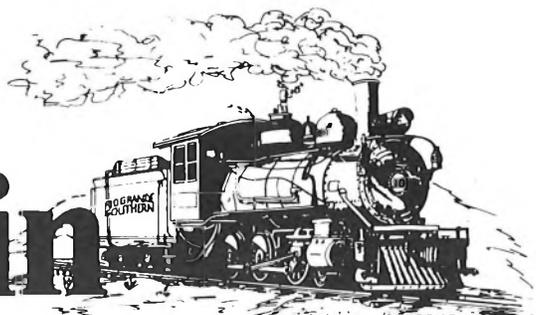


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 12, 1985 -- 7:45 p.m.

February, 1985..... No. 305
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.

Southeast wing of Christ Episcopal Church, 2950 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
Keith Kirby..... 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.

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.



FEBRUARY 12 PROGRAM

The February program will be presented by Jim Ozment, who is Construction Engineer for the Denver & Rio Grande Railroad. The program will be on the Thistle slide which blocked Spanish Fork Canyon and interrupted service on the D&RGW RR for eighty-one days while a new bypass line was built. The new line is six miles long and double-tracked. The program will consist of some views of Thistle before and during the slide, the formation of the lake, the reconstruction of the railroad, and the new line after opening.

Mr. Ozment was Division Engineer at Salt Lake City, Utah at the time of the slide. His personal involvement should make this a most interesting presentation. Be sure to join us.



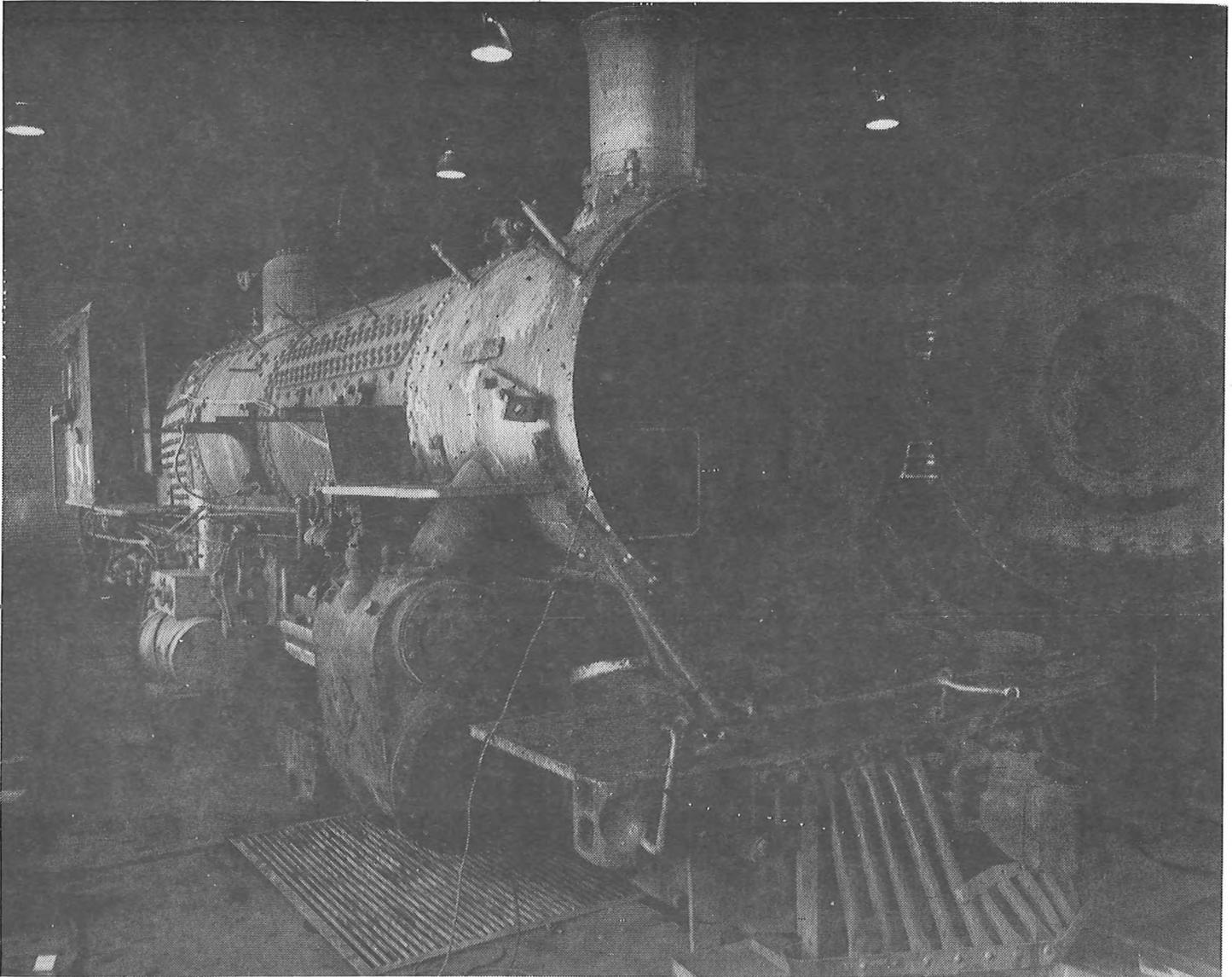
CUMBRES & TOLTEC SCENIC RAILROAD UPDATE

The Cumbres & Toltec Scenic Railroad reports the 1984 season as a good one. Passenger count was 30,164, which was almost identical to 1983, however that 1984 season was seven

