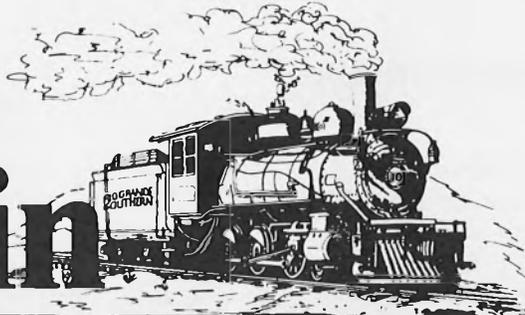


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 13, 1984 -- 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.

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:

Floyd M. Galbraith, Jr.	York, NY
Lloyd K. Hannah	Tama, IA
Gary M. Harrison	North Platte, NE
John J. Kennedy	Dover, NJ
Jane Means	Denver, CO
James L. Row	Buffalo Creek, CO
John W. Row	Denver, CO

November, 1984..... No. 302

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.

NOVEMBER 13 PROGRAM

The November meeting has become just one more in a series of special events looked forward to by Club members.

It's AUCTION NIGHT! Many exciting sale items and lots of enthusiastic bidders will make this a terrific evening. Among the many items which produce much interest are railroad books, photos, maps, time tables, lanterns, stock certificates, china, passes and other varied items.

Items donated to the Club to be sold are greatly appreciated. Items to be sold on consignment are also welcome. A small fee will be charged for the sale of the items.

As in the past, our auctioneer will be our Vice President and Program Chairman, Erwin Chaim. (Now's your chance to get even with Erwin for his bad calendar jokes--come out and bid items up a penny-at-a-time!!!)

You won't want to miss this meeting for a couple hours of fun and surprises and a chance to pick up that special treasure. And, if you have been meaning to reduce your treasure inventory, now's the time!!!

OCTOBER PROGRAM/ANNUAL BANQUET

A fine turnout of about 120 Club members and guests were treated to a wonderful evening that began with cocktails and a chance to meet old friends and make new ones as well. Dinner was superb as usual with excellent service as well. The Hilton is to be commended for their good job of making the Club's Banquet a success.

After dinner and a short break, a large number of great door prizes were handed out in short order and we proceeded to our program for the evening. (But before we get to the program, the Club wishes to thank those who donated door prizes and those who helped at the banquet, including Darrell Arndt, Erwin Chaim, Ed Haley, and Jim Trowbridge.)

The program consisted of three reels of Irv August's 16mm films which the Club now owns and was narrated by none other than Irv himself. The films were terrific, but Irv's comments made them twice as good.

Reel No. 1 was made up of shots of the UP on Sherman Hill, out of Sidney, Nebraska and Eastern Colorado between the years of 1952 and 1955. One cannot adequately describe the varied scenes of UP Steam Giants hauling both freight and passenger consists past Irv's camera. Suffice to say, it was grand.

Reel No. 2 was extra special. On May 2, 1955, Irv, along with a group of well known Club members met in Salida to take the trip of a lifetime--the last train over Marshall Pass! The train consisted of gons with ends removed for scrapping the Marshall Pass line. We relived that day through Irv's camera as we made the trip over to Sargents to drop off the gons and pick up cattle cars and a flat with a tractor load. The sights were certainly spectacular and how fortunate it is that Irv caught this historic event on film for us.

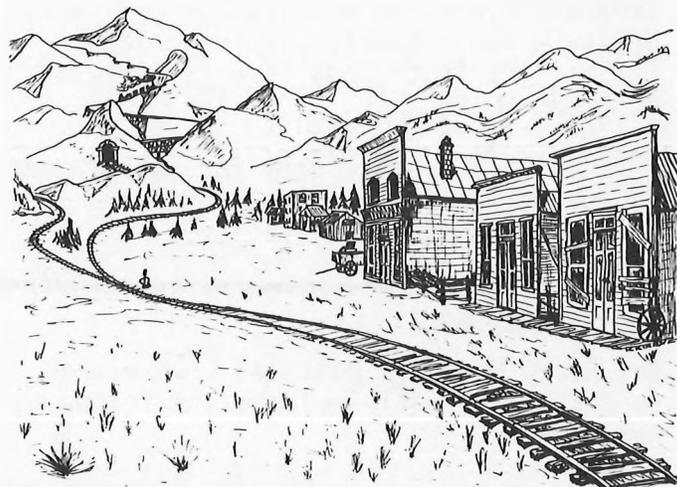
Reel No. 3 was a potpourri that included shots taken in Mexico City in November of 1950 and included the Narrow Gauge N. de M. passenger trains, work trains and yards. Also included were street car scenes. Then it was off to San Francisco to view the cable cars and street cars and the Pacific

Electrics in Los Angeles. Other shots from 1951 included the Rio Grande west of Soldier Summit and Korean Troop Trains. We ended with a shot from 1950 of the Rayonier Shay and steam crane.

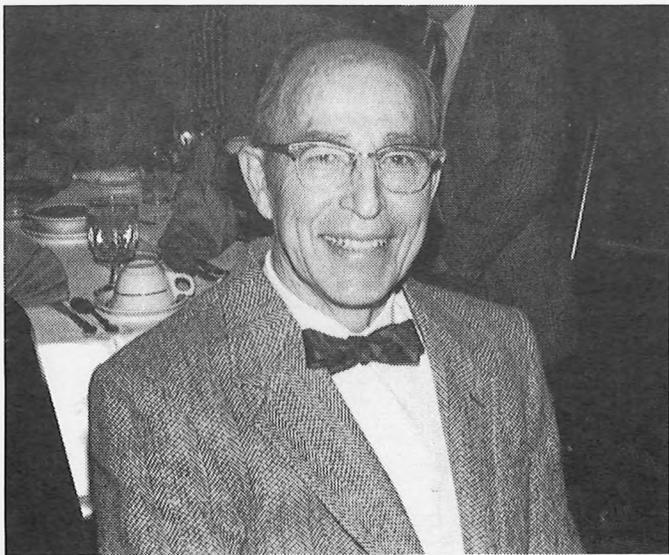
Irv, it was a special evening and program, THANK YOU.



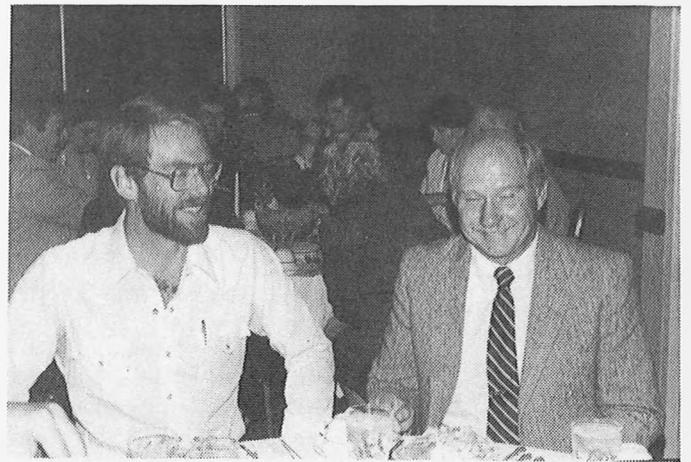
"A match made in Railroad & Ghost Town Heaven" It is well known that Officers and Board Members work very closely to keep the Club going, but this couple decided to make it even closer. Board member, Cyndi Trombly and Treasurer, Ardie Schoeninger tied the couplers in September and are seen here enjoying the Club's Annual Banquet. The Club wishes them well (and now expects twice as much work out of Ardie since he has two heads to work with now).



