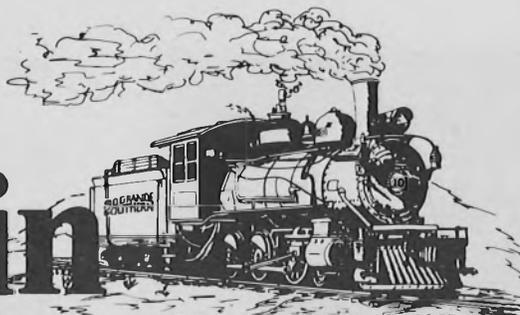


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

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.

OCTOBER MEETING

This a reminder that there will be no regular meeting of the Rocky Mountain Railroad Club. In place of the regular meeting the Club's Annual Banquet will be held October 15, Hilton Inn, I-70 at Peoria Street. The cash bar will open at 6:30 p.m. and dinner will be served at 7:00 p.m. In addition to an excellent dinner, "Von Ryan's Express" will provide after dinner entertainment.

For further information call Jim Trowbridge at 988-2267.

October, 1983 No. 289
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.

NARROW GAUGE WEEKEND

The weather was superb for the 300 folks attending the Club's back-to-back excursions on the Cumbres & Toltec Scenic Railroad and the Durango & Silberton Narrow Gauge Railroad. The weekend began in Chama, New Mexico with a night photo session in the Chama yards. Approximately 75 to 100 people took the time to wait for dark and were rewarded with two different C&TS engines being pulled out for coaling as well as shots by the engine house. The crews were more than willing to spot the engines for photography.

We departed Chama the next morning at 8:00 a.m. for an 11½-hour day which included ten photo run-bys, two train meets, lunch at Osier and wyeing the train at Big Horn. Again, the crew put on quite a show for us, making sure we had plenty of action during the photo run-bys.

Upon arriving back in Chama, a long caravan made its way to Durango for the second part of our trip aboard the D&SNG. Again, the day began early, 7:00 a.m. to be precise. Our 12½-hour day included fantastic photo run-bys, five using the

(Continued on Page 2)



Full Steam Ahead!--as the K-36, Number 488 roared across Cascade Trestle on the C&TS. Our freight cars even included a 4000 series boxcar, originally built in the 1080's. Club members also enjoyed riding the caboose.

double-headers and three on the way back from Silverton. At Elk Park, we pulled into the siding and had a short fifteen minute wait for the first regular train out of Durango. We spread out on a large, steep hillside to photograph the passing and then had our own special train perform a photo run-by. We had 2½ hours in Silverton to lunch and see the sights, allowing both regular trains to depart ahead of us, giving us clear track all the way down. Again, the crews were great and put on an excellent show, getting into the act themselves when we posed a traditional crew portrait on the running boards of our engine during the stop at Rockwood for a photo run-by.

If you missed this trip, slap your face three times and NEVER, NEVER miss a trip like this again! This had to be one of the finest weekends of train riding the

GEORGETOWN LOOP UPDATE

Construction of the new bridge at Georgetown is coming along in good order. The accompanying photographs show the towers being erected on August 25, 1983. At the time of this writing, the towers have been finished and await the girder spans which are already in Denver. These girders are to be placed by September 25 and the bridge is to be functional by October 25. Weather will determine if the stone facing will be finished this year or wait for spring.

Besides finishing the bridge by next summer, the State hopes to begin work on other projects that have been planned along with the reconstruction of the bridge including the facelifting of the

Club has had in many years.

One problem was encountered during the weekend, which I would like to make mention here, concerned at least two motels in Durango. Club members, who had guaranteed their reservations with credit cards, had their rooms sold out from under them Saturday night, resulting in real problems as there were NO rooms left in all of Durango and the surrounding area. It was only through the kind efforts of the owner of the Siesta Motel that rooms were secured out at the Tamaron Resort. We suggest you forget the Landmark Motel and the Silver Spur Motel. A letter of complaint has been sent to the Chamber of Commerce regarding these two establishments.

--Jim Trowbridge, story and photos.

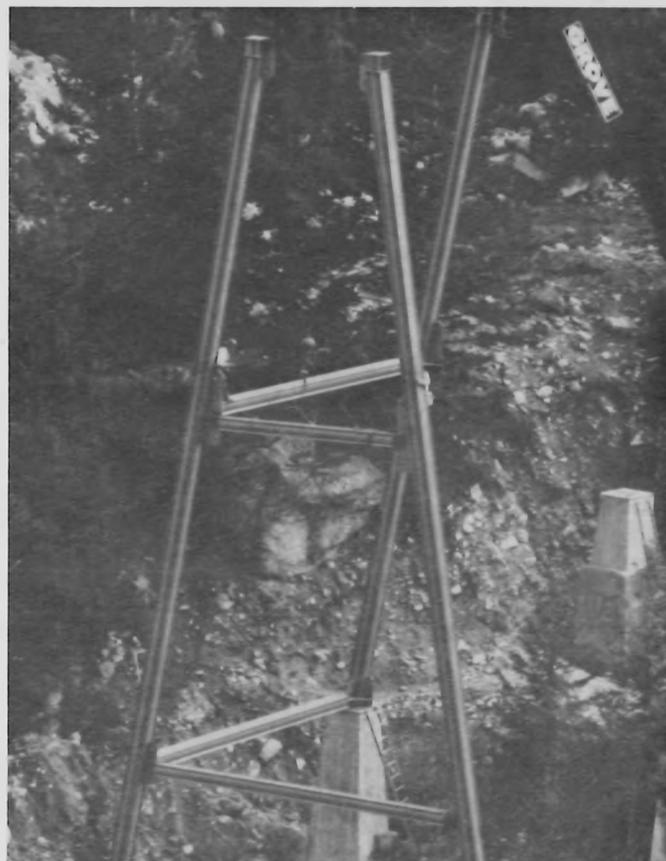


Elk Park provided a spectacular background for this photo run-by with our double-headed consist. Engines used this day included two K-28s, numbered 478 and 476.