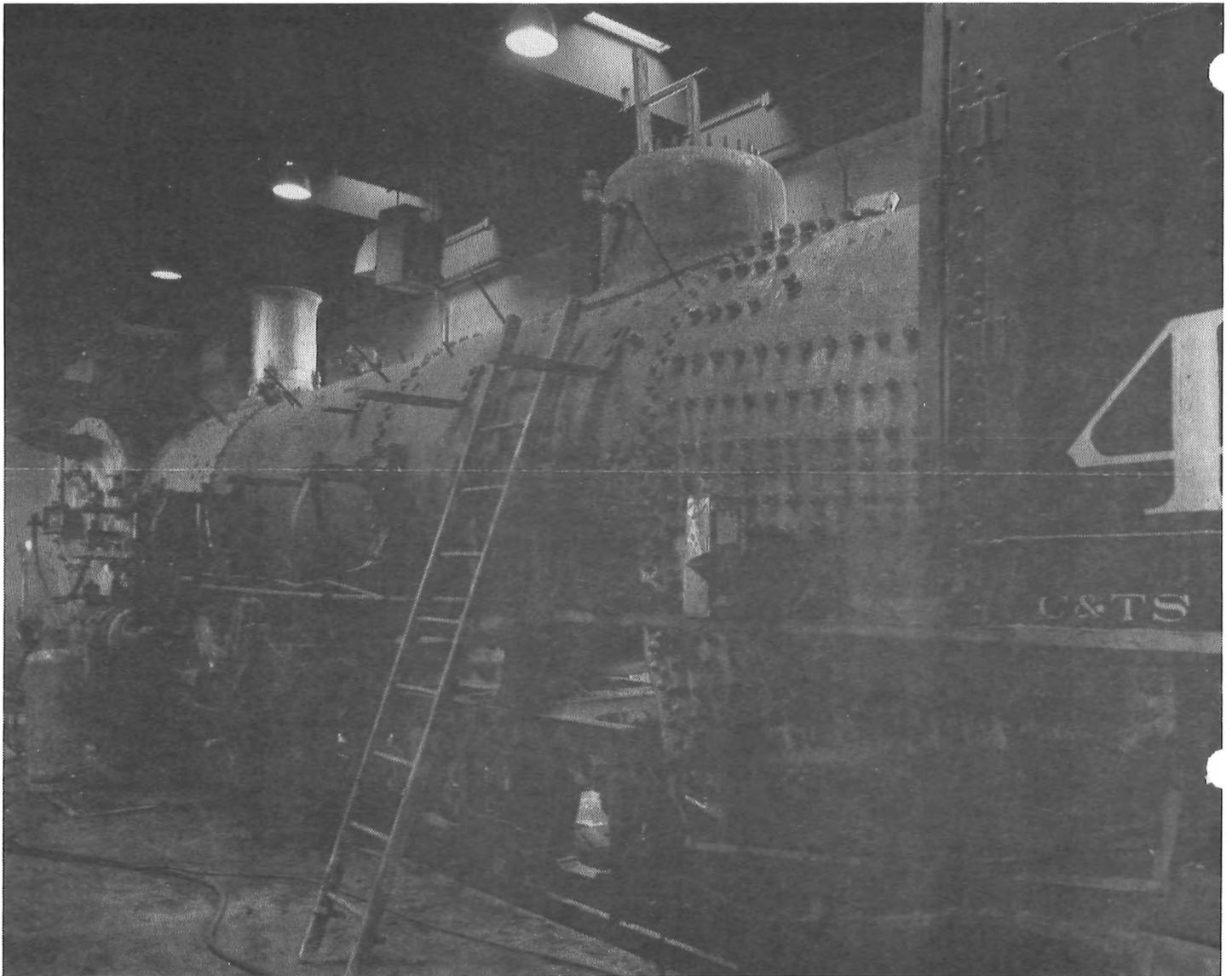
days shorter. The reason for the modified season was due to having to plow out twelve-foot snow drifts in the high passes to open the 1984 season that started in the first week of June. Both the 1984 and 1985 seasons open in mid-June and run through mid-October.

Part of the problem with the passenger count was the very wet summer during 1984, the wettest on record in forty years. The last two days of operation were done in the early snow fall of mid-October. Generally, the passengers had a great time...many even riding the open car in a snow storm!

Since the closing of the operating season,



The two magnificent photographs presented here are the work of David Bigge. Dave was asked to capture the reworking of K-36, No. 484 on film for the C&TS records and for our pleasure. Dan Ranger brought the prints up for our use recently. We appreciate receiving this information and always look forward to hearing about what's happening on the C&TS.



the shops have been finishing the rebuilding of engine 484 as well as preparing 487 and 488 for the Federal inspectors. Both engines were up for flue extension time and the 488 was due for external boiler inspection with all jacket and lagging removed for the FRA. Both engines had several boiler tubes renewed as part of their regular off-season work.

Diesel #19 will see an overhaul this winter and should be in the best condition she has ever been in on the C&TS. The work will include complete cleaning of all electrical components, trucks pulled out for cleaning and repairs, fuel system taken down, cleaned, inspected and repairs or renewals where indicated. The D-17000 CAT engines will be cleaned, inspected and repairs or renewal done as required. After all the repairs

are finished, the locomotive will be completely repainted. While the color scheme has not been completely defined, it will be something more subdued than the red and yellow she now wears.

In the spring, as weather permits, the scenic cars will get a complete inspection and all indicated repairs done. This will include repairs to the roofs of the Antonito cars as they showed signs of leakage toward the end of the season. It is hoped that caboose #05635 will be shopped and outside sheathing applied.

By February, the start of construction of the new series of coaches will get under way in the Antonito shop. These cars (two

this spring) will depart from the look of the present Antonito cars and will look like the coaches of the 1890's. The windows will be full view (no cross bars) and will lower into the bottom sill area for full viewing when open. While the cars will be built upon the 5600 series flat car frames, like the first new cars, they will not have the "fish-belly" side frame and will be of steel framing with fiberglass sheathing to keep the weight down and for ease of maintenance.

Also in the spring, it is hoped to construct a track from the north end of the Chama engine house to the ash pit, thus eliminating the need to make so many switching moves to service the locomotives. Additional track work will be done during 1985 using the 2,000 new ties purchased in the fall of 1984. More tie purchasing will be done during 1985 to increase the tie renewal program. (Dan Ranger, C&TS)

Editor's Note:

Unlike the sister section of the San Juan Extension, the Durango & Silverton Narrow Gauge Railroad in Durango, Colorado, the Cumbres & Toltec Scenic Railroad must rely on appropriations from the Colorado and New Mexico Railroad Commissions to accomplish major overhauling of the railroad's equipment, property and right-of-way. The Colorado legislature has not come through will appropriations the past couple years of much help due to budget problems. It is hoped that this year will be better for the C&TS.

Working with this arrangement, the C&TS people have to be commended for their accomplishments in preserving such an important historical artifact. In addition to C&TS personnel, many volunteers from New Mexico and Colorado give their time and talents to help in such areas as repainting equipment and buildings. If you are not aware of the fact, you can also help out by providing funds for these volunteers to use to help preserve this magnificent piece of railroading history. A separate fund or trust has been established to provide monies to do such work and is tax deductible!

Donations can be made to this fund for preservation by sending your check to:

Cumbres & Toltec Scenic Railroad
Commission, c/o Leo Schmitz, P. O. Box
561, Antonito, Colorado 81101.

Should you choose to send a donation, why not let them know that you are a member of the Rocky Mountain Railroad Club and also let them know how much you appreciate the preservation of this part of the once vast narrow gauge network which played such an important part in the development of our country and, today, still serves people in providing a glimpse of our history as well as providing pleasure in viewing some of the most beautiful scenery in the entire world!

Should you like to take a trip on the C&TS this year, train information can be obtained by writing to: The Cumbres & Toltec Scenic Railroad, P. O. Box 789, Chama, New Mexico 87520. Telephone: (505) 756-2151.

FT. COLLINS TROLLEY INAUGURATION



Jim Ehernberger, Al Dunton and Neal Reich (l to r) smile in approval at a sign that was on display in front of one West Mountain Avenue residence. (DTA)

December 29, 1984 will be a day long remembered by members and supporters of the Fort Collins Municipal Railway Society. That was the day that the Society's Birney Car No. 21, resplendent in its green, light yellow, brown and black paint scheme, left its carbarn near the end of West Mountain Avenue and proudly "showed

her stuff" to bystanders and passengers. Members of the city government, society members and invited guests kept every seat full and the car traveled east down Mountain Avenue, negotiated a switch, and then went one block south on Roosevelt to the loading area at City Park, some 2,200 feet in all. Adding to the festive atmosphere were clear skies and pleasant temperatures, the same kind of weather that blessed most of the Fall weekends and allowed work on the line to progress at a rate that would allow completion of the first three construction phases by the December 31st deadline.