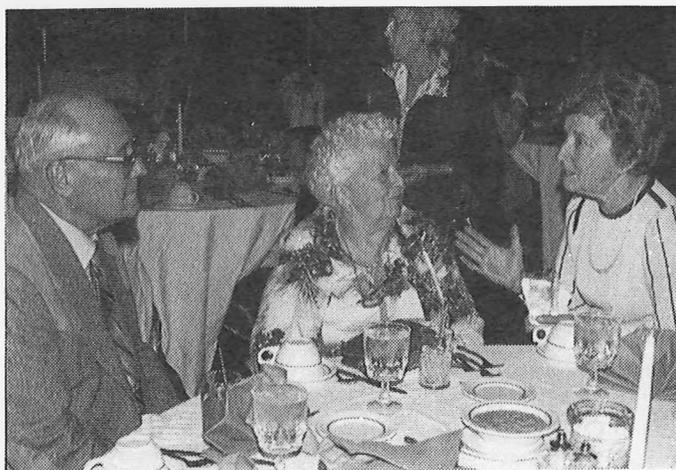
This artwork, drawn by Keith Kirby for Cyndi and Ardie worked in both logos from the Rocky Mountain Railroad Club and the Ghost Town Club of Colorado as Cyndi and Ardie are very active in both clubs. You will note the two tracks coming together to form just one (in a Ghost Town, of course).



Our guest and program narrator, Irv August. What a pleasure it was to have Irv give his personal reminiscence of events associated with the films we were seeing.



It's obvious that Ed Gerlits (r) and Gene Harper (l) are enjoying themselves. Ed is another past president of the Club and has been instrumental in many Club trips over the years, especially the UP 8444 trips and 3-day fall trips.



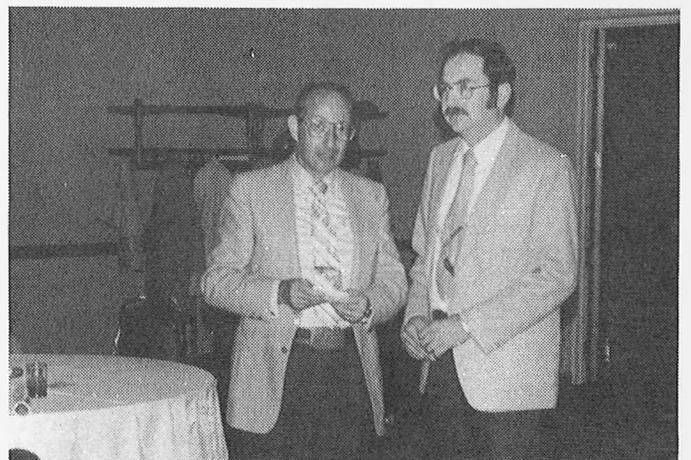
Good friends and good conversation were the order of the night. Here we drop in on an intense chat with (r to l) Midge Braisted, Maxine and Emil Sozin.



Here we see just a few of the many door prizes given away that evening. From a lantern to Howard Fogg prints, all who received a door prize went home happy.



A couple past presidents and very active members along with their lovely wives. (l to r) Wan and Ed Haley and Sylvia and Bill Gordon.



Darrell Arndt (president) and Erwin Chaim (Vice President) discuss evening activities.

IRV AUGUST FILMS VIDEO TAPE AVAILABLE

Club member, Bill Brown, of WB Video Productions, in conjunction with the Rocky Mountain Railroad Club, has produced a 54-minute video tape in color and dubbed sound of Irv's 16mm films depicting Steam's last days on the Union Pacific mainline near Cheyenne, Wyoming.

From trackside, Irv captured the Big Boys and Challengers while still in regular service. Also seen are 9000's, 800's, 9500's, 3500's and some early diesels including the turbine.

This is the first of a series from the Rocky Mountain Railroad's Irv August collection and is available in VHS and BETA II for only \$64.95. The Club will receive benefit if members order their tapes through the Club. We therefore ask you to please send your check or MO, made out to WB Video Productions, c/o the Rocky Mountain Railroad Club, P.O. Box 2391, Denver, Colorado. VISA or MasterCard is also available. Please supply your card number and expiration date.

ORDER FORM

NAME _____

ADDRESS _____

(Please Print)

Please send _____ Video Cassettes in

VHS _____ / BETA II _____ format at \$64.95 each.

Check or MO enclosed for \$ _____

Please charge my VISA _____ / MC _____

Acct. No. _____ Exp _____

SIGNATURE _____

Make Check or MO out to:

WB VIDEO PRODUCTIONS

Send to:

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201

Attention: Video Tape Sales

DENVER & RIO GRANDE WESTERN SOLD!!!

It was quite a shock after all the merger news and then having the Rio Grande back away as if it wasn't the least bit interested to learn that an individual, Philip F. Anschutz had come to an agreement to buy the road for \$496.5 million in cash!

The news broke in the Denver Post on October 2nd. As of October 26th, the Post reported that the new subsidiary of the Anschutz Corporation will start buying the shares of the Rio Grande Industries once 5.1 million shares are tendered.

TAC Acquisition Corporation began a \$50-a-share tender offer for all 9.9 million shares of Rio Grande Industries on October 1st. The transaction would be worth \$496.5 million in cash if all shares are tendered by the midnight Monday (Oct. 29th) expiration date. Under terms of the offer, a minimum 5.1 million shares are needed.

Rio Grande Industries, parent of the Denver & Rio Grande Western Railroad, has 3,100 employees. Anschutz is a privately held company active mostly in oil and real estate development. The company--controlled by Philip F. Anschutz, one of the nation's 12 wealthiest persons according to Forbes magazine--expanded last year out by acquiring a 25 percent interest in Denver-based Ideal Basic Industries in an \$80 million transaction.

In the Rio Grande purchase, the waiting period under the Hart-Scott-Rodino Act (covering mergers and acquisitions) expired last week. Unless the offer is extended, the period for tenders will expire Monday.



MANITOU & PIKE'S PEAK RAILWAY EXCURSION



October 6th saw another fine excursion come off on the COG ROUTE. Martin Frick, Vice President and General Manager, Tom Conde, Assistant General Manager, Paul Decker, Conductor, and, Ken Klinkenbeard, Engineer, did their best to make the day a real pleasure for the Rocky Mountain Railroad excursion.

The day turned out to be just beautiful and we were treated to exceptional scenery and mild temperatures. The skies were clear enough to see all around us. The snow capped peaks made for good photography.

Martin and crew were worried that morning as there had been a great deal of drifting on the line the night before, but snow crews were up early to clear the line and business went on as usual, allowing regular trains to run as well as our special.

We headed straight up the mountain for a good lunch, provided by Bill Carle and his crew at the summit house. After adequate time to eat, browse through the gift shop and take in the view, we headed back to the Manitou Station, taking in some photo run-bys on the way down.

Everyone aboard received a handsome book on the Manitou and Pike's Peak Railway, which gave the history of the road, along with both color and black and white photographs.

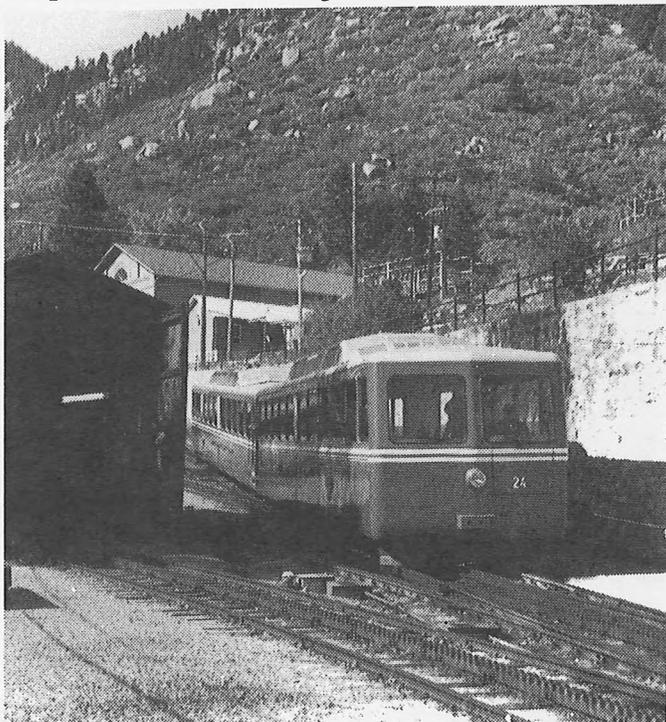
The trip had been arranged by Jim Ranniger and was well planned, as usual.

The Club and those aboard that day really appreciate the fine treatment we always receive from the COG WHEEL ROUTE and wish to again thank them for a wonderful day.

