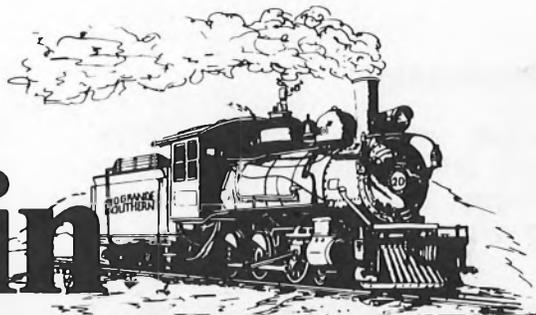


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

October 13, 1984 -- 6:00 p.m.

ANNUAL BANQUET

Hilton Airport Inn
I-70 at Peoria Street

October, 1984..... No. 301
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.

Jim Trowbridge..... Editor
Les Grenz..... 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; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

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

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Allen W. Betts	Denver, CO
Carol J. Cruzan	Denver, CO
Mina Fields Johnson	Denver, CO
Eugene M. Harper	Lakewood, CO
Charles Schiro	Denver, CO

OCTOBER 13 PROGRAM

October is the Annual Banquet Meeting and so, we will be gathering at the Hilton Airport Inn to enjoy each other's company, a fine meal and an equally fine program. This year, we will have an opportunity to view selected 16mm films from the Club's Irv August Collection, with Irv in attendance to narrate the program. Expect to be well entertained by excellent films and Irv's easy-going, witty commentary. Additional information on the banquet, as well as ticket information is contained within the newsletter pages.

OFFICER & BOARD NOMINATIONS

With the December elections just around the corner, we would like to remind you to let the nomination committee, consisting of Tom Caldwell, John Dillavou and Jack Morison, know your suggestions as to possible candidates.

If you, personally, would like to serve in this capacity or any other position, let us know. The Club is always looking for new faces to help with the many facets of the Club's activities.

SEPTEMBER PROGRAM

Erwin Chaim, along with the help of Keith Kirby and Bobbie Chaim presented a fine multi-media program on the recent Club trip to Chicagoland and the surrounding area in June.

Erwin provided the photography and some commentary. Keith also interjected his comments on the trip, giving some interesting observations. Bobbie selected and recorded the musical background.

The program covered everything from the trip to Galesburg via private railroad car, to the six-hour chartered trip over the CTA light rail system in a restored 1922 Cincinnati-built coach. Other subjects included the AMTRAK coach yard, the historic town of Pullman, La Porte County Steam Historical Society Museum, East Troy Trolley Museum, the Pioneer Zephyr and the Club's presentation of a plaque commemorating the 50th Anniversary, and a day at the very exciting Illinois Railroad Museum.

We would like to thank Erwin, Bobbie and Keith for their efforts. It was a most enjoyable evening.

MANITOU & PIKE'S PEAK EXCURSION



As first mentioned in the September newsletter, the Club will sponsor a trip on the COG Route on Saturday, October 6, 1984.

The special train will leave the Manitou Springs depot at 10:40 a.m., and will arrive at the summit at approximately noon. A lunch at the Pike's Peak Summit House is included in the ticket price. The train will depart from the summit at approximately 1:20 p.m. Photo run-bys will be made and an interesting brochure on the Manitou & Pike's Peak Railway will be provided to all passengers.

Prices for this trip, including lunch and the brochure, are \$18.00 for adults and \$12.00 for children ages 5-11. There will be no charge for children under 5 unless they occupy a seat, in which case the children's rate will apply.

The Pike's Peak COG Trip is an always-popular excursion. Seating is limited, so Club members and guests are urged to order their tickets as early as possible. Ticket orders may be made using the following order form:

ORDER FORM

Manitou & Pike's Peak COG Excursion

NAME _____

ADDRESS _____

(Please Print)

I wish to have _____ tickets as follows:

_____ Tickets at \$18.00 (Adult)... \$ _____

_____ Tickets at \$12.00 (Child)... \$ _____

Total..... \$ _____

I enclose a self-addressed envelope to help send out my tickets faster.

Send your Check or MO to:

THE ROCKY MOUNTAIN RAILROAD CLUB
c/o Mat Anderson
1117 South Clayton St.
Denver, Colorado 80210



ANNUAL BANQUET

ORDER FORM

ANNUAL BANQUET

On October 13, 1984 (Saturday), the Club will have its Annual Banquet at the Hilton Airport Inn, I-70 at Peoria Street. A cash bar will be available beginning at 6:00 pm, and dinner will be served, beginning at 7:00 pm.