The car is an absolute "jewel", so much so that it is safe to comment in print that such a masterpiece of restoration must be the envy of even the most top-notch railroad museums in the country who pride themselves in possessing meticulously restored rail equipment. It is comforting to know that all the volunteer hours, money and other contributions put into the car will be enjoyed by all for many years to come as the Birney will reside in the carbarn when not in use, minimizing any drain on the society's treasury and its volunteers that would otherwise be necessary to prevent certain deterioration.

Much work remains to be done, of course, as the agreement with the city includes continuing east on W. Mountain Avenue to within a few blocks of the downtown business district. In addition, limited operations of the car will begin this summer. Consequently, the Society is soliciting participation from interested individuals to help in such areas as tracklaying, wire stringing, landscaping and operations. Instruction sessions are being planned for those offering their time as motormen and conductors. If you are interested in any of these areas, contact Mark Bassett, c/o Ft. Collins Municipal Railway Society, P.O. Box 635, Ft. Collins, CO 80522 or phone him at 493-0833.

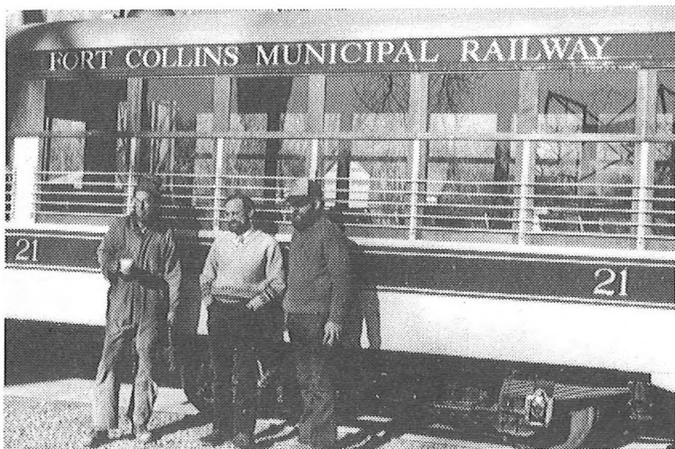
During the final months of 1985, a number of Rocky Mountain Railroad Club members from the Denver area, Boulder and Greeley elected to budget some of their

personal time to lend a hand and coordinated on carpooling to Ft. Collins on the weekends. Included in this newsletter are photographs of a few of these folks helping out on several different projects on the line. Of course the Society has received assistance in many different forms from many different sources over the years, support that will continue to be needed until construction is complete. Many businesses and individuals all along the Front Range have contributed funds or services toward this undertaking, and a number of railroad museums around the country and as far away as both coasts have provided invaluable assistance. Too many to be mentioned here. Quite a story could be written about their restoration effort, their trials and tribulations, and those who have been involved in it.

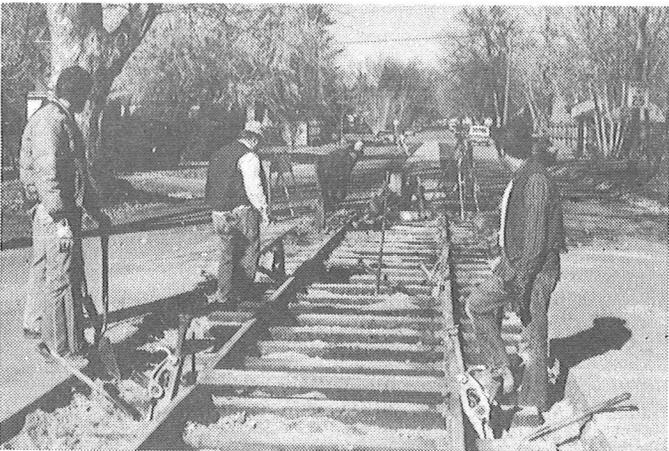
Unfortunately, not everyone happy to see No. 21 rolling down the parkway as it once did many years ago. About fifty members of families living along the 1½ mile long W. Mountain Avenue gathered near the switch to Roosevelt Street to demonstrate their opposition to the restoration. They expressed a variety of concerns including the fear that the parkway would turn into a "Disneyland", that noise from the car would be disturbing, that property values would drop, that the moving of trees to the south side of the median would be detrimental to the parkway, plus a number of other reasons. Several members of the protesting group indicated in interviews that they have no objection against the restoration effort, just its location. Others, however, carried signs saying "Trash the Trolley", one person called the "ugly", and another lady was heard to exclaim when the Birney went by for the first time that it sounded "just like a sonic boom". For whatever their reasons, they have induced the Fort Collins City Council to have second thoughts about allowing the tracks to continue east down W. Mountain Avenue.

The council members were to have made a decision on January 9th, but postponed it until input at a public hearing that was to have taken place on January 29th. There are many residents on the Avenue

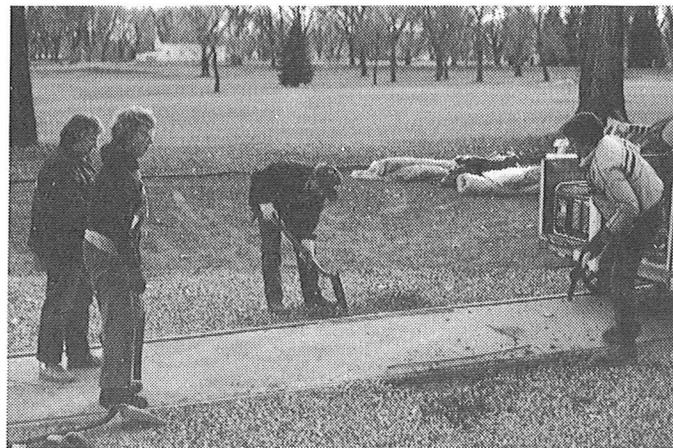
who have no objection to the restoration effort, and numerous ones who don't mind expressing their thoughts along that line, although evidently not as vocally as the opponents. The society hopes this support will show itself as decision time draws near. (Darrell T. Arndt)



Society members, Al Kilminster, Roger Smith and their President, Mark Bassett (l to r) "take a breather" prior to commencement of operations. Al and Roger devoted untold hours of work on the car while one of Mark's areas of concentration was the installation of track and overhead. (DTA)



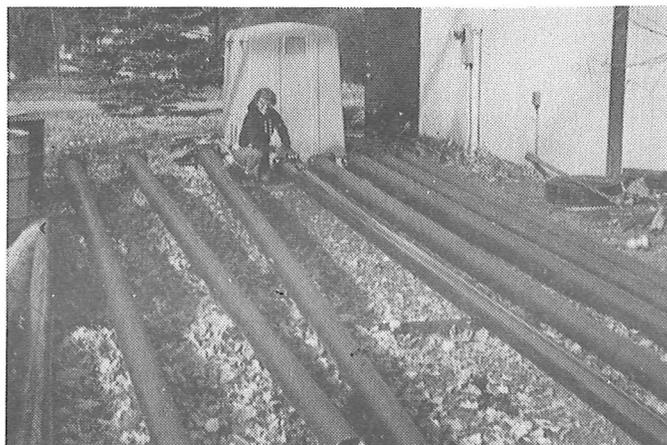
Tom Caldwell, Merle Dorsett (behind Tom), and Mat Anderson (right foreground) pause while Society volunteers check alignments. (DTA)