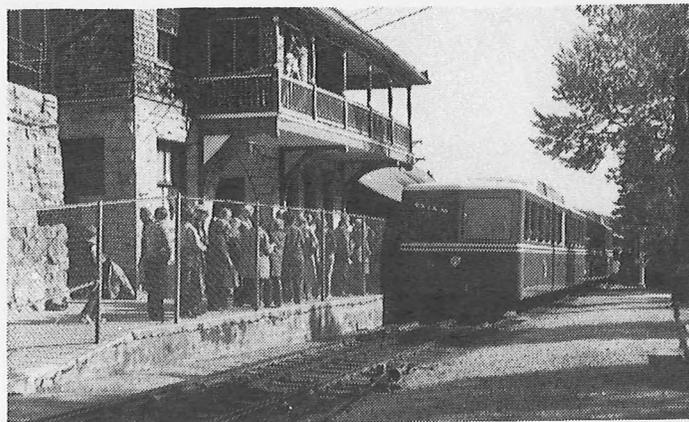
"All Aboard!" What a pleasant scene. Happy Club members boarding our special train, along side the beautiful old stone depot of the COG.



Club members await our train as the regular train prepares to leave the depot. Jim Ranniger (with tote bag) arranged for this trip and did a fine job.



Our train approaches from the car shops-- what a handsome unit this is!





The view that engineer Ken Klinkenbeard has as we prepare to leave the Manitou Station. Everything about the construction of this train is so neat and the control panel is no exception.



Our crew included Martin Frick, Vice President and General Manager (on the left picking up tickets), Tom Conde, Assistant General Manager, Paul Decker, Conductor, and, Ken Klinkenbeard, engineer.



What a view! Just some of the scenery as we head up the line.



One of the very few straight stretches on the line, we can see a good grade ahead.



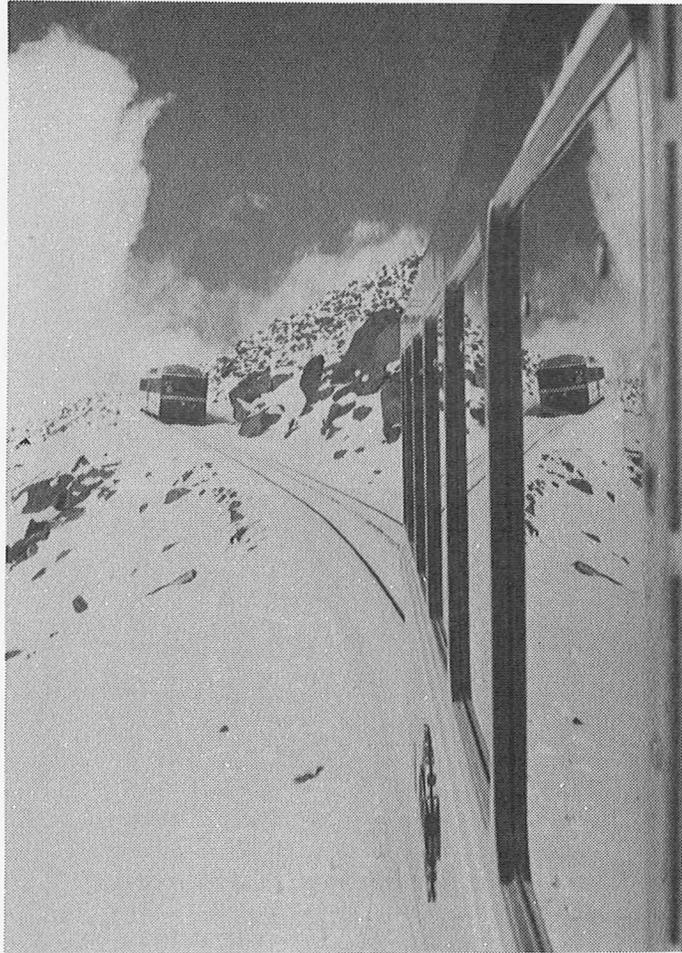
Looking toward Windy Point and 25% grade.



Snow equipment which cleared the track that morning and standing by in case we need it on the trip down.



A close-up of the Snow Plow. It had been put to good use to clear away drifts from the night before our trip.



A unique photograph showing the regular train just ahead of us. (Darrel Arndt Photo)



Everyone was ready for lunch by the time we arrived at the summit. Here we see Club members Milt Fick, (r to l), Wally Porter, Mary Carlson, Erma Morison, ???, Lil Ranniger, Jim Ranniger and Jack Morison enjoying their meals, including those famous summit house donuts. (Darrell Arndt Photo)



The view at the summit--and this is early fall!!! The day turned out to be just beautiful though.



Our first photo run-by, taken in a most picturesque location.



Our second photo run-by, showing the unique track with cog rail. This was done at the Minnehaha switch.

NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD



It was a pleasant surprise on Monday, October 22nd, that your editor received a call from Mr. Charles Bradshaw's secretary, inviting yours truly to attend a special meeting on that Wednesday in Durango, where Mr. Bradshaw was to speak about the future plans of the D&NG.

After discussing the event with our president, he got approval from the board to send your editor to Durango to cover the meeting as the Club is very interested in the future of the line and wished to give its support.

Joe Pullitti, in charge of the D&SNG commissary, picked me up at the Durango Airport and after lunch I was able to meet with Amos Cordova, Vice President of the D&SNG. After discussing the possibility of an excursion some time in the future, Amos took me on a tour of the yards and shops.

Activity was everywhere! Crews were hard at work, completing the new 3-stall plus work facilities addition on to the old roundhouse. They are shooting for completion by November 15th. As has been previously demonstrated by the Bradshaw organization, the work is first class and true to the original design to keep the look of authenticity. A walk through the roundhouse showed K-28's being overhauled with a fine machine area for doing their own work on remaking or repairing engine parts.

Steve Jackson, General Mechanical Foreman of the D&SNG met us in the yards and pointed out a K-36, No. 480, which had just been sand-blasted down to bare metal. It had a character of its own with the bright rust color that had developed with the latest snow moisture. It is the next engine to be overhauled. Its ready for a hydro test on the boiler and fittings to see how much work needs to be done. Steve feels that the running gear is in good condition and expects mostly boiler work. He also expects the 480 to be in operating condition by June 1, 1985, in time for the summer rush as well as eliminating the need for double-heading in many cases.

Being considered for the future, is completely new tenders for the K-28's, numbers 473, 476 & 478, and, possibly new tenders for the K-37's, more along the line of the K-36's--longer and shorter.

On the property in Durango, the D&SNG has currently three K-28's, Numbers 473, 476 and 478, two K-36's, Numbers 480 and 481, three K-37's, Numbers 493, 497 and 498, one C-17, Number 42 (Ex-RGS, Ex-RG #420). The D&SNG also owns another K-37, Number 499, being kept in the roundhouse at Alamosa, but its tender has been slated to go with the State Historical Society's K-37 Number 491 (I believe).

In the car shops, Jim Sims, Assistant Shop

Car Foreman, enthusiastically pointed out the new coach number 291 (former work car number 0291), which has been completely rebuilt from the ground up! This was a derelict car when brought in to the shops and the clear-story roof was all but gone, having collapsed long ago. The workmanship on this car is incredible. Based on Mr. Bradshaw's commitment to authenticity, all construction except the steel frame is wood. It has been rebuilt as close as possible to original specifications. Mahogany had been used for the siding with red and white oaks being used for structural pieces. Even the clear-story construction follows authentic practices, including the proper platform-roof End-carline and platform roof-apron. This car will have some of the first D&SNG cast trucks which are of a new and improved design over the wood trucks. The coach will feature replicas of the old-time style seats that can be reversed by throwing the upright back piece over from one side to the other. Perhaps most interesting is that the new coach will have forced air heating provided by propane fuel. The car is to be completed in about six weeks. (Perhaps the D&SNG will take a "builders" photo we can use in the newsletter.)

I asked about using wood over steel siding construction and Jim states that he believes the wood is actually more expensive because of material costs and labor of craftsmen to build the complicated rolling stock, but, again, points out Mr. Bradshaw's position on the matter concerning authenticity. Their pride in workmanship is well evidenced by the product they turn out.