The menu will consist of a garden fresh salad with choice of 1000 Island or Italian dressings, followed by the main entree of Roast Sirloin Demi Glace with Green Beans Saute, Stuffed Baked Potato, Rolls & Butter, and Beverage. This delightful meal will be finished off with Cheese Cake, covered with fresh strawberries.

Following dinner, we will take a short break to allow the Hilton's staff to clear our tables, following which, we will have our traditional door prize distribution (*SHOULD YOU HAVE ITEMS THAT MIGHT BE USED FOR DOORPRIZES, PLEASE FEEL FREE TO BRING THEM ALONG OR CONTACT ERWIN CHAIM AHEAD OF TIME TO MAKE ARRANGEMENTS FOR THE CLUB TO OBTAIN YOUR DONATIONS*).

The highlight of the evening will be the showing of selected films from the Irv August Collection, recently obtained by the Club from fellow member, Irv August. Irv is an excellent photographer, as many members can attest to. Irv will be in attendance to personally narrate these fine films.

The cost of the evening, dinner and program, is only \$16.00 per person. So, plan to be in attendance. A coupon is printed in this newsletter for your convenience in ordering your tickets. Please make arrangements early. We must have your reservations in by Monday, October 8, 1984 so that our commitment can be concluded with the Hilton.

To make the work easier for Mat Anderson, please send a self-addressed return envelope with your ticket order. This is so very much appreciated by the volunteers who send out tickets for the Club's various activities. We thank you for your cooperation in this matter.

NAME _____

ADDRESS _____

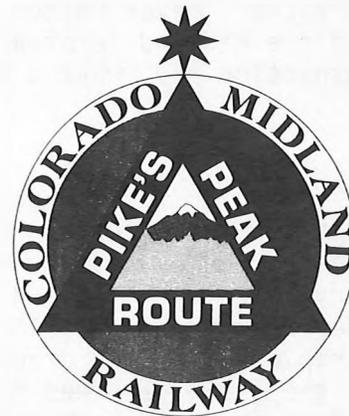
(Please Print)

PHONE _____

I wish to have _____ Banquet Tickets at \$16.00 each..... \$ _____

Send Check or MO to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Mat Anderson
1117 South Clayton St.
Denver, Colorado 80210



CRIPPLE CREEK FIELD TRIP

"WE WENT TO CRIPPLE CREEK...AND HAD A LOTTA FUN."

It has been seventy years since the last locomotive thundered up Phantom Canon from Florence to Victor. Thirty-five years have passed since the Rocky Mountain Railroad Club rode the Midland Terminal into the Cripple Creek District on a cold February day. So, it was with nostalgia that sixty-five members and friends of this Club returned to the "World's Greatest Gold Camp" to explore the remnants of the railroads that worked the area.

Leaving the city park of Florence, twenty-five vehicles in train-like fashion crossed the Arkansas River and retraced the route of the Florence and Cripple Creek Railroad. After making stops at Adelaide and the curved bridge, we arrived on the third level of the loop above Wilbur for an excellent "half-pounder" hamburger feast at Jim and Lil's "Ranniger's Roadbed Commissary". After lunch, the group continued to Victor, Goldfield, Bull Hill, and Gillette before dropping off Gold Hill into the town of Cripple Creek.

The evening's activities consisted of an outstanding dinner at the historic Imperial Hotel, a walk along the business district, and then (as the heavens opened up and poured) a snug, dry seat in the cellar of the Imperial to watch the melodrama. All had a good time booing, cheering, and hissing.

Sunday found us riding the Cripple Creek & Victor Railroad over the old Midland Terminal grade. Then, again, a caravan to Anaconda, Carlton Mill, Victor, Independence, and Midway. At Victor, Beyer Patton and Jim Stitzel had the Midland Terminal Depot open for our inspection and, what a treat that was!

The trip was terminated with a steak sandwich cuisine at the Commissary again under the culinary talents of Jim and Lil. Al Knicklebine presented twenty-three Midland Terminal trip passes for a drawing. By mid-afternoon, the group returned home via Divide or down the Gold Camp Road over the grade of the Colorado Springs & Cripple Creek District Railroad "Short Line."

