes Park for our enjoyment.

## RIO GRANDE FREIGHT TRAFFIC GUIDE

The Colorado Midland chapter of the NRHS has announced the reprinting of the 1951 freight traffic guide that was issued by the Rio Grande to its freight shippers. The guide provides a detailed description of the freight handling facilities of the D&RGW RR at one of the most interesting times of the Rio Grande's long history. Found in the volume is a complete listing of all rail shippers and receivers at rail competitive points throughout the system, a listing of over 650 stations on the line in all three states, detailed maps of all coal fields and trackage plans, a roster of standard and narrow gauge freight equipment. Of special interest to local fans is a very detailed map of the joint line facilities between Pueblo and Denver, showing all stations (for both railroads) and the original crossovers. You may obtain a copy of this publication from the chapter for \$9.50, ppd. Send your check to: FREIGHT GUIDE, P.O. Box 824, Colorado Springs, CO 80901.

## FIRE FLY IDENTIFIED

The following is from a letter just received from William Abbott, North Palm Beach, Florida.

Just received my July copy of RMRR, and believe me stuck down here in Florida it is very welcome.

Regarding the photo of "Fire Fly" from the J. Foster Adams collection.

The cut in the Report is taken from a larger photo which appears on page 99 of "Mr. Lincoln's Military Railroads" by Roy and Arthur Meredith, W. W. Norton and Co., New York 1979.

It states that photo was on the RF&P on a bridge over the Rappahanock River, 1862; one of General Haupt's bridges.

The same photo also appears on page 36 of "Civil War Railroads" by George B. Abdill, Superior Publishing Co., Seattle, 1961. It states that this 4-4-0 was built for the USMRR by R. Norris & Son of Philadelphia. It states also that it is on the Orange and Alexander Railroad; perhaps the O&A was later a part of the RF&P.

I hope the above will help. It seems that we may never get totally accurate information on these things.

Yours for more steam.

(Responses such as these make the newsletter exciting and informative and make the photos very much worth publishing. Editor)

## AN AMTRAK SUCCESS

Amtrak's Great American Rail Roadshow at Denver Union Station, on June 11, was an unqualified success as thousands of people were exposed to the latest Amtrak has to offer in equipment and traveling accommodations. A variety of equipment was on hand, including a recently rebuilt dome car, other Heritage Fleet equipment, and Superliner equipment. Six trips with Superliner equipment were made out toward Broomfield on the C&S that day, giving many folks their first exposure to Amtrak travel. In addition to the passenger equipment, local railroads had a variety of freight cars and locomotives displayed on depot tracks.

## UP 3985 EXCURSION

May 29 turned out to be an exceptional day for the first steam trip over Sherman Hill behind the UP Challenger 3985. The morning began with all aboard getting shots of a glistening pair of GP40X's on the headend of the usual shining, bright, yellow passenger consist. The trip to Speer was fast and fun, giving all the chance to reflect on how passenger service used to be.

At Speer, the 3985 was patiently awaiting our arrival and the whisp of coal smoke had everyone straining for a view out every vestibule window and baggage door. A quick change of motive power, and we were off on what proved to be a perfectly wonderful day of magnificent photo run-bys. The engine performed flawlessly, and the UP folks couldn't have been more professional in their tasks, and bent over backwards to be friendly, answer questions, and provide a simply grand trip. A total of seven run-bys were had behind the 3985, and one was saved for the GP40X's.

Noting the enthusiasm displayed by riders throughout the day and the comments upon arriving back at Denver, it was obvious that EVERYONE had a great time, and were looking forward to next year.

Jim Trowbridge

## SPOTTINGS

Santa Fe's experimental "Algola" coal gondola was recently spotted in the consist of a "U.F.I.X." coal train passing through Denver. Besides its Super Chief-like silvery finish, this car differs from the run of the mill unit coal car in that it is fabricated almost entirely of aluminum, resulting in a car weighing about 11 tons less than its all-steel counterparts. This reduced weight allows a larger loading capacity (111 tons of coal vs. 100 in an all steel car). After several years of successful service in Santa Fe's grueling York Canyon service, the car has been made available to other coal hauling lines (in the case of our spotting, B.N.) for testing and observation.