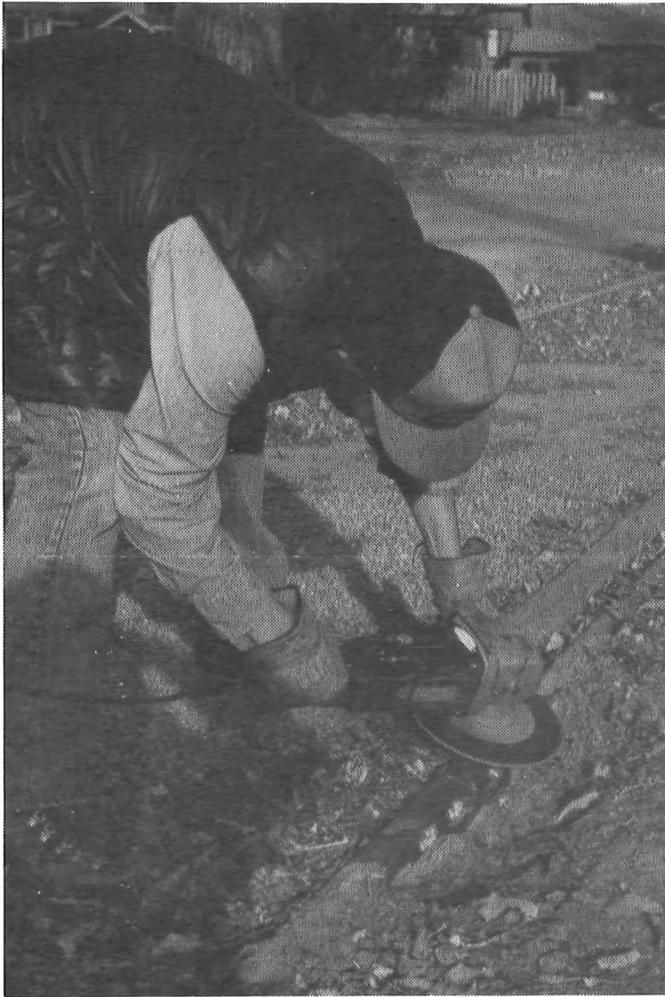
Cyndi Trombly Schoeninger, Darlene Edgerton, Ardie Schoeninger and Bruce Ranniger undertake preparation work necessary for the welding of rail joints. (DTA)



Rail joints on electrified track must be double wire bonded to insure a good ground circuit. Here Club member Dave Waltrip performs one of the many welding jobs that were necessary. (DTA)



Darlene Edgerton surveys the painting job she and other RMRRC members did on the poles that will be installed to support the overhead wire. (DTA)



Brian Bechtold "dresses up" the welding done on one of the rail joints. (DTA)



Members of the Ft. Collins Municipal Railway Society do their "highwire act." (DTA)



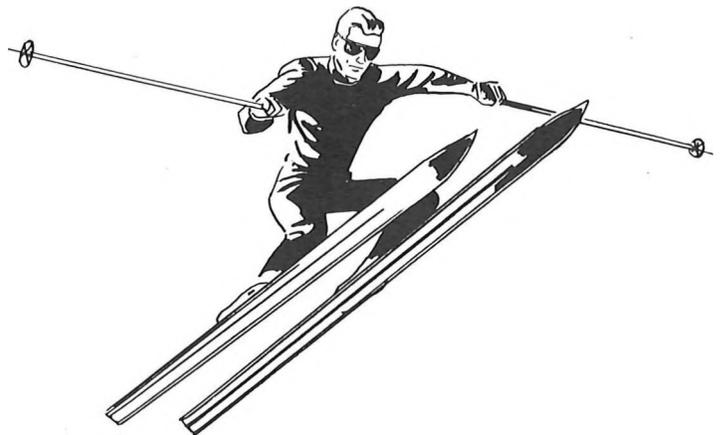
Standing proudly in front of the Fort Collins Municipal Railway Society's car-barn, No. 21 is all set to put on a command performance! (DTA)



No. 21 makes her debut on West Mountain Avenue on December 29th.

AMTRAK'S CALIFORNIA ZEPHYR TO HAVE SKI AREA STOP

Not waiting for a Spring timetable change, Amtrak wasted no time in inaugurating Fraser as a stop for the California Zephyr, a change that took effect in mid-January. An official welcoming took place on Saturday, January 20th, when townspeople turned out to welcome the westbound run. A nearby building is currently being used as a waiting area and plans are apparently underway by Amtrak to construct a regular station for this purpose. With the Winter Park and Fraser area at the threshold of a building boom, the stop is sure to be a popular one. After only a few days in the (unpublished) schedule, it was reported that over 1,500 reservations, many in group type movements, had already been made to use the stop. To accommodate passengers bound for Winter Park, some five miles up the road, a dedicated bus meets all trains and transports Winter Park passengers to just about any location they desire in that resort community. To avoid confusion and to satisfy those inhabitants of Winter Park who were disappointed that the stop will not be there, the Fraser station name is to include the names of both communities. A station at Winter Park was deemed unsuitable by the railroad because of operational and safety problems due to the proximity of the West Portal, a passing track, and the ski area. The westbound CZ stops at 10:10 a.m. while the eastbound run stops at 6:35 p.m. The train continues to stop at Grandby.



Although members of our organization were able to donate time to the Ft. Collins project during this fall, the Club's equipment was not being ignored either. Here we see Tom Caldwell, Bill Gould and Dave Waltrip busy reassembling the completely rebuilt rear platform on the Club's narrow gauge business car RICO. (Your equipment donations at work!!!) (Darrell Arndt Photograph)



The Club's Birney No 22 received all new, oak framed, upper windows on both of its sides this year due to the efforts of a number of Club volunteers. Here we see, although somewhat hidden in the shadows, Chris Clark (inside) and equipment Chairman Bill Gould working to install the new windows. They and others devoted more than a few Saturdays to accomplish this and other jobs on our equipment. (Darrell Arndt Photo).

STEAM ENGINES

STILL PUFFING

IN

CHINA



Datong, China--A shiny black leviathan, welded from 133 tons of steel, nosed out of the shed. Its six driving wheels, painted bright red with white trim, slowly picked up speed.

The whistle screeched. Billowing steam obscured the sunlight. The 6,736th model of the Qianjin locomotive had left the assembly line of the Datong steam-engine factory.

The rest of the world may be seeking sleeker ways to travel, but in China the old steam engine prevails. About 7,000 of the locomotives ply the rails from the deserts of Xinjiang to the steppes of Inner Mongolia and the rain forests of Yunnan.

With highways and airports largely undeveloped, China relies foremost on its 32,000 miles of railways. Trains carry 70 percent of its freight and 60 percent of its travelers--that means three million Chinese a day.

The Ministry of Railways says it expects this loan to more than double by the year 2000. The Chinese keep making steam engines to meet the need because they cost \$125,000, barely a third of the cost of a diesel engine, and can run on China's substantial coal reserves,

The sprawling Datong plant, set amid the coal mines of Shanxi province in northern China, turns out 270 to 280 locomotives a year, which makes it the largest locomotive factory in the world.