So, our thanks to Jim and Lil Ranniger, Al Knicklebine, Beyer Patton and Jim Stitzel. In addition, thanks go to Mat Anderson who handled the tickets, Darrell Arndt for the handout, Bob Lewsader for producing the maps, Chuck Morison and Bruce Ranniger for parking, and, to Dan the "piano man" of the Imperial who sang "We're gonna go to Cripple Creek, Cripple Creek. We're gonna go to Cripple Creek and have a lotta fun." *WE WENT AND WE DID!*
(Jack Morison--Trip Leader)

Editor's Note:

Jack and Erma Morison went to great trouble to make this a fantastic trip, including making three scouting trips prior to the actual Club trip. Jack wrote a fine piece for the trip handout, researching all the data. Erma did the typing--a major task as the handout consisted of fourteen written pages with ten photo pages and two map pages, plus cover! Jack, as always, did a super-fine job of leading the trip and giving a running narration of what folks were seeing--facts, figures, dates and other pertinent data.

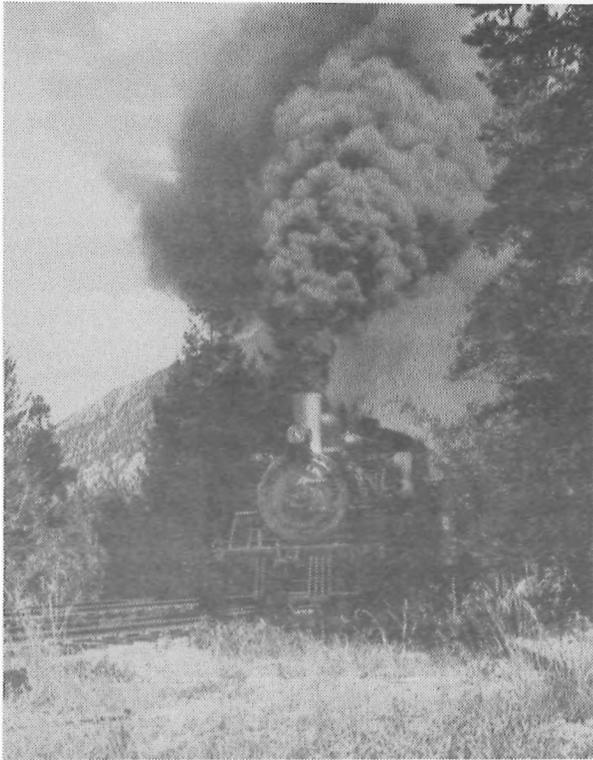
The Club wishes to thank Jack and Erma for their efforts on behalf of fellow Club members.

Due to limited time on the part of your editor this month with his time being taken up with the 4th National Narrow Gauge Convention and the excursion on the C&TS, we will have to wait until the November issue of the Rail Report for a complete photographic review of the trip.

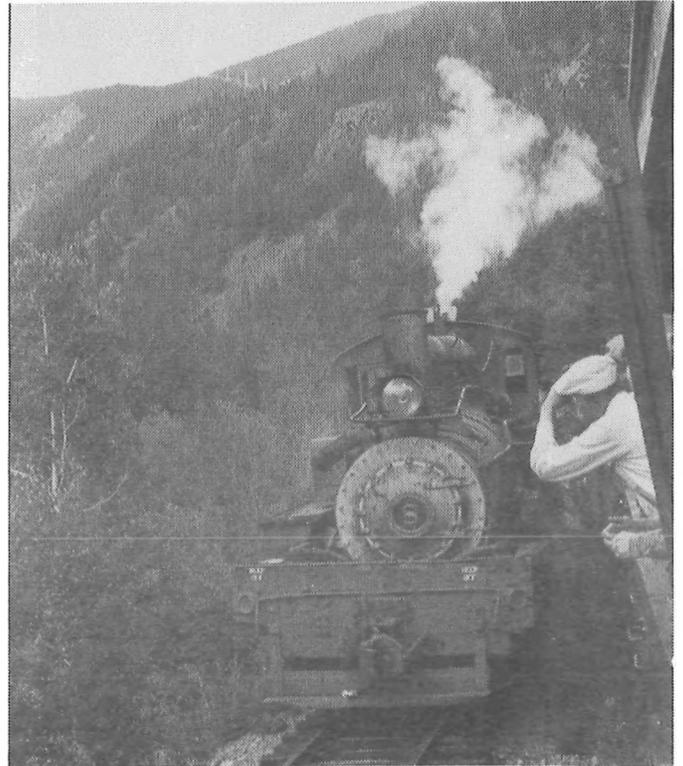
GEORGETOWN LOOP EXCURSION A GREAT SUCCESS

What a day! After much rain the week prior to the Club's trip, the skies cleared and offered a fine day for our excursion "over the loop". Only very late in the day did the rains come again and offer a most interesting photo run-by on the mid-route bridge at the Lebanon Mine area.