In addition to new cars, the San Juan cars are being brought in for overhauling and repainting with a two-part epoxy paint for durability. In addition, forced air propane heating is being installed in addition to the old coal stoves. Number 319 is currently in the shop.

Also being planned is two more open gondola cars to be numbered 406 and 407. By next operating season (1985), four brand new pieces of revenue equipment will be on the roster. (By the way, I asked Amos Cordova about a complete roster of equipment. He says that a formal listing has not been compiled, although the information is available, so, I asked that when a formal list

is compiled, that we receive a copy to list in the Rail Report as I am sure many of our members would greatly appreciate knowing this information.)

Having obtained this very interesting information and pictures to go with it, Amos and I left the yards to get ready for the meeting that night.

A good crowd appeared for the meeting, especially considering the weather in the San Juans. Representation was from all over the four-corner area.

Mr. Bradshaw began the meeting with a review of the accomplishments to date including this interesting material: Since taking over from the Rio Grande, the three K-28's have been completely overhauled, a K-36 (#481) and a K-37 (#497) have been placed in service; eleven new cars for revenue service have been placed in service increasing the number from 21 to 32 pieces (excluding the three private cars); 7.3 miles of 65# rail has been replaced with 85# rail; 16,343 new ties have been placed in the ground; four ex-East Broad Top hoppers have been purchased and have spread 22,221 tons of new ballast and a new type of car has been developed and built, called "Rail Camp". This is a railroad "RV" private car built out of a 3000 series boc car which retains its normal appearance outside including its regular door, but....., inside the regular doors is sliding glass patio doors which lead to a remodeled interior including 4 bunks, bathroom/shower, dinnett area, two small closets and propane stove and refrigerator!!! It will be available to rent for "coming out" along the line. The price was not given, but what a fantastic idea. I'm certainly interested.

Mr. Bradshaw then gave some additional information on proposed plans for future equipment and trains. He expects to have four new cars each year, beginning in 1985. In 1986, another K-37 will be put into service and they will begin running four regular Silverton trains at 7:30, 8:30, 9:30 and 10:30 in 1986 or 1987. In 1988, another K-37 will be activated and a 4th train will be added at 11:30. By 1989, the D&SNG Railroad will be able to carry a

total of 2,665 passengers each day to Silverton. Of particular interest at this time was ridership figures given, beginning with the last year the Rio Grande was running the train: 1980 (Rio Grande) 103,322; 1981 (D&SNG) 136,729; 1982, 149,395; 1983, 153,381; 1984 (to 10/24), 156,892. The D&SNG season runs from the first through Silverton Train through the last winter train to Cascade Wye the next year.

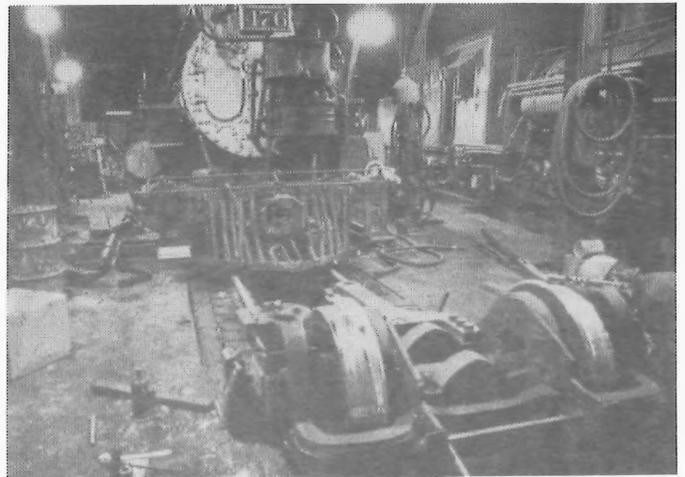
The most important part of the meeting concerned the promotion of the winter train to Cascade Wye. Ridership has not been up to expectations and is not profitable. The train has been run with as few as one (1) passenger. On that day, that one person was served by an engineer, fireman, conductor, two brakemen, a cocession car attendant and a parlor car attendant. As Mr. Bradshaw quipped, that man "should have been over-powered with service".

To increase ridership, a comprehensive marketing plan has been developed with the leadership of a new marketing executive, Tom Boykin, Special Projects Manager. The plan includes three parts: National, Regional and Local. As part of the National plan, a new video tape documentary has been produced which is directed to television use, but can also be purchased from the D&SNG. Simply put, the video is outstanding and Club members might want to obtain a copy. Information can be obtained by writing to the D&SNG at 479 Main Ave., Durango, CO 81301. Regional and Local efforts involve getting local people to give more vocal support to the railroad, especially for the winter train by a four-corners appreciation special rate between November 5th to 21st and a coupon promotion in and about the four-corners area involving businesses, clubs, etc.

The meeting was well attended and well received. We also appreciate Mr. Bradshaw's invitation to the Club via your editor to attend this meeting. It certainly was well worth our effort. I, personally, appreciate the fine treatment I received and would like to especially thank Amos Cordova and Joe Pullitti for their special help.



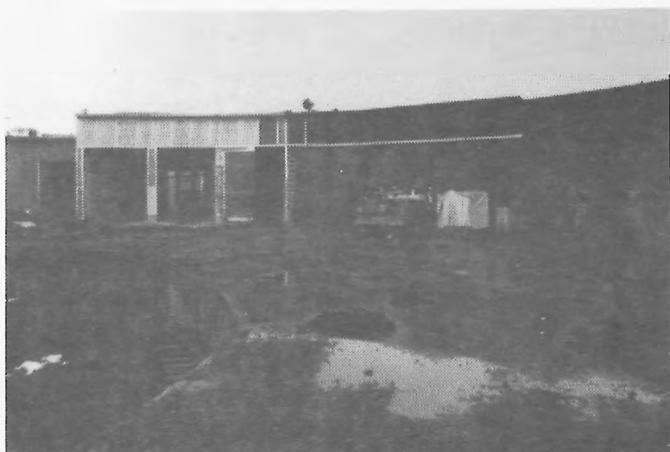
The Durango Station in the relative quiet of late fall. The winter train has already left for one of the few remaining trips all the way to Silverton and back.



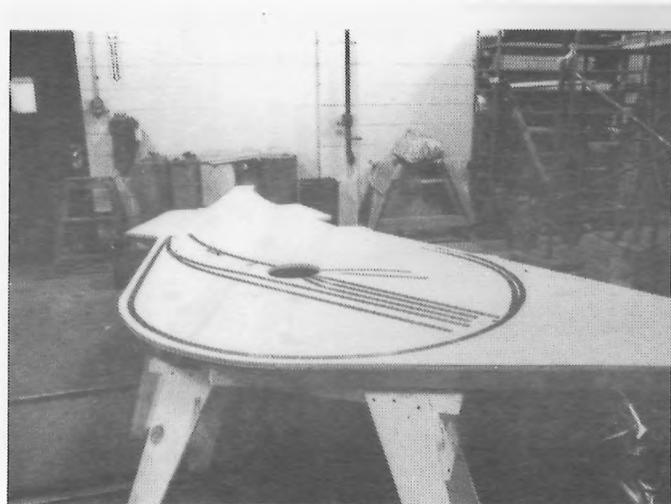
K-28, No. 476 is receiving a major overhaul. It is missing its tender and here we see the pony trucks pulled away. A lot of work is in process in the engine house.



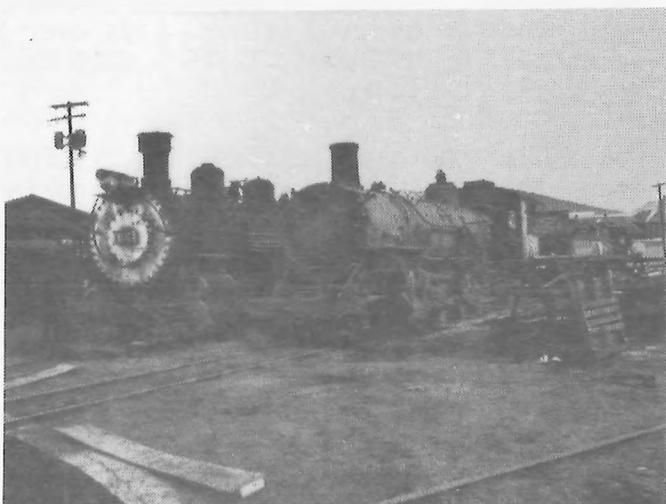
Here you can get an idea of the machine shop and equipment that is being used to keep the steamers going. Some milling work is being performed here.