Besides the 2,890-horsepower Qianjin, which means "forward," the factory manufactures the Jianshe, or "construction," which has a mere 2,200 horsepower.

The Chinese, who are usually not sentimental about animals or machines, have nicknamed such steam locomotives *tie niu*, or "iron oxen," for their strength and stamina. The Qianjin can travel 50 miles an hour (80 kilometers an hour) and pull 50 freight cars. It pulls only 16 passenger cars because more will not fit along a railway station platform.

Trains were introduced into China in 1876 when the British built the first railway. Today, there are about 32,000 miles of track.

The Qianjin locomotive was designed in China and first produced 25 years ago. Despite improvements, such as a screw device that feeds coal into the firebox, eliminating the need for a shoveling fireman, the locomotive looks like the grand old steam engines that Western countries were using half a century ago.

History has sprung up around the steam locomotive. The Manchurian city of Harbin developed as a Russian railway center on a shortcut from Siberia to the Far East. During the Russian civil war in 1918-20, the Whites fitted locomotives with steel plate like battleships and sallied forth from Harbin to duel in Siberia with trains armored by the Bolsheviks.

The romance has not faded. Chinese films have shown young peasants racing to the railroad tracks to marvel at the mighty engines capable of whisking them away from rural monotony. The Chinese press has complained about some peasants hopping freights to get around.

The Ministry of Railways, mindful of the pollution, noise and low efficiency of the steam locomotive, has introduced diesel engines between the busier cities of eastern China and electrified 1,430 miles of track on major lines. The steam engine factory at Datong has been talking with an American company about developing a more efficient, less polluting locomotive that would run on coal gas, but details are not available.

In the meantime, hundreds of railroad buffs from as far away as the United

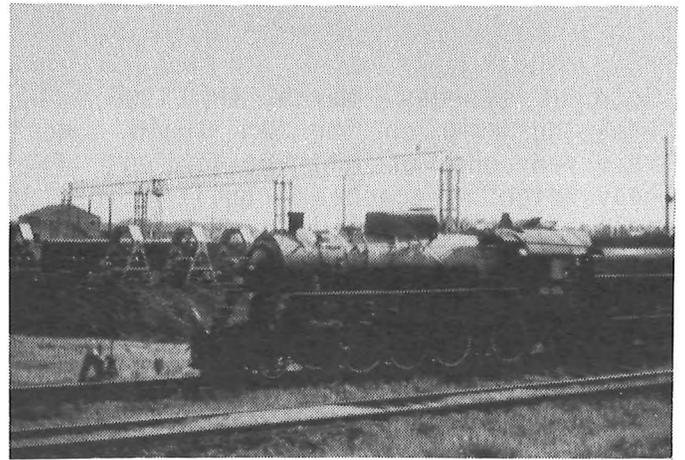
States, Britain and West Germany visit Datong each year to watch the big locomotives being made and, if they are lucky, to take a rattling-good test ride.

The government has ordered the Datong factory to start making some diesel engines on a trial basis in 1985, but it is the opinion of the Ministry of Railways that steam locomotives will be used for a long time to come. (Christopher S. Wren/ New York Times Service--Submitted by Club member, Al Burtlett)

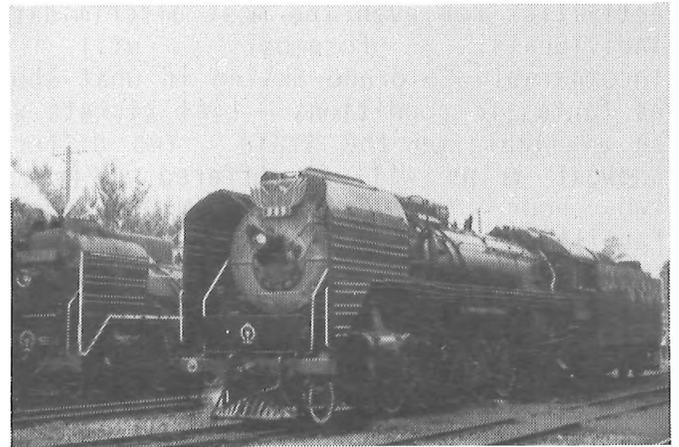


A "QJ" class 2-10-2, #2344 on the great bridge across the Yangtze River at Nanking (Nanjing). This bridge is nearly 5-miles long and was opened in 1968. (Keith Kirby Photograph)

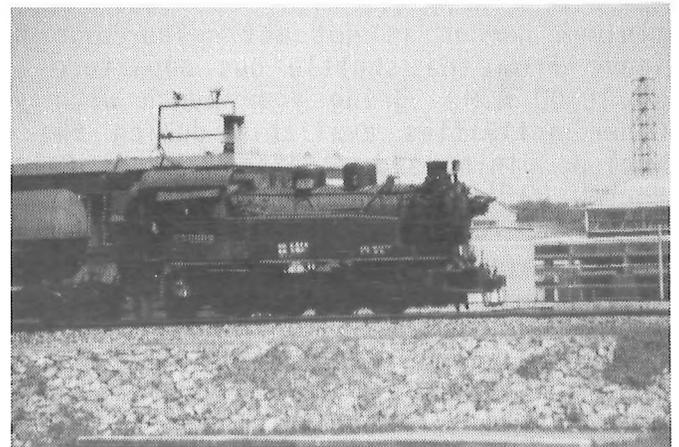
An "ET" class 0-8-0T, #ET5509. These locomotives were imported new from Poland in 1959. This locomotive was shunting cars on a siding near Shanghai. (Keith Kirby Photo)



A "KD" class 2-8-0, #KD535. These locomotives were built in 1946/7 in the USA by Alco, Baldwin and Lima. This photograph was taken near Shanghai. (Keith Kirby)



A "QJ" class 2-10-2, #985 plus a "JS" class 2-8-2 #5011, photographed near the Great Wall. China is still building these two classes of steam locomotives. (Keith Kirby)



RIO GRANDE SKI TRAIN EXCURSION

Join us, Sunday, March 31, 1985, for an exciting trip on the Ski Train. We have reserved one of the ex-Northern Pacific heavyweight coaches built in 1915, exclusively for our use. This will be the last run of this train for the 1985 ski season and, with the train facing an uncertain future, could be your last opportunity to experience this nostalgic trip. Departure time from Denver Union Station will be 7:30 A.M. with arrival in Winter Park at 9:50 A.M. This will allow for a full day of activity with departure from Winter Park scheduled for 4:00 P.M. and arrival in Denver at 6:15 P.M. All this for only \$15.00 per person.