The whole day was festive and a good time was enjoyed by all aboard the train. The day was enhanced by a really fine lunch, served by Carol and Jim Stubbert under the high bridge, with our train being moved back and forth across the bridge for our enjoyment while we consumed the goodies in our lunch boxes. The Gold Nugget Brass Band was also along for the ride to further entertain us with music. Lindsey Ashby and his crew were most cooperative and provided a truly great excursion. Our thanks to all!



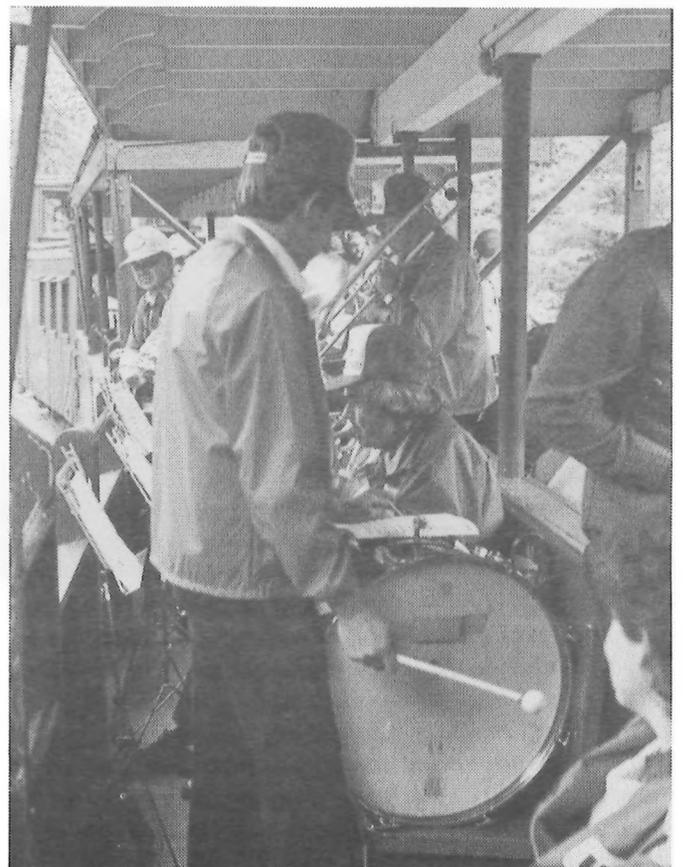
Our first photo run-by was held in the area of the Hall Tunnel. The engine crew gave us quite a fine runby with plenty of whistle, smoke and the music of a hard-working steam locomotive.



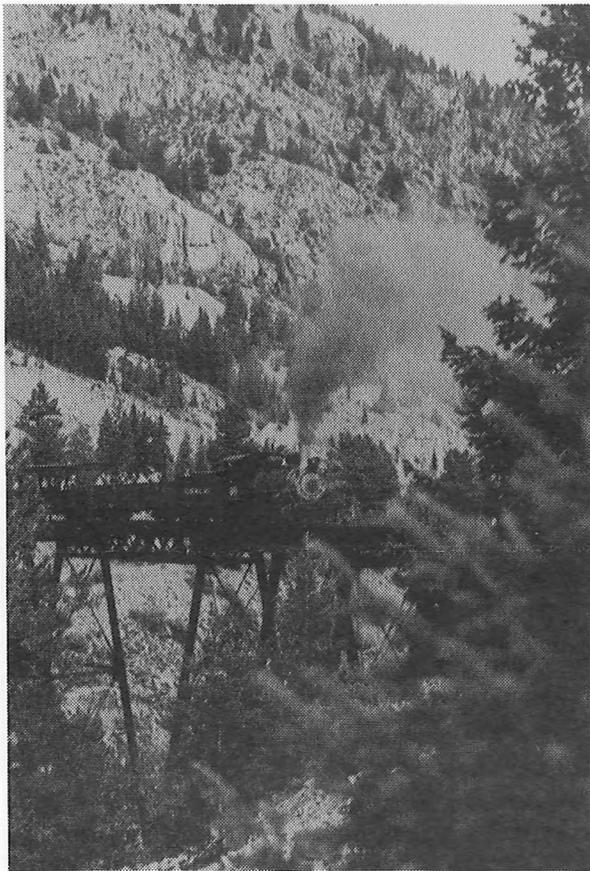
Former Westside Lumber Company No. 8, a shay locomotive, provided the power for the regular tourist train. It also provided a fine subject to photograph, particularly on meets like this one at the Hall Tunnel.