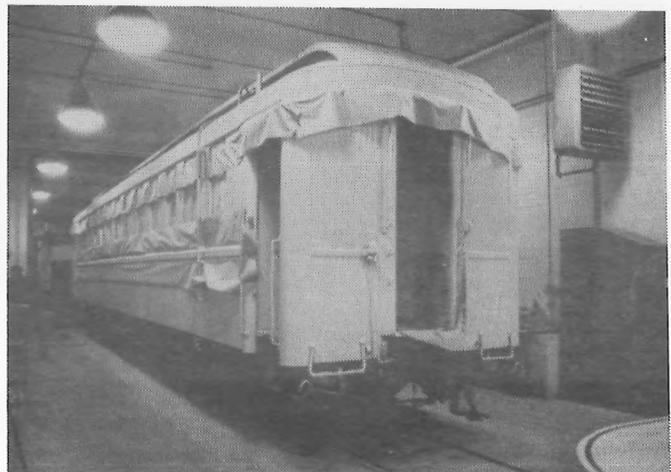
The new three-stall plus work shop addition can be seen in this shot. Completion is slated for November 15th.



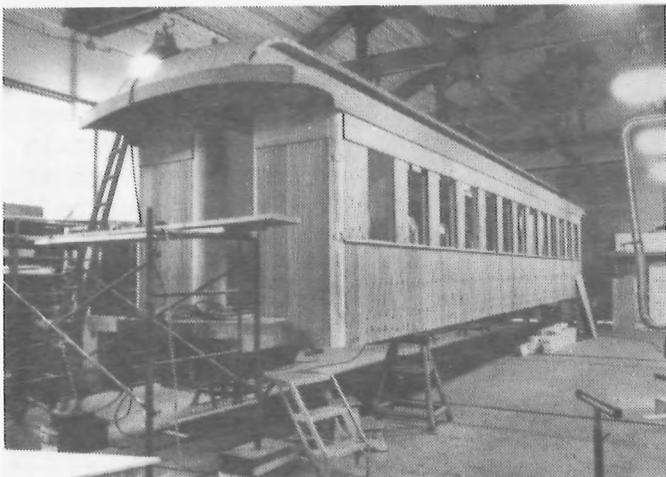
Modelers, take heart! The D&SNG is using HOn3 track to plan the new trackage in the yard. It is amazing what they plan to squeeze into existing space.



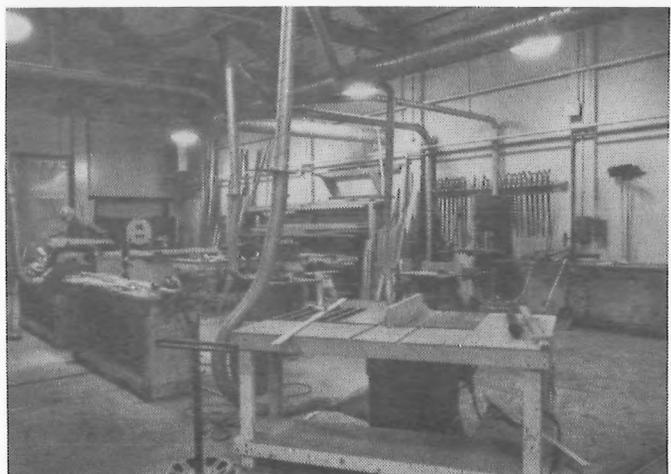
K-36, No. 480 rests next to K-37, No. 497. The No. 480 had been sand blasted down to bare metal, producing a bright orange rust with recent snows. It awaits a hydro test.



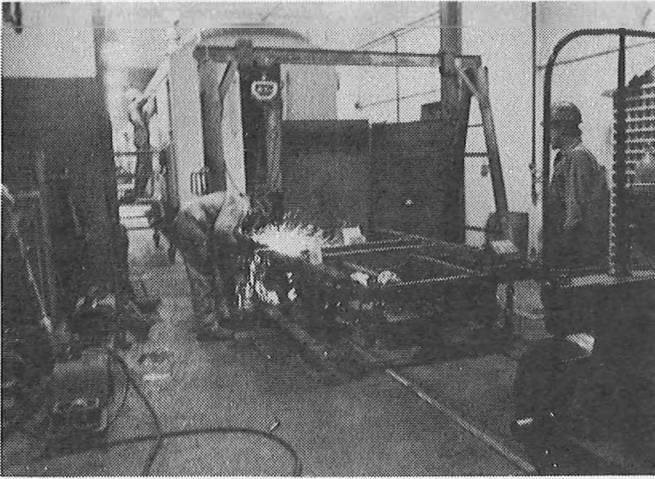
Ex-San Juan coach No. 319 receives a new coating of two-part epoxy paint as well as some reworking.



Former D&RGW coach No. 0291 nears completion in the car shops. The workmanship on this car is outstanding. Your editor could have spent the whole day going over it.



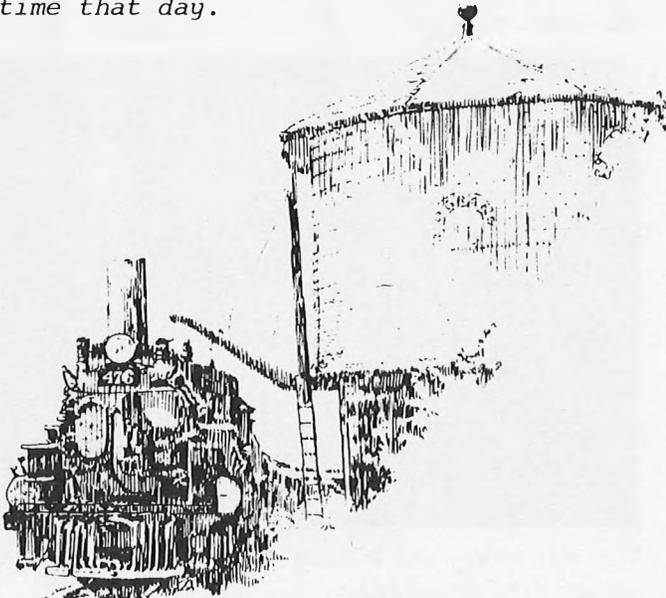
The car shop work area. Note how neat and clean the area is!



A great deal of activity is evident as we see a worker doing some welding on a set of trucks.



The winter train returns at 5:15 p.m. with K-36, No. 481 on the head end. Snows in the San Juans had caused hundreds of cancellations this week as roads were snow packed and icy. Today, the train carried only 60 passengers, but it was evident from their faces that they had had a great time that day.



SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Collection of railroad books. Send SASE for listing. Robert R. Harmen, 2 Lathyrus Ct., Pueblo, CO 81001.

FOR SALE: A very fine railroad watch with "D & RG Special" stamped on the dial and on the works inside. Believe it may have been made by the Illinois Watch Company. Appears to be quite old, but in excellent condition, having been cleaned and adjusted recently. Held together by gold screws. Bids over \$200 accepted. R. H. Brown, 14755 - 6300 Road, Montrose, CO 81401.

FOR SALE: Photo collections: No. 1) 2000 steam loco pictures clipped from magazines (1925-1980, plus 140 photo prints. Various USA and Canadian railroads. \$25, Postpaid. No. 2) 525 Photo prints of steam locos and trains on 88 Colorado Railroads (no D&RG/W). 2½x3¼ to 8x10. Many are good copies of original prints, and builders photos from original plates, 1870-1970. \$500. No. 3) 1500 5x7 photo prints by Ben Cutler (Rail Photo Service) of larger USA and Canadian Railroads--Scenery, cars, steam, Diesels, 1945-1955. Send SASE for details of any specific railroad. Robert A. LeMassena, 1795 S. Sheridan Blvd., Denver CO 80226.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the Editor, Rocky Mountain Rail Report, 502 South Cody St., Lakewood, Colorado 80226.