Silver Plume yards, additional buildings and facilities at the mining display area and new facilities at the Georgetown end of the line. 1984 should be a banner year for the Georgetown/Silver Plume Historical District. Club members may want to schedule numerous trips up to the area and enjoy the re-creation of our State's early mining and railroad history. An event such as this may never come again in our lifetime or even our childrens'.
--Jim Trowbridge, story and photos.



Overview of the new bridge with towers being raised to their positions on pilings. August 25, 1983.



Closeup of towers showing construction and workmen initially bolting pieces together. August 25, 1983.

STEAMED UP ABOUT COAL LOCOMOTIVES

(Reprinted from the Rocky Mountain News)

David Berkowitz started out slowly, then built up a head of steam and really started rolling. In a tightly-packaged presentation he told rail-transit executives that railroads should replace their diesel-fueled locomotives with coal-fired steamers.

"I want you to throw out all prejudice," said Berkowitz, vice president of engineering for American Coal Enterprises Inc. "It's time to look again to coal as a transportation fuel."

Coal-fired steam locomotives, he said, are not an "archaic technology," despite popular opinion.

He said his company's newly-designed ACE-3000 coal-fired locomotive is not dirty, labor intensive or high-maintenance, as steamers were in the old days. Berkowitz, who spoke to the Western Coal Transportation Association, raised the

question: "Why do you burn oil to haul coal?"

Berkowitz explained that the ACE-3000, yet to be built as a prototype, could cut railroad fuel costs at least in half, and perhaps to one-quarter of their present levels.

Diesel fuel rose in price from about \$1 per million British thermal units (BTUs) in 1970 to more than \$7 today. Coal delivered to utilities, by comparison, was about \$1 per million BTUs in 1970 and is today about \$1.50.

Between 1978 and 1980 the annual cost of diesel fuel for a locomotive rose to more than \$300,000 from \$130,000.

In 1940 steamers numbered 420,000, then plunged in numbers in the postwar decade until they were virtually eliminated by the late 1960's.

Fuel costs for the new fleet would be about \$9 million yearly, compared with about \$79 million for the diesel fleet.

COLORADO MIDLAND TERMINAL RAILWAY

Blue skies, fluffy white clouds, a blue and yellow SW 9 named "The City of Windsor," polished rail, three cars and some enthusiastic railfans set the scene for an excellent afternoon of railfanning.

On Saturday, September 12, 1983, the Colorado Midland Terminal Railway ran again. The CMTR leased portions of the Great Western Railway line along with a SW 9, numbered GW121 and ran 5 trains for rail enthusiasts.

The consist was made up of an ex-D&RGW coach #1008, a former CB&Q baggage car lettered Buffalo Bill 7508 from Everett Rohrer, and a beautiful lounge car 1535X, the "Janice L" from Sam Latkin.

Upon boarding the train at the Longmont Great Western Depot, those riding in the lounge car were entertained by a 2 man folk band. The car was complete with etched windows, tapestry, comfortably upholstered lounge chairs, and lunch served from the bar in commissary fashion. At the beginning the band was a bit hard to hear, but after the train left the station the train gathered enough speed to meet the 25mph minimum required to get the electrical system running and thereby operate the sound amplification system.

The D&RGW coach was also very comfortable, while the baggage car with its open doors provided an excellent view of the countryside with cattle feedlots, corn fields and bright orange pumpkin patches on trackside.

Upon arriving at Johnstown, the Miliken Middle School Band greeted the

NEW MEMBERS

Robert J. Mobley	Colorado Springs, CO
Charles D. Klein	Denver, CO
Fred Marcus	Denver, CO
Michael A. Clute	Denver, CO
Lou DiMattia	Denver, CO
R. Gregory Stutz	Denver, CO
Kenneth Bruso	Lakewood, CO
Ralph T. Simermeyer	Rockville, MD

The Rocky Mountain Railroad Club regretfully announces the passing away of Henry A. Troutman 5/7/1983.

SWAP 'N SHOP

FOR SALE--Bledsoe Rail Slides, 35mm slide sets. New Special Excursion sets now available. #22 N&W J-611, St. Louis to Moberly, MO. Steam Excursion Weekend, Aug. 20 and 21, 1983. #24 Narrow Gauge Weekend, Chama and Durango, RMRRC Steam Excursion, Sept. 3 and 4, 1983, Bledoe Rail Slides, Box 604, Manchaca, TX 78652.

train with enthusiastic march music while passengers were allowed off the train to stretch their legs for a few minutes.

A couple of miles out of Johnstown the train stopped for an unexpected and delightful photo run-by. The train then continued to Officer's Junction. Here the engine was run around the wye and coupled to the other end of the train for the return trip.

Jim Jordan, President of the CMTR, is planning future trips with the possibility of running with steam.

For information on future trips call the CMTR at 623-2324.

ROCKY MOUNTAIN



RAILROAD CLUB

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