## CLUB EQUIPMENT

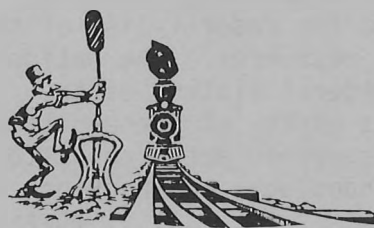
It has been brought to the club's attention that club members visiting the Colorado RR Museum have been asking museum personnel to allow them to enter the club's equipment. There have been several cases when club members have demanded access to the equipment. In the past, museum personnel have given the club member the keys after being shown a current membership card. Unfortunately, the equipment has not been properly secured, members have left with the keys, and non-members have been allowed access to the equipment while the car(s) have been left unlocked. To protect the club's interests, one of the museum's employees has been accompanying the club member while the member goes through the equipment. In the majority of these cases, it has been Bob Richardson who has conducted the club member through the equipment, at the expense of a very busy schedule.

The Rocky Mountain Railroad Club has no intention of denying access to a club member that is interested in going inside our equipment, but museum personnel are under no obligation to allow access to the equipment. Museum personnel have been allowing access strictly as a courtesy to visiting club members. Museum personnel have too many responsibilities to continue to conduct club members through the equipment.

In the future, club members desiring access to the club's equipment, should request permission from the ROCKY MOUNTAIN RAILROAD CLUB, not the Colorado Railroad Museum.

Write the club at Box No. 2391, Denver, CO 80201, or call the club's number (303) 431-4354. Please try to do this as far in advance of your visit as possible. This will enable the club to schedule a member to conduct you through the equipment. Saturday is the best day for access to the equipment, as one or two equipment committee members are usually at the museum.

Bill Gould, Equipment Chairman



Thank you

## COPPER THIEVES STRIKE BN, GRANDE

Copper thieves stole railroad signal wire from both the Burlington Northern near Keenesburg, Colorado and the Rio Grande near County Line Road over the 4th of July weekend. The only apparent lead to the person who may be involved in this activity was a farmer who observed a white van-type vehicle near the track in the area where the theft took place.

If any Rocky Mountain Railroad Club members have information about these thefts, or come across this type of activity, (or any incidents of suspected theft or vandalism) they should immediately contact the railroad special agents at the numbers listed below or call local law enforcement agencies. Do Not confront anyone you come across; try to get specific details such as license numbers, vehicle description etc.

Burlington: 458-4549 Switchboard  
                  458-4261 Special Agents  
D&RG:           629-5533 Switchboard  
                  595-2535 Special Agents  
UP:              291-8200 Switchboard  
                  291-8270 Special Agents

It might be helpful to keep these numbers in your car, on your scanner or in your camera bag. This is a good opportunity for us to enhance our relationship with the railroads.

## NEW NATIONAL REGISTER LISTINGS

The Como roundhouse, depot, and hotel complex, which were built in the 1880's and 90's, and served as a major terminal on the Denver, South Park & Pacific Railroad, were recently added to the National Register of Historic Places. In addition, the Colorado Historical Society stated that a total of 15 additional buildings have been added to the federal list of the nation's historic resources. The National Register is the federal listing of the nation's resources worthy of preservation for their significance in American history, architecture, archaeology, engineering, and culture. -- R. T. Whiting

## NEW HAMPSHIRE'S COG RAILROAD PURCHASED BY INVESTORS

New Hampshire's cog railroad, which has carried hundreds of thousands of tourists to the top of the Northeast's highest peak, was sold May 7, 1983 to a group of Littleton, NH businessmen.

While no sale price was disclosed, published reports indicated it was in the vicinity of \$1.2 million.

Lawyer John Rolli heads the group of four businessmen that purchased the steam-powered railroad from the Teague family, which has owned it for more than 20 years.

With its steam-powered locomotives, the cog railway has been carrying tourists to the top of 6288-foot Mt. Washington since 1869, except for one year during World War I.

The railway is  $3\frac{1}{2}$  miles long, with three miles of it on trestles.

Rolli's group began negotiations to purchase the line last fall from Ellen Teague, who assumed control when her husband died in 1967. He purchased the line from Dartmouth College in 1962.

Rolli, who also operates the state-owned railroad line from North Stratford to Beecher Falls, Vt., said his group has substantial renovation plans for the 114-year-old railroad.

Repairs are planned for steam locomotives, the roadbed and parking lot. A new locomotive is being built and should be ready to operate this summer.

Other partners in the project are Joel Bedore, a certified public accountant; Loxley Ness, a heavy equipment dealer; and Wayne Presby, an attorney with Rolli's firm.

"This is super. We're excited about it. It's going to be a new attraction," said Bedore.

He said other features will be added in the base area to attract more tourists, but he did not outline what they would be.

## SWAP 'N SHOP

WANTED--Items related to Oklahoma & Texas RR and street railways such as books, pamphlets, maps, photos, guides, tts, keys, lanterns, passes, ynek, trade tokens, flat wear, builders plates, view post cards, Von Blon, 1111 Colcord, Waco, Texas 76707.