Our motive power for the day was 2-8-0, No. 40. We particularly enjoyed having the rod engine for our excursion.



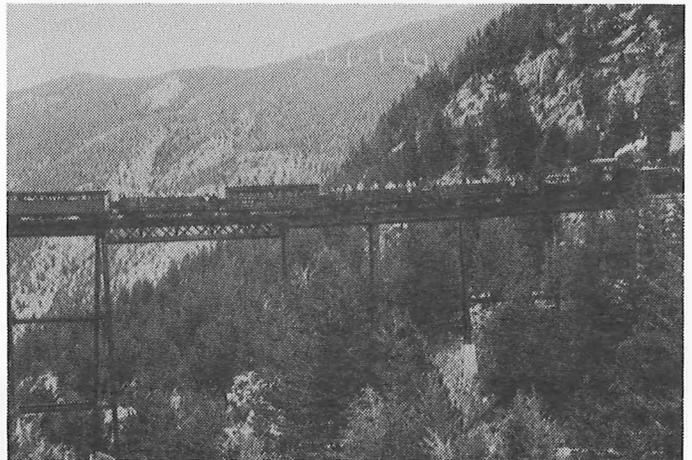
Club members and their guests were treated to musical entertainment throughout the day by the Gold Nugget Brass Band. You can imagine the looks of surprise on the faces of the tourists as they passed our train with a band playing away.



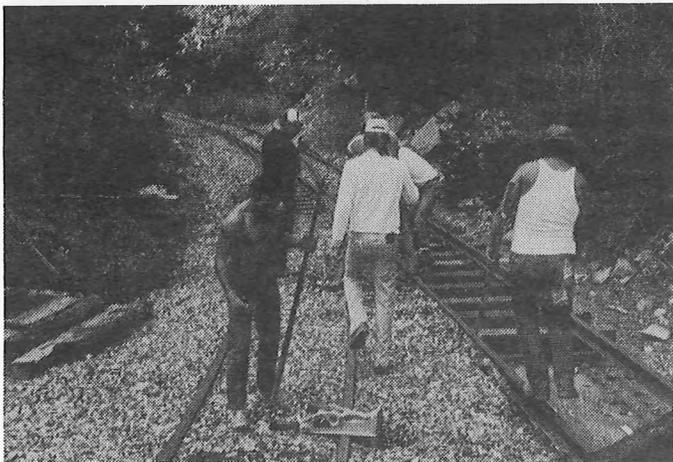
Another photo run-by across the high bridge was the highlight of the day. Here we see our consist steaming across the Devil's Viaduct Bridge, framed by majestic pines.



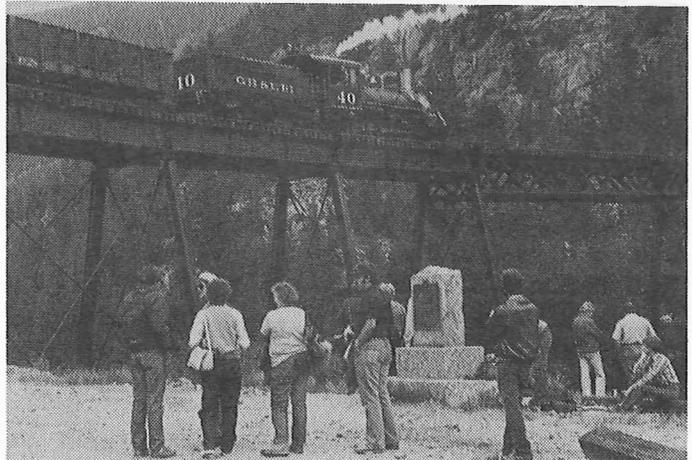
Everyone enjoyed a fine lunch, including Ruth Youder (l) and Lil Ranniger (r). Lil got to take a rest from providing lunch this day.