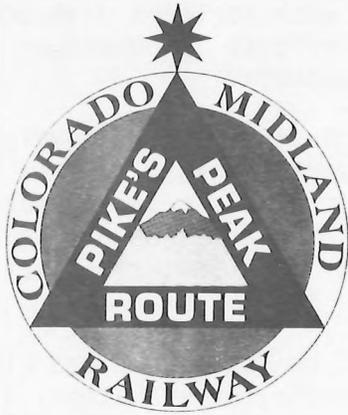


PHOTO ESSAY/CRIPPLE CREEK FIELD TRIP

As promised in the October Newsletter, we are presenting a photo essay on the recent Club excursion to Cripple Creek. With the 4th National Narrow Gauge Convention at your editor's doorstep, there was not time to obtain photos. Please refer to the October Rail Report for the written story.

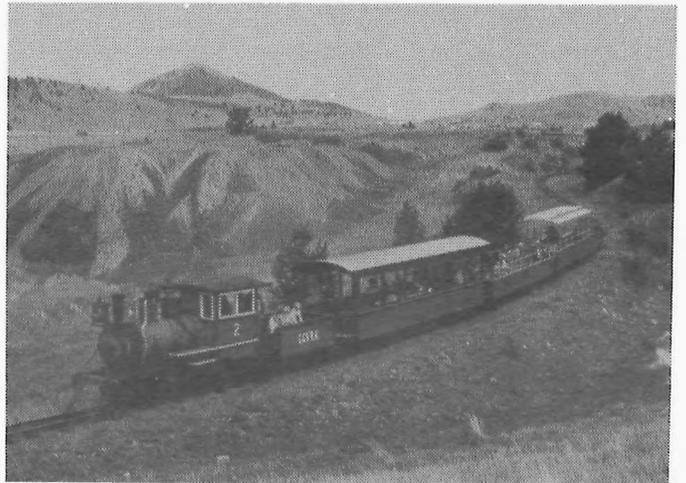


This impressive, curved bridge is the most notable remnant of the F&CC Ry. in Phantom Canyon and was a memorable stop during Saturday's tour. (Darrell Arndt Photo)

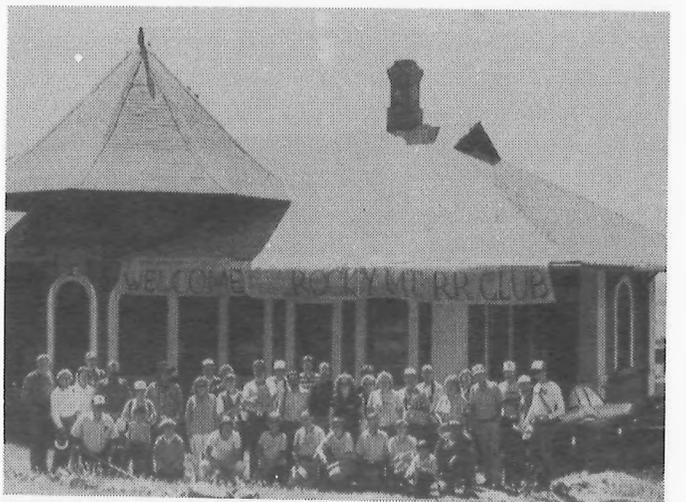
Jim Stitzel and Beyer Patton not only put out the "Welcome Mat" but also a "Welcome Sign" as we stopped to visit with them and inspect the ex-Midland Terminal depot in Victor. (Darrell Arndt Photo)



The abandoned mines and picturesque buildings of Victor made for a pleasing panorama as viewed from this stop, one of many that Jack Morison scheduled during the trip. (Darrell Arndt Photo)



John Birmingham and the crew members of the Cripple Creek & Victor Narrow Gauge Railroad made Club members feel quite welcome on the two-foot gauge line. Here our special train rounds a curve during a photo run-by! (Darrell Arndt Photo)

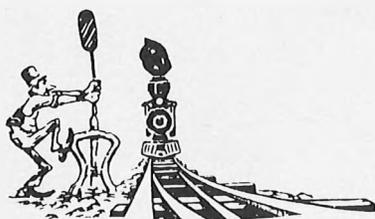




Jack Morison presents a happy winner with one of the twenty-three Midland Terminal tickets that were given out after a drawing. Al Knicklebine (on the right of Jack) graciously provided these lasting mementos of our Cripple Creek Field Trip. (Darrell Arndt Photo)



With a "ghost of the past" providing a backdrop, Jim & Lil Ranniger and Erma Morison can be seen preparing for lunch at Midway. Included in the menu for Sunday, were steak sandwiches, a fitting touch to what was a first class field trip. (Darrell Arndt Photo)



We again, wish to thank Jack and Erma for their efforts on behalf of the Club and Club members.

As stated in the October Newsletter, Jack and Erma went to great trouble to make this a fantastic trip, including making three scouting trips prior to the actual Club trip. Jack wrote and Erma typed a 14-page, ten photo, two map handout.

Additional thanks to Jim and Lil Ranniger, Al Knicklebine, Beyer Patton, Jim Stitzel, John Birmingham & Crew, Darrell Arndt, Bob Lewsader, Chuck Morison, Bruce Ranniger and Mat Anderson.

AMTRAK MAIL TRAINS

Bob Fryml, Cheyenne, sends this news to us as taken from Linn's Stamp News of Sidney, Ohio.

The United States Postal Service and Amtrak will begin "mail only" train service between Washington, D.C., and Boston, Mass., October 30th.

Currently, the USPS dispatches mail to eastern corridor cities between Washington and Boston on scheduled Amtrak passenger trains.

The new schedule, however, has been tailored to meet USPS service requirements and to meet the transport need for the growing volume of mail in the region.

The Fast Mail, a northbound train named after a retired Chicago Railway Post Office train, will depart Washington at 1:45 a.m. and reach Boston by 11:15 a.m.

The southbound train, named The Mail Express, depart Boston at 2:00 a.m. and arrive in Washington at 11:25 a.m.

Principal intermediate stops will be made in Philadelphia and New York

Cargo will consist of first-class, second-class and Express Mail. The trains will run Tuesday through Sunday.

CUSTER TO DEADWOOD BN BRANCH BEING REMOVED

Club member Dave Wolff of Cheyenne writes to let us know the status of the Deadwood branch of the BN.

As of the end of September, the branch of the Burlington Northern, running from Deadwood to Custer, South Dakota, is slowly being removed. The work is being done by an outfit out of Sheridan, Wyoming, called Fast, Inc. Their contract is from Mystic (milepost 74.82 from Edgemont) to Deadwood (milepost 106.83), with a completion date set at December 1st. Currently, the track has only been removed from Kirk (milepost 102.92) to Dumont (milepost 93.66). Obviously, much work remains to be done with only two months officially left on the contract.

The fate of the line from Mystic to Custer is unknown, with speculation being that the Black Hills Central (1880 Train) out of Hill City may attempt to acquire it.

Many Rocky Mountain Railroad Club members may remember the Club's two excursions over this line in the mid 1970's. (Dave Wolff)

MORRIS CAFKY NAMED "DISTINGUISHED PIONEER 1984"

Kathleen O'Hanlon of Aurora, Colorado, sent a copy of the program from the 57th Annual Pioneer Day celebration at Florence, CO.

Her letter, in part, reads as follows: "I just returned from Florence, where I attended the 57th Annual Pioneer Day, the theme this year being 'Ridin' the Rails'.

One of our own members of the Railroad Club, Morris Cafky, was born and raised in Florence. In view of his many accomplishments, the town honored him as 'Citizen of the Year'. As such, he led the parade (riding in a vintage automobile) down the streets of Florence for Pioneer Day and later gave an address."

The program gave a nice paragraph on Morris and is reprinted here:

REV. MORRIS CAFKY is the distinguished Pioneer for the 57th annual celebration. Born in Florence May 31, 1919, he attended schools in Florence and graduated from Florence High School in 1937.