## MOONBEAM SPECIAL

This is a special opportunity for railfans and photo buffs alike. The Rocky Mountain Railroad is sponsoring a most unusual trip, a sunset-moonrise ride on the Manitou and Pike's Peak Railway on September 24. This promises to be an exciting event with opportunities to get rare night photo-scenes of Colorado Springs bathed in a Harvest moon. (If there is one.) The train will leave the cog depot in Manitou Springs at 5:20 p.m. and is scheduled to arrive at the summit at 6:50 p.m. Arrival should be in time to photograph and enjoy a sunset and hopefully the Aspen color will be at its prime.

A sandwich buffet will be served at the Pike's Peak Summit House. The buffet is included in the price of the ticket.

The trail will depart the summit at 8:20 and arrive at the Manitou Springs Depot at 9:30 p.m.

This is a trip no one will want to miss.

Tickets are only \$17.00 for adults and \$12.00 for children under 12. Please use the order form found elsewhere in this newsletter to order your tickets. Ticket orders must be received by September 10. Payment must accompany all orders. No refunds will be given on cancellations received after September 10. There is a charge of \$2.00 per refund.

## JUST A MEMORY

Soon after the completion of the new bypass tunnel near Thistle on the D&RGW in early July, Amtrak immediately prepared for the inauguration and rerouting of the CZ around Wyoming. On Friday, July 15, over 115 years of passenger service across southern Wyoming ended, amid commemorative activities that included concerts, mock holdups, funerals, and tears. Evanston and Rawlins provided the heartiest farewells, as Wyoming gave up the battle to keep Amtrak service and bid a sad goodbye to the passenger train. The state did not give up without a spirited legalfight, but their efforts proved to be futile.

## NARROW GAUGE WEEKEND REMINDER

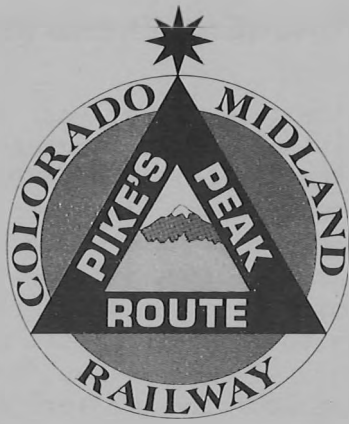
Now is the time to get your reservation for perhaps the greatest weekend ever. Yes, it's the "Rocky Mountain Railroad Club Narrow Gauge Weekend." The trip will be Saturday and Sunday, September 3 & 4. It may seem there is lots of time left to get tickets, however, one-half of the seats are already sold and the rest are selling very quickly. Cinders, smoke, fall mountain colors; what could be greater? All of this on both the Cumbres & Toltec Scenic R.R. and the Durango & Silverton Narrow Gauge Railroad. Do not miss this one!

## ON LINE

The Durango and Silverton Narrow Gauge Railroad recently put two new cars into service. A new coach, carrying the name "Pinkerton" entered revenue operations after being completely rebuilt from the ground up. The car dates back to 1880. In the mid-20's, it was converted by the D&RGW, to work service and later stored until this recent restoration. A new combine built from the rails to the roof, also entered service. The unique feature of this car, is its specific design for accommodating handicapped passengers. A hydraulic system for loading wheel chairs and tie-downs in the car are incorporated into the design. It should be mentioned that the quality of work and craftsmanship apparent on these cars, is most impressive.

## TO BE A MEMORY

The Burlington Northern has petitioned to abandon their line from Custer to Deadwood, South Dakota. The Lawrence County Historical Society is attempting to acquire several old cars from the BN and move them to Deadwood for display before the line is torn up. Many members of the Rocky Mountain Railroad Club remember the two excellent excursions that the club sponsored on this line in the 70's. We thank member George Hinds from Lead, for this information.



## COLORADO MIDLAND RAILWAY REVIVED?

Contrary to persistent rumors in Denver, Jim Trowbridge is NOT expanding his base-ment Colorado Midland Empire outdoors and up through Wyoming! However, a group has reincorporated the C.M. Ry. under the title Colorado Midland Railway Corporation (CMRC), and proposed to offer overnight rail service between Denver and Salt Lake. Scheduled stops would be in Denver, Brighton, and Greeley in Colorado, Cheyenne (not Borrie), Laramie, Rawlins, Rock Springs, and Evanston in Wyoming, and Ogden and Salt Lake City in Utah.