During lunch, we were treated to numerous opportunities to photograph the regular train as well as our own as they ventured out onto the high bridge. Here we see the regular consist for the day with Shay No. 8 on the headend.



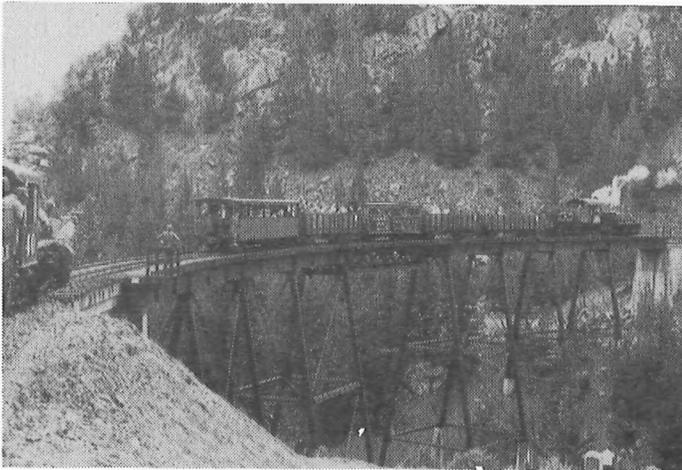
We were still unable to ride the track beyond the high bridge because the track had still not been surfaced; however, a crew was working that day to begin the job of gauge-checking, leveling and tamping ballast. Here the work crew is providing close-up opportunity for us to learn how it's done.



The old commemorative marker still stands and marks a good spot to view our train about to run out onto the high bridge again.



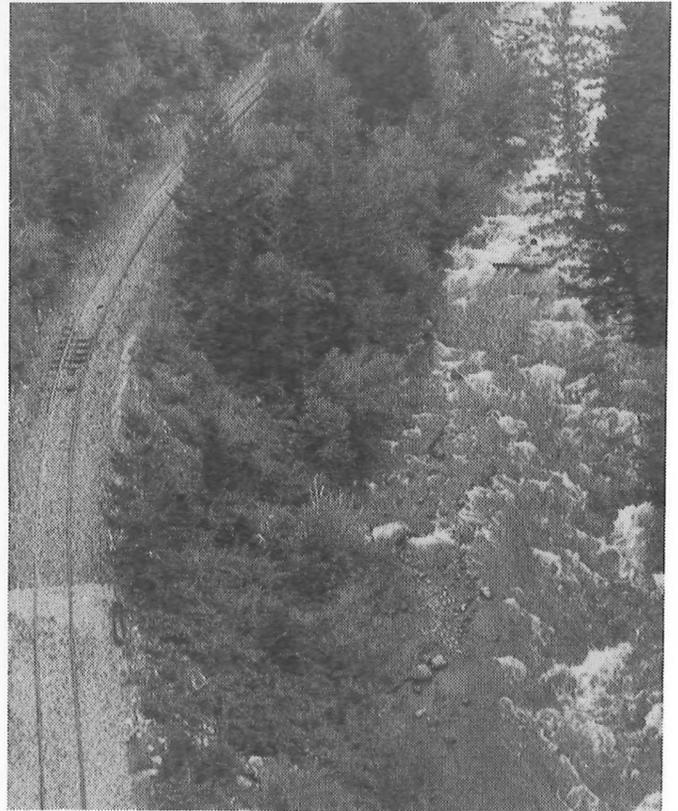
Time to board as lunchtime is over and we have a full afternoon still ahead.



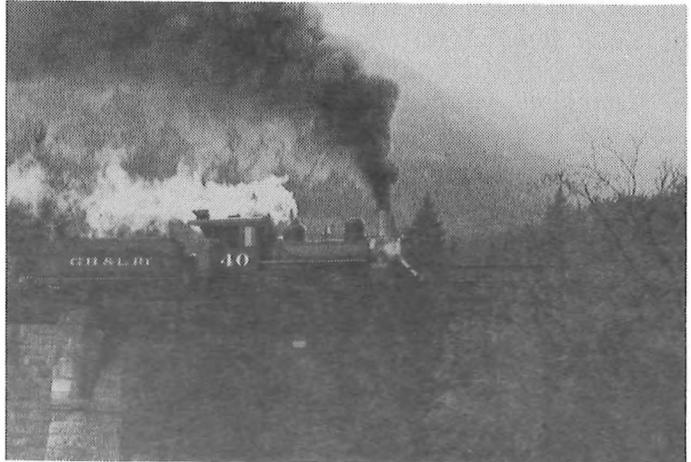
Here we wait for the regular train to let its passengers enjoy the grand view from the high bridge. We will be following in their shoes momentarily.