He attended the University of Colorado and lived in Denver several years, working for the Denver Post.

He studied for the clergy and is an ordained Episcopal priest and currently lives in Canon City where he does supply work at Christ Episcopal church.

Trains and railroads have always been a fascination for Cafky and he has authored three books about railroads, including "Rails Around Gold Hill," "Colorado Midland," and "Pike's Peak Trolleys," which he co-authored with John A. Haney.

He belongs to three railroad "buff" organizations, the Rocky Mountain Railroad Club of Denver, the National Railway Historical Society, Midland Chapter of Colorado Springs, and the Railway and Locomotive Historical Society, an eastern group with headquarters in Massachusetts.

The Club wishes to congratulate Morris on receiving this honor.

NEW AMTRAK DINERS

Six former Santa Fe Hi-Level dining cars and six former Southern Railway coach-lounge cars have been selected by Amtrak management for conversion to cars capable of providing both food and lounge service.

The Hi-Level cars will be used in conjunction with Amtrak's superliners on Western long-distance routes, while former Southern cars will serve routes east of the Mississippi River. The Hi-Level diners will be modified to provide full-course table service, buffet-style service, and lounge seating. They will have 16 lounge seats and booth-table seating for 40. The former coach-lounges will be reconfigured to have 14 lounge seats and 40 booth-table seats with a food-service counter in the center of the car. (Carl Carlson, Denver)



The Fourth National Narrow Gauge Convention was a tremendous success. 901 people ended up registering and attending. The scope of activities was staggering. Thirty-eight clinics/programs were presented, twenty-one model layouts were open for inspection, over sixty manufacturers displayed their goods in the manufacturer's room, a special excursion was held on the Cumbres & Toltec Scenic Railroad, and, the Colorado Railroad Museum steamed up No. 346 on Thursday, Friday, Saturday & Sunday and High Country Railroad steamed up on Saturday & Sunday, operating a tripple-header.

The Club was very active in this event with table displays in the manufacturer's room and many, many members participating in one or more events.

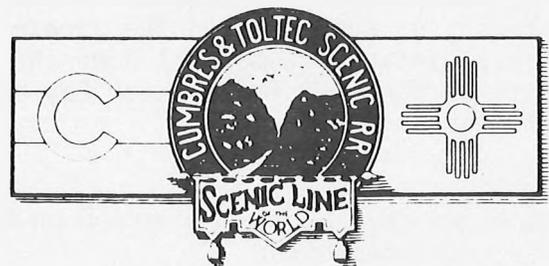
As an example, Lee Brown, Les Grenz, Jim Schwingle, Don Winter and Jim Trowbridge organized and ran the convention. Clinics/programs were presented by Bob Brown, Erwin Chaim, Dwayne Easterling, Darlene Edgerton, Ginger Fagan, Charlie Getz, Wayne Hume, Bob LeMassena, John Maxwell, Mel McFarland, Bruce Nall, Helen Tatum, and Art Wallace. Layouts were shown by members in the Denver HO Club, Bill Gould, Les Grenz, Mike Horner, Steve Swanson, Don Meeker, Terry Metcalfe, Jim Schwingle, Steve Shoe, Jim Trowbridge, Al Turner, and Lee Brown. Of special note, was the program presented by Dick Kindig and Ed Haley, showing Otto Perry films. Others like Darrel Arndt, Cyndi Trombly, Ardie Schoeninger, Bob Griswold and Bobbie Chaim worked the Club booth. Erwin Chaim acted as auctioneer Saturday night. I believe I have listed all, but if I missed anyone, please accept my apology. They help and involvement was greatly appreciated by

the Convention Committee and the Club certainly benefited with new members and good sales of books and such. Knowing the involvement of Club members and showing Otto Perry films also greatly enhanced the Club's image with the narrow gauge group.

In conjunction with the convention, two narrow gauge trips were held--one, the Cumbres & Toltec Scenic Railroad trip, was actually a part of the convention. The other, Ed Gerlit's Silverton trip was not part of the convention, but drew a number of convention people as well as many Club members (as did the C&TS).

The C&TS trip was held the Monday prior to the convention (October 17th). The weather cooperated to give riders a great day. A record was set for photo run-bys at 12! In addition, the train came in at night and all aboard were treated to a beautiful sight of seeing the stars without city lights as well as to take in the fireworks from the engine as the fireman opened the fire door and the glow from the engine's fire shot up and shimmered off the engine's smoke--a really fantastic sight! As usual, the C&TS people were just outstanding in their treatment of the excursionists and gave everyone a most memorable trip, including the night photo session on Sunday night.

Ed Gerlit's Silverton trip was equally exciting. Ed's guests were treated to a really fine buffet aboard the train and this buffet never ended! Food and beverage was available all day long. Besides great weather and beautiful scenery, the D&SNG crews were not to be outdone as the photo run-bys were spectacular. Ed runs this trip on a yearly basis and a note to Ed will facilitate an invitation. Ed is listed in the Club's directory.



BALLOONS

The Club receives many exchange newsletters each month from around the country. One that your editor enjoys is the Mixed Train Monthly, put out by the Carson City Railroad Association, P. O. Box 2245, Carson City, Nevada 89702. Their October issue had a most interesting article on engine stacks which was written by Charles Miller for the Whistle Stop, a California State Railroad Museum Docent Digest. Perhaps you will also enjoy this article:

One of the more common questions that I am asked by visitors is why the old locomotives have funny shaped smoke stacks. Well, I trust that most of us are aware that (a balloon stack) is a mark of a wood burning locomotive, and is what we would now call "exhaust emission control equipment". In that earlier age they were called spark arresters.

Our very first locomotives were English, or copies, and curiously they had been designed to burn coke, which burned hot, and also very clean. Ours necessarily burned wood, and promptly threw a great deal of the burning fuel out of the stack. Writers of the day speak bitterly of the burned clothing of passengers riding in the open, but also burned were nearby fields, buildings, and sometimes the train itself. A train at night could be seen for miles as a flaming cloud moving through the darkness. Very soon attempts were made to solve the problem.

Screens, in or on top of the stack, were the first devices that were tried, but quickly became clogged and soon burned away. Screens were never abandoned, as can be plainly seen on most of our wood burners, but these were the last defense. The primary spark arresting was done by various baffles and screens that came to be mounted on, over and around the stack itself.

There were easily over a hundred different designs, some quite complex, and were commonly known by many descriptive terms such as balloon stack and cabbage stack. Some types were excellent spark arresters, but alas, the more efficient they were, the more they choked the draft of the locomotive, for a serious loss of power. The most commonly

used types were compromises that stopped the worst of the sparks but still allowed an adequate draft.

The (V&T engine) Empire appears to have one of the most common types. In that design a complexly curved plate was mounted above the stack and below the screen. This diverted the smoke, steam, embers and ash down and out into the enclosure. The larger particles would drop out, the ashes could later be removed through the small door at the base. Other embers were trapped by the screen to fall back or burn away. Smaller sparks and embers would escape, but most of them would burn out before reaching the ground. Incidentally, the screen at the top still burned out and needed frequent replacement, as often as every three weeks.

A few early coal burners had comparatively small and simple external spark arresters, some early diamond stacks were coal burners, but it was soon found that adequate screening devices for coal burners could be mounted in the smoke box, resulting in the shotgun stack.

So the stacks, or more accurately, the spark arresters, may be funny looking, perhaps even ugly, but they were functional, necessary, and undeniably a picturesque part of railroading history.

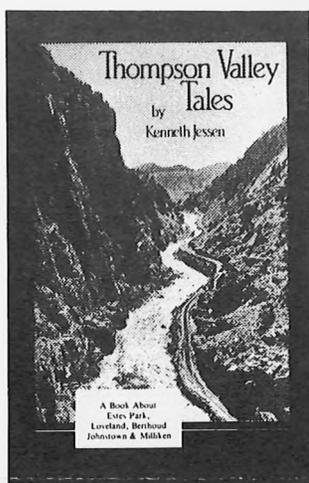
COAL BURNERS TO RETURN

Norfolk Southern boss Robert B. Clayton expects coal-burning locomotives to return to the rails in the near future.