While in Winter Park, there will be many activities for even the most discriminating individuals. Foremost, will be incomparable Colorado Skiing in what should be fantastic conditions. Lift tickets will be available on the train. Two different snowcat trips will be offered. First, a two hour tour around Winter Park's facilities with striking views of the surrounding mountains. The charge for this enjoyable trip will be \$11.00 per person. This tour will leave from the base of the mountain at two hour intervals beginning at 10:00 A.M. The second tour is a four-hour extravaganza up the old Moffat Road. On this tour, you will see mountain scenery virtually inaccessible during winter time. We will follow the old railroad grade through Arrow to Rifle Sight Notch and return. The charge for this unique trip will be \$30.00 per person with a minimum of ten people required for the trip to operate. Refunds will be made if the minimum number is not met. The tour will leave from the shuttle bus departure area at 10:00 A.M. Bring your lunch with you. Other activities available during the day include dining and relaxing at the Balcony House, riding a shuttle bus into the town of Winter Park, where many restaurants and shops await, or, depending on the dispatchers cooperation, the Rio Grande may entertain us with some occasional freight trains. Appropriate attire, particularly footwear, is certainly a requirement. So make your choice of events and send

your check or money order payable to the ROCKY MOUNTAIN RAILROAD CLUB today to insure an enjoyable day in the mountains. Remember, space is limited, so it's FIRST COME - FIRST SERVED. Reservations will not be accepted after March 20th. Payment must accompany your reservation request. Parking is available at the Depot, but, spaces are limited, so an early arrival is recommended. Carpooling also has advantages in this regard. Send the following coupon or facsimile today, or, tickets may also be purchased at the February meeting.

RIO GRANDE SKI TRAIN EXCURSION

Sunday, March 31, 1985

Count me in for the following:

Number	Item	Amount
_____	Ski Train Tickets @ \$15.00 ea	_____
_____	Winter Park Snow-Cat Tour @ \$11.00 ea	_____
_____	Moffat Road Snow-Cat Tour @ \$30.00 ea	_____
	Total enclosed.	_____

Name _____

Address _____

City _____ State _____

Phone _____ Zip _____

Send to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Warren M. Anderson
1117 South Clayton Street
Denver, Colorado 80210

FROM THE PRESIDENT

It is with a great sense of excitement, mixed with a bit of awe that I assume the presidency of one of the Nation's great railfan groups. Excitement because of the challenges of heading an organization with over 1,000 fine members. Today railroading itself is filled with excitement. Ten years ago who would have dreamed that they would see a Southern Pacific Daylight inspired train run to the World's Fair, or would have a chance to ride a RMRR Club excursion behind Union Pacific Challenger 3985 over Sherman Hill in Wyoming? Awe at the thought of following some of the giants in our favorite hobby. I'm looking forward to an eventful and challenging year for the Club and railroading.

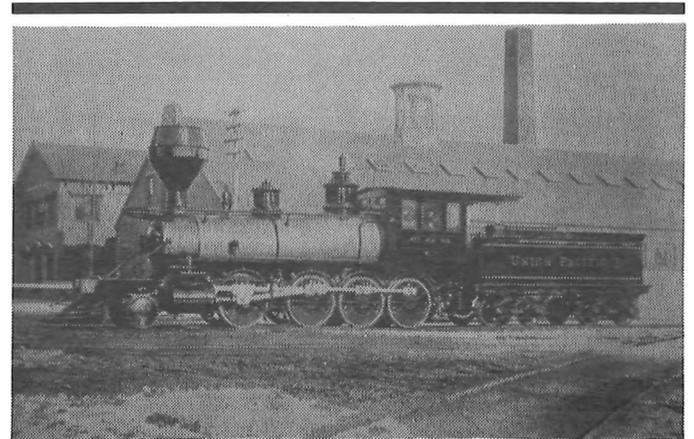
Last month you saw the list of exciting activities the Club is sponsoring. I hope you are making your plans to join us on as many activities as your budget, time and interests permit. Al Miller of Alpine World Travel tells me that the European excursion is already one half filled, so if you are considering this activity you may wish to hurry. It looks as though our first Glenwood Springs trip will be well attended also. Remember, we are planning two more Amtrak trips this year--a Labor Day excursion to Mt. Pleasant and a fall color excursion to Glenwood Springs over October 5th and 6th.

Speaking of Amtrak, once again a cloud seems to be hanging over its future. The December, 1984 issue of the National Association of Railroad Passengers News featured this headline: "White House's Kill Amtrak Option." The NARP article pointed out that the plan to provide no funds for Amtrak, as well as other programs, "is a trial balloon and that the Administration will push hard to kill any of the ..." programs whose supporters are slow to speak out." It continued, "Please write now with your opinion about ending Amtrak subsidies. Write to The President, The White House, Washington, D.C. 20500, with copies to your U.S. legislators: The Hon. _____, House of Representatives, Washington, D.C. 20215; The Hon. _____, U.S. Senate, Washington, D.C. 20510."

The article pointed out that Amtrak funding has already declined 23.7% from FY 1981 to FY 1985. (From \$896 million in FY 1981 to \$684 million in FY 1985). Further, the revenues-to-cost ratio has gone from 48% in FY 1981 to an estimated 58% in FY 1985. I don't know what your feelings about Amtrak are--certainly few will argue that the 1985 California Zephyr is superior to the 1955 California Zephyr, but as Edna St. Vincent Millay said:

"There isn't a train I wouldn't take,
No matter where it's going."

So, as they used to say on TV, "Keep those cards and letters coming, folks."
(Keith E. Kirby)



From the Club's "J. Foster Adams" collection. The builder's photo of the Taunton Locomotive Manufacturing Company, Taunton, Mass., P. I. Perrin, Agent and Treasurer, Union Pacific Railway, No. 268, a 2-8-0 consolidation, date unknown. Engine data: 20x24" cylinders, 50" diam. drivers, weight over drivers--92,500 pounds, weight of truck--13,500 pounds (we presume this term was applied to the tender--editor's note), and total weight of 106,000 pounds.

UP CENTENNIAL NEWS

Many of Union Pacific's massive DDA40X's are operating with only one of the two motors operable and UP people say they are wearing out fast. When the new Missouri Pacific SD50's bump up the UP GE U-boats already in coal service back to the mainline freight service, most of the Centennials will be made surplus. (Carl Carlson)

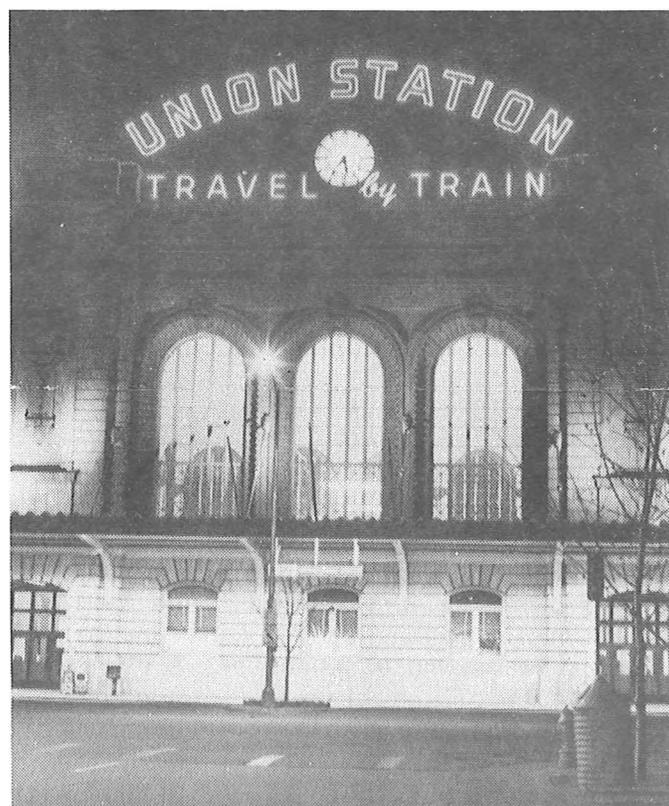
DENVER UNION STATION NOTES

A festive atmosphere filled the concourse of Denver Union Station on the evening of Saturday, December 15th, as employees of Amtrak and the Denver Union Terminal Railway Company, members of the Intermountain Chapter, NRHS and Rocky Mountain Railroad Club, and visitors gathered for a two-fold purpose. First, the annual depot decorating party took place, during which appropriate ornamentation was applied to several areas of the depot as well as the Christmas tree that Club members secured through the cooperation of National Forest Service personnel who manage the Arapahoe National Forest. An adequate supply of decorations was once again insured by the Intermountain Chapter.