In comments prepared for a meeting of Interrail (the regional arm of NARP), CMRC President, James Jordan, indicated that the proposed service would be first class in every respect, tailored more for the traveling businessman than for the tourist. Amenities aboard the train, which would operate on a schedule leaving Denver about dinnertime, and arriving Salt Lake around 7:00 a.m., would include full dining car service, barber, maid, and stenographic services, showers, and wide screen TV in the lounge car.

While much PR has been placed in local newspapers and even public information lectures produced, it remains for the new Midland people to contact and secure government backing, as well as the Union Pacific Railroad's blessing. In addition, motive power, rolling stock, and repair and maintenance facilities have not been addressed at this point. Stay tuned to this one, folks.

## RIO GRANDE/AMTRAK SERVICE RESTORED

Whistles blew and spectators cheered as the first Rio Grande Western Railroad train rolled through a tunnel built around a huge mudslide that severed a major rail line in April.

About 50 railroad workers and others watched as the train emerged from the new Spanish Fork Canyon tunnel at about 3:12 p.m.

Thirteen whistles blared from a steel frame draped with U.S. flags and a sign saying, "Congratulations for a job well-done. Spanish Fork, Utah."

"Wonderful," said Ed Anderson, Rio Grande train master, as the freight train rolled toward central Utah's coal country.

The 220-foot-high mudslide blocked Spanish Fork Canyon some 50 miles south of Salt Lake City on April 14, severing the east-west rail line through the canyon and U.S. Highways 6 and 50 and inundating this tiny railroad town.

The ruptured line cut rail service to Carbon and Emery counties, causing at least 600 layoffs at coal mines served by the railroad.

Miners have been recalled by several coal companies, and officials said they expect production to return to normal at most mines within a week.

The 3,100-foot-long bypass tunnel through Billies Mountain opens only one track through the area so crews will alternate east and west bound trains through it until a second track is complete, said a railroad spokesman. (Reprinted from the Rocky Mountain News.)

## NORFOLK & WESTERN RY. STEAM EXCURSION

The St. Louis chapter of the National Railway Historical Society will run a special steam excursion over the Norfolk & Western Railway, using the streamlined steam Locomotive No. 611. The trip will take place on Saturday and Sunday, August 20 and 21, 1983. The cost is \$40 for adults, and \$35 for children (2-11). Flyers may be obtained by writing to the chapter at 700 Don Ron Drive, St. Louis, MO 63123, or by calling (314) 225-0805. - Truman P. Young

## THROUGH THE ROCKIES— NOT AROUND THEM!!!!

There was no questioning the enthusiasm for restored passenger train service by towns along the D&RGW as Amtrak's California Zephyr began traveling through the Rockies in mid-July. Welcoming activities took place all along the new route during the inaugural day of operation on July 16. The day began with a ceremony at Denver Union Station, that included participation from Amtrak, D&RGW, and various government and civic officials. While music from the Gold Nugget Brass Band added to the festive atmosphere, Beulah Bauman, an ex-Zephyrette, christened the train with a bottle of California wine. The fully loaded, 14 car train departed Denver about 15 minutes late because of the celebration, and lost a little more time during the day as other commemorative events took place along the line. At Granby, it seemed like the whole town was around the depot and on the hillside as the train pulled in. A brief ceremony took place as local businessmen and community leaders extended their welcome to Amtrak. Glenwood Springs really rolled out the red carpet with a band, signs, antique truck, and a crowd of enthusiastic supporters. Ex-Governor, John Vanderhoof, introduced various speakers and several presentations were made. It is no secret that business in the mountain resort community "took it on the chin" when the RGZ was discontinued. "Aspen Loves Amtrak" signs were predominant in the crowd also, indicating a widespread area of interest for the new California Zephyr service. Grand Junction and Helper also provided a warm welcome for the new train.

Due to track problems on the SP across the Great Salt Lake because of high water, the eastbound CZ has had to be rerouted over the UP (ex-WP) line below the lake. The subsequent delay caused both trains on the first day of operation on the Rio Grande to meet at Grand Junction. The eastbound finally arrived in Denver after midnight, an occurrence that has taken place more than once, recently.

On board, high spirits abounded as passengers discovered the beauty of the Rio Grande routing. The lounge car was a popular place, of course, and although

the car was stocked with more than its usual complement of "hard stuff," it ran low on spirits in only a couple of hours out of Denver. Eating in the dining car proved to be an interesting experience eliciting both positive and negative reactions from diners. The food, itself, was not bad, overall, considering the restrictions Amtrak is working under for providing food service. A surprise selection offered for dinner was not on the menu but noted on a separate card at each table, was Rocky mountain Trout! The temptation to order it and do a comparison with the Rio Grande Zephyr's aquatic offering was overwhelming, so this writer and his traveling companions all ordered trout. The verdict ... (drum roll) .. quite good!!