He said the NS and General Electric have been working on an environmentally acceptable model the last 19 months that will convert coal energy into electric power. The studies are expected to be completed sometime next year.

Clayton said the new coal burners, unlike the old reciprocating steam engines, will be more reliable, use electric drive like the present diesels and be nearly pollution free. (Bob Fryml, Cheyenne via U.T.U. News)

CLUB MEMBER RELEASES NEW BOOK



After years of research, Kenneth Jessen, of Loveland, Colorado, has produced a book about the Estes Park, Loveland, Berthoud, Johnstown and Milliken area of Colorado. His book is composed of a series of well illustrated, short stories which reflect pioneer life and the development of the region embraced by the Big Thompson and Little Thompson valleys.

The book begins with the first settlers to build cabins along the Big Thompson River in the late 1850's. Mountain man Mariano Medina constructed a crude fort and a toll bridge at a settlement called Namaqua during the 1860's. Small farms located along the river bottoms dominated the area. When the Colorado Central constructed the first railroad along the Front Range in 1877, David Barnes founded the town of Loveland in his wheat field. As the economic base grew, other towns such as Berthoud, Johnstown and Milliken were founded.

Out of the ashes of the Union Pacific's bankruptcy grew the Colorado & Southern Railway. The C&S constructed new lines and played a key role in the continued growth of the region. The Great Western Railway began construction in 1902 west of Loveland on a rail network to bring sugar beets into the factories for processing.

One of the region's first industries was stone. High on a ridge west of Loveland as many as 200 men worked to cut stone for curbing, flagging, foundations and other uses. A rail spur was built to serve the quarry town of Arkins.

Pioneer industrialist Alfred Wild discovered high purity gypsum on his farm at the south end of the Devil's Backbone. He abandoned growing hops for the local brewery in favor of developing the state's first plaster industry.

To attract investors, Loveland's citizens had to raise a cash bonus for the construction of a sugar factory. By holding an auction for the contents of the first 100 pound sack of granular sugar (divided into 1 pound lots) to be produced, they raised over \$3,000. As a result, Colorado's first Great Western sugar factory was opened in 1901 in Loveland.

Cripple Creek and Central City are known for their gold mines, but Larimer County also had its own gold rush of sorts. A few mines opened briefly and a small mill was constructed above Masonville. The town of Masonville was founded to act as a supply point for these mines.

In 1859, Joel Estes and one of his sons looked down on a beautiful valley surrounded by high, snow capped peaks. Joel moved his family to the valley and raised cattle. This valley is now named Estes Park. Joel stayed only a few years, but others were attracted to this scenic place. Lord Dunraven tried to make the entire Park his own personal game preserve during the 1870's.

After a road was constructed from Loveland up the Big Thompson Canyon to Estes Park, tourism began to develop. The road was built by William Riley in 1904, and he had difficulty collecting for the work from the Larimer County Commissioners. Riley blocked both ends of the canyon, hired guards and even formed a railroad company to use the grade.

Thompson Valley Tales is 98 pages, includes 67 historic photographs, 6 pen and ink drawings plus 5 maps. It is priced at \$6.95 and was published by Century One Press, 2325 Platte Avenue, Colorado Springs, Colorado 80909. Autographed copies are available directly from the author for \$6.95 plus \$1.00 postage: Kenneth Jessen, P. O. Box 8036, Loveland, Colorado 80537.

SIGNS OF THE TIMES

The Norfolk & Western has started to phase out cabooses with an end of train monitoring system manufactured by Southern Railway which consists of a flasher/marker unit (encoder) and a read out device (decoder). The encoder attaches to the coupler of the last car in the train and the train line hose hooked up to it. This unit sends signals via FM radio to the decoder located on the control stand in the lead locomotive. The marker unit sends the train line air pressure, the unit battery status, and the taillight status to the cab receiver. This information is displayed to the engineer via different color lights and a liquid crystal display of actual brake pipe pressure. If the screen goes blank, this indicates a communication failure. Trains on the former Wabash lines operating out of Decatur are already running without cabooses. The crew members who formerly occupied the caboose now ride in the trailing units. (Carl Carlson via The Michigan Railfan).

MORE CABOOSES GOING

Another news item sent by Bruce F. Curtis of Boulder, out of the San Francisco Chronicle, compliments the article Carl Carlson submitted above:

Under the headline "California Freight Trains Becoming One Car Shorter", Harre Demora says that the railroad caboose of folklore and song is following the steam locomotive to history's scrapyard.

California's three big railroads said yesterday (Tuesday, October 16th) that they are taking advantage of a new labor agreement and starting to replace the jaunty cars with electronic devices that warn train crews about safety problems.

The Atchison, Topeka & Santa Fe Railway has eliminated its bright red cabooses from dozens of freight trains, including some that begin and end in Richmond, said Robert Gehrt, a railroad official in Chicago.

Southern Pacific said it has removed its dark brown cabooses from some of its freight

trains that connect Los Angeles with Houston, and it will expand the program as equipment becomes available.

The Union Pacific is phasing out its flashy yellow cabooses, which cost \$80,000 each, on 25 percent of its freight trains between Salt Lake City and Los Angeles.

Cabooses also will be removed from many freight trains in Northern California as new safety devices become available, according to John Bromley of Union Pacific.

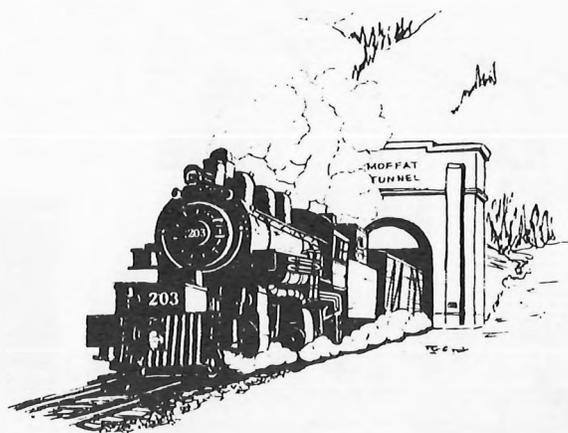
The railroads are putting a \$4,000 device on the rear of trains to monitor brakes and tell the engineer in the locomotive whether the last car is moving and whether its red marker light is illuminated.

The caboose was developed in the 1830's so that members of a train crew could watch from the end of a train for overheated wheel bearings, sticking brakes and derailments. Today, all of these problems are monitored by devices along the tracks.

Many modern cabooses still have beds and stoves, artifacts from days when railroading was a lonely job with long hours. The cars served as office, dining room and hotel for the conductor who was in charge of the train.

Before air brakes that were controlled by the locomotive engineer were perfected about 1890, the caboose also carried crewmen who would climb onto the roofs of freight cars and apply brakes by hand.

"The caboose has been obsolete for a long time", Bromley said.



CLUB ID ITEMS & BOOKS

ORDER FORM

The Club has a number of items that are available for sale that would make very nice gifts or are available to let others know that you are a member of the Rocky Mountain Railroad Club.

These items include the Denver, South Park and Pacific Memorial Edition by Mac Poor, a steal at \$39.95 at today's railroad book prices, a very fine trilogy edition covering Steam Tramways of Denver, The Colorado Eastern Railroad and the Denver, Longmont and Northwestern for only \$6.00, Golf-type hats with the Club logo in Color for \$5.00 (adjustable to all sizes), Club T-Shirts at \$7.00, Club Logo Patches (in color) for \$1.50 and a set of three (3) Bumper Stickers for \$2.00.

Why not take advantage of these items when looking for a gift as well as identifying yourself with the premier railroad club in the country.

An order form is printed in this newsletter for your convenience in ordering any of the above items.

Qty.	Item	Amount
_____	Denver, South Park & Pacific / Memorial Ed.	_____
_____	84-page Booklet/ Steam Tramways of Denver, Colo. Eastern RR, Denver, Longmont & Northwestern	_____
_____	Club Hat	_____
_____	Club T-Shirts (S/M/L/EL)	_____
_____	Club Patch	_____
_____	Set (3) Bumper Stickers	_____
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	Final Total	_____

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