Senator Gallagher activates the signs during the lighting ceremony at the depot. (DTA)

Also included in the evening's activities was the relighting of the "Travel by Train" signs on the exterior of the depot, a restoration effort made possible by the contributions from the Intermountain Chapter and the Rocky Mountain Railroad Club and the cooperation of the Denver Union Terminal Railway Co. and Amtrak. Dr. Thomas Noel, Professor of History at Metro State College, began the relighting program and introduced a number of speakers. Those who made comments included Amtrak's Denver Station Supervisor Mrs. Mary Early, Intermountain Chapter President Thomas Moss, Rocky Mountain Railroad Club President Darrell Arndt, D&RGW Amtrak Liason Officer Mr. Leonard Bernstein, and Denver Union Terminal Ry. Manager Mr. Richard McSpadden. The honor of "pulling the switch" was enjoyed by State Senator Dennis Gallagher who also reflected back on his past experiences at the venerable building. Following the sign lighting, food, refreshments and conversation were enjoyed in the offices of the Intermountain Chapter. (Darrell T. Arndt)



The facade of Union Station looks mighty nice at night now that restoration of the bright red neon signs is now completed. (Darrell Arndt Photographs)

ALASKA TAKES THROTTLE OF PIONEER RAILROAD

The 70-year-old Alaska Railroad, the nation's last major flagstop passenger line, changed hands the first of January as federal operators passed a symbolic golden switch key to state directors who hope to push tracks further into the mineral-laden wilderness.

The 530-mile railroad has carried the people and materials that have shaped Alaska--homesteaders to their land, coal to market, building supplies to the trans-Alaska oil pipeline. The state's largest city had its start as a railroad construction camp at a place called the Anchorage townsite.

Since July 15, 1923, when President Warren G. Harding tapped the ceremonial golden spike at Nenana, the federal government has owned and operated the country's northernmost railroad. Now, for a price of \$22.3 million, the state is taking the throttles.

It has been promised that the rail line will be kept profitable while not forgetting its traditional service to Alaska. However, some of the line's most cherished traditions are its biggest money-losers.

The route between Seward and Fairbanks winds through spectacular scenes of glacier-fed rivers, deep valleys and snow-covered mountains.

On some runs, people can board the train anywhere along the route just by flagging it down--the last major U.S. flagstop railroad.

To many Alaskans who live along remote stretches of track, the railroad is a lifeline. But it's an expensive one. In fiscal 1984, the railroad lost about \$1.8 million providing passenger service. Only income from hauling freight enabled it to turn a net profit of \$1.8 million.

Construction of the Alaska Railroad was begun in 1914, when the only transportation in the state was by boat, dogsled and a few short-line railroads.

Since Alaska achieved statehood in 1959,

federal officials have pondered giving the railroad to the state. In January of 1984, President Reagan signed a law enabling its sale, and after a year of debate, the Alaska Legislature decided to buy.

DUES

Just a quick reminder that Mary Carlson will be sending out 1985 membership cards soon and it would be appreciated if all dues payments are in so all cards can be sent out at one time.

Also, remember...any dues not paid by April will force Mary to remove that person from the roster and your membership number will be lost. Then, it's back to number 1100+!!!

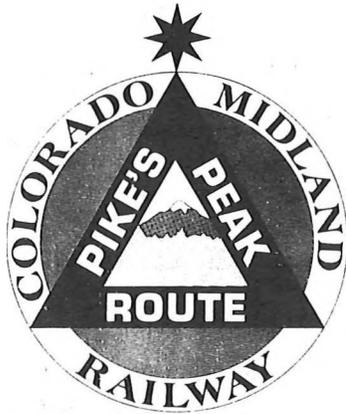
So, if you have forgotten or have just been procrastinating, why not take the time right now to send in your check?



3985

The Club has just received final information from the Union Pacific Railroad about our steam excursion behind #3985 to Laramie, Wyoming, on May 26, 1985.

A flyer is included with this newsletter. Please be advised that due to the short time between now and the trip, the Club cannot wait the customary thirty days to let the general public know about the trip. If you desire to ride this train, please send in your reservation soon! We have sold out the past two years and have had to return hundreds of requests.



A unique piece of Colorado Railroading history has changed ownership, from one Club member to another Club member. Business car No. 100, named "Cascade," of the Colorado Midland Railway was recently purchased from Del Gerbaz of Woody Creek, Colorado by Richard Lundquist of Carmel Valley, California.

Quoting actress Eleanor Robson, shortly after marrying multimillionaire August Belmont, said in an interview that, "A private railroad car is not an acquired taste. One takes to it immediately," Richard states that his purchase of the Cascade fulfills a dream that he has had since 1961 when he first saw the car as a Colorado Midland researcher.

The "Cascade" was built for the Midland nabobs in 1898 by the Pullman company. It was the Midland's number 100, emblazoned in gold on the dark Pullman green sides surrounded by gold striping and filagre. The interior is a golden red mahogany with the patina of many good years. The clere-stort ceiling is Pullman green trimmed with gold, accented by hanging pintsch gas lights (The car was never electrified.)

This private business car has an observation room with two picture windows at the end. There is an open section with two desks plus two double seats that fold down into beds, and Pullman berths above. There is a lavatory, a private room with a full sized bed, a second private room with Pullman type seats and fold down berths, a room with berths and a fold down sink for the porter, a full kitchen galley, and a dining room that seats eight.