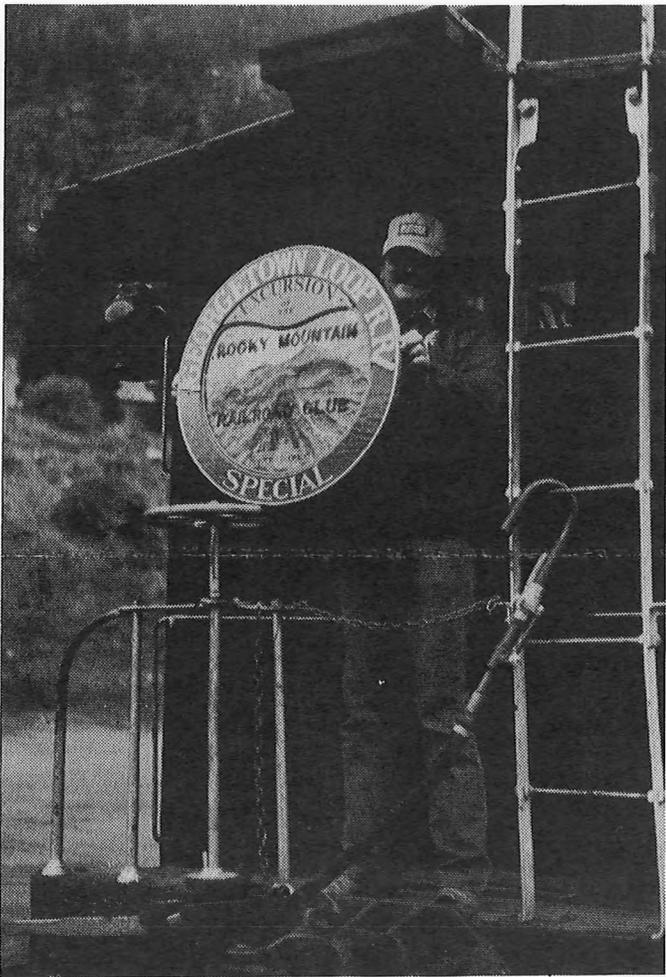
The view as we proceed upgrade across the high bridge.



The view looking down from the high bridge onto the new trackwork below. It is pretty obvious that this track still needs to be surfaced, but the view is breathtaking. One can readily understand why tourists in the early days flocked to see this engineering wonder and thrill to the beauty of the landscape around them.



The rains finally caught up with us as we ran through our final photo run-by of the day. It was a dramatic scene as the No. 40 steamed across the turntable bridge in the rain. A second take was given here as the headlight was left off the first time and those who stayed at track level wanted to get the full effect--and the Loop Railroad people cooperated fully.



The end of the day and Bill Gould carefully removes the famous RMRR Club drumhead from the rear of our private train. A great deal of history is tied up in that drumhead, having hung from the end of many a famous excursion train chartered by the Club over the past 40 years.

FEDERAL OFFICIALS SEEK TO REPAIR AMTRAK SAFETY IMAGE

Federal officials sought to repair the battered safety image of Amtrak, the government-owned passenger railroad, in the wake of recent accidents.

John Riley, head of the Federal Railroad Administration, said he has assembled a team of officials to review Amtrak's dispatching and signaling procedures along the heavily traveled Boston-to-Washington corridor. The inspections followed a head-on collision involving two Amtrak trains in Queens, N.Y., last month.

Mr. Riley and Amtrak Chairman Graham Clayton also said they will run four special cars designed to detect poorly aligned tracks over the 22,000 miles of track used by Amtrak but owned by other railroads. The track inspections should detect both safety and comfort problems stemming from deteriorating track, they said.

The officials conceded, however, that the new safety efforts don't address problems that caused most of the recent Amtrak crashes. Three accidents last month occurred at railroad crossings, and another was apparently caused when flooding undermined the rail bed.

(Robert J. Fryml, Cheyenne)



ROCKY MOUNTAIN



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