One comment heard, was that it was better than that on the RGZ (dare we print such an observation on these pages??!!). Fortunately, the quality of the diner made the wait worthwhile, however, as service was not exactly prompt. On the eastbound train that evening, our party obtained dinner reservations for 7:15 p.m., a system that is a vast improvement over the "let em stand and wait till their faces are purple" approach used on the RGZ. However, once seated, it was a different story from the business-like and efficient hustle and bustle service on the Rio Grande Zephyr. In a sentence ... we were seated at 7:15 p.m. (our order taken almost immediately), the food was served at 8:30 p.m., and we left the car at 9:30 p.m. Although our waiter was not particularly attentive during that time, the delay was not his fault, but rather the result of a perplexing problem Amtrak is faced with, the economic need to operate the kitchen downstairs with as few people as possible. Since the diner was comfortable and we had nothing else to do, we were not particularly discontent, but one wonders how much business and goodwill is lost and how many patrons go away exasperated.

All in all, the one day round trip from Denver proved to be a delightful experience. The new routing will certainly enhance the travel experience from the midwest to the far west by train, and if Amtrak plays their cards right, perhaps their version of the California Zephyr may also become "The most talked about train in the country!!!"

## ROLLINS PASS—PART II

It seems like only yesterday that an enthusiastic group of club members joined together to explore the abandoned grade of the Moffat Road on the east side of Rollins Pass, but in reality, a year has passed by and now it is time to complete our review of this historic roadbed. As outlined in the July Newsletter, the field trip will take place on Saturday, August 13, and will be an all-day activity. Adequate footwear for an optional one-hour hike that will include some moderate climbing is suggested, and a jacket will come in handy should a cool breeze greet us at the summit. Ranniger's Roadbed Commissary will be ready and waiting with a hot lunch and, for that reason, it is important that tickets (\$6 each) be purchased in advance, so we'll know how many to cook for.

We will rendezvous at the Moffat Tunnel overlook along US 40, at Winter Park, at 9:00 a.m. Consequently, those participating should leave the Denver area at least by 7:00 a.m. If you wish to "caravan" with a trip leader from the Denver area, contact Darrell Arndt. There will be a number of vehicles going up together, and anyone else is certainly welcome to join in. Should you wish to carpool with someone, or have room to accommodate a fellow member, please contact Darrell (572-7868) and he will attempt to get interested parties together. We look forward to seeing everyone on the 13th for what is sure

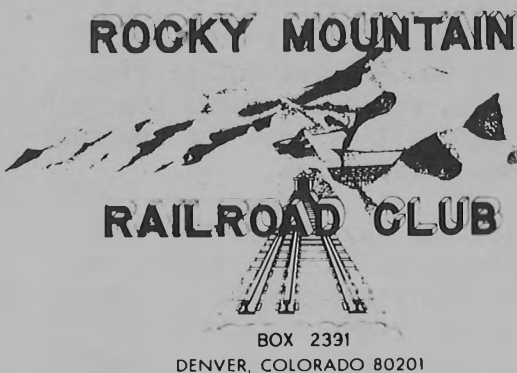
to be another fun outing over one of Colorado's more scenic and historic abandoned railroad grades!

Darrell Arndt

## OUR LOSS

It is with deep regret we report the death of two long-time and very supportive club members. Dan Petersen, who died on June 6 put many hours into the Rocky Mountain Railroad Club, primarily in the area of equipment. Although in recent years, he was not able to provide physical assistance with the club's rolling stock, his financial contributions to the equipment fund were most helpful and indicative of his feeling for the club and the Colorado history being preserved.

On June 28, Walt Steenstra of Gilmanton, New Hampshire, passed away at the age of 71. Walt was also a long-time club member and supporter, having traveled west from New England to make some forty-one club activities over the years. Some members remember the time when he was so interested in a program to be given at a club function, that he flew out from Boston one afternoon, attended the function, then returned east later that evening. Walt's generous donations to the equipment fund each year will long be appreciated, and is indicative of the down-to-earth and supportive individual that he was. He is survived by his wife, Ruth, three daughters, and a granddaughter.



FIRST CLASS MAIL  
U. S. Postage  
PAID  
Denver, Colorado  
Permit No. 1873

Chuck Powell  
P.O. Box 50567  
Pasadena, CA 91105

**FIRST CLASS MAIL**