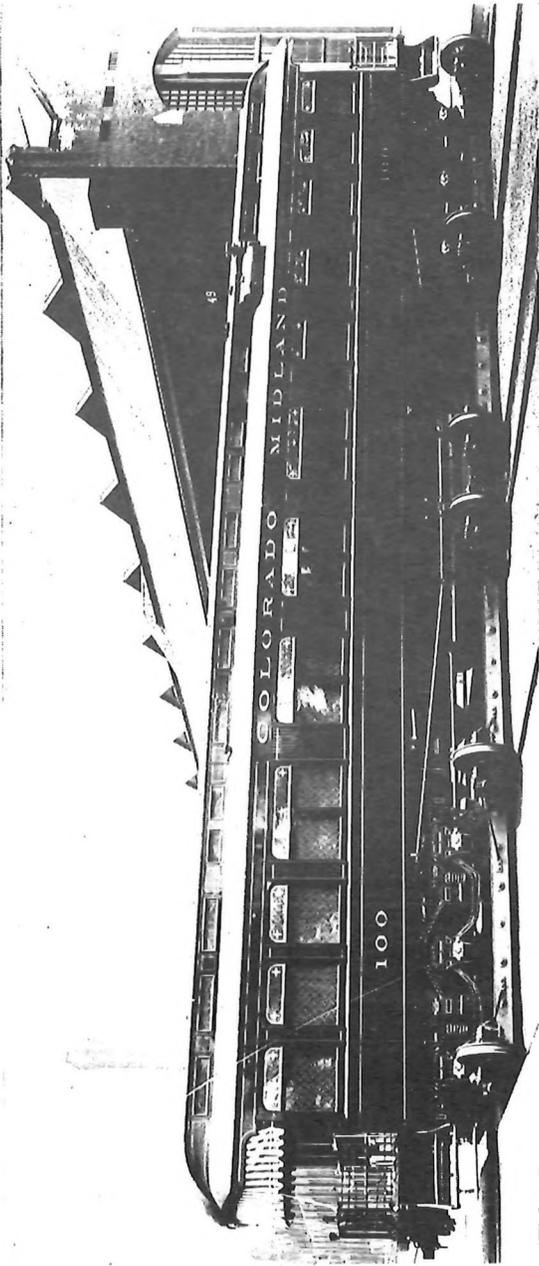
One of the most remarkable features of this 71-foot long car is the top sash of the arched windows are mirrored, the mirrors facing outward so that people along the right-of-way would see their reflection as the car passed by. But that figures when one considers that the car also had three wine closets!

The "Cascade" cost the Midland \$13,107.51 when new and had an observation platform at each end. The dining room end was vestibuled about 1912 (adding a space for an ice box that would hold more fresh venison.) It was sold to the Midland Terminal Railway for \$5,000.00 in 1921 when the Colorado Midland was abandoned. It was retired in 1939 and the body sold to a Santa Fe conductor as a summer home near Green Mountain Falls, Colorado. It was purchased by Del Gerbaz in 1948, and shipped to Woody Creek for preservation.

In the ensuing 46 years, Del has worked on the restoration, gathering lost parts and obtaining a duplicate steel under carriage and six-wheel trucks. All of the major parts have been gathered together except for the air brake system. Even the Baker heater that pumped hot water heat throughout the car is complete and the original floor safe, spittoons, and Pullman linens are ready to be used again.

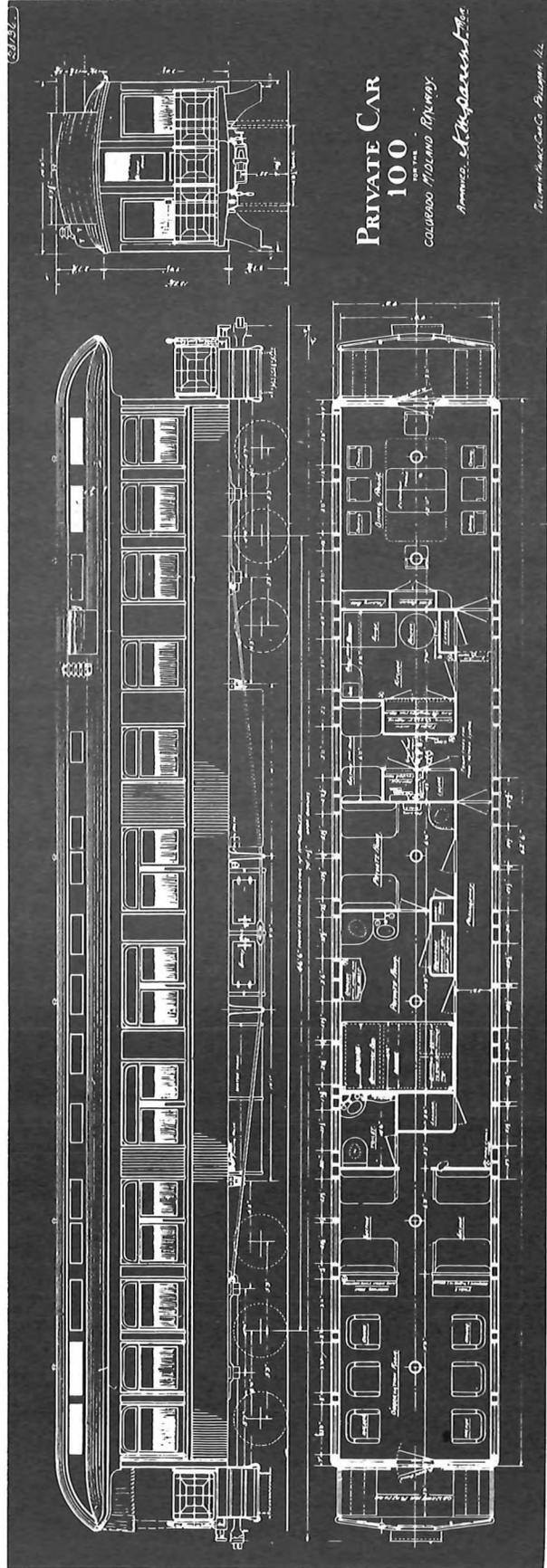
When the car restoration is complete, it will house a collection of Colorado Midland, Midland Terminal artifacts, models, books and papers. The car and collection will be open to the public (Richard states that he means RMRRC members, in particular when they identify themselves) and historical researchers by invitation. Hopefully, as the collection increases and people can see one of the last remaining representatives of the rare ornate wood private cars of the nanobs, they will gain an appreciation of the way people lived and worked around the turn-of-the-century. They will also be able to better understand the important role that the Midland roads played in the development of the nation. The car and collection will be administered by a non-profit trust.

Anyone having photos, information or artifacts relating to the Colorado Midland or Midland Terminal, and especially rela-



Lucius Beebe Collection.

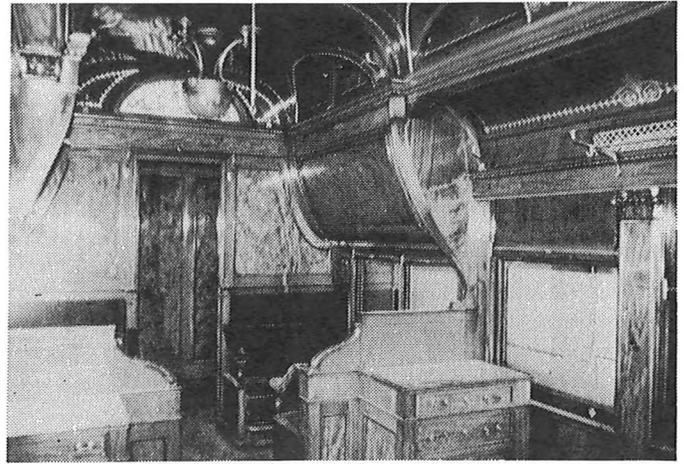
This builder's photo of business car 100, soon to be named "Cascade," was taken on the transfer table at the Pullman Palace Car Company plant in Chicago in 1898, just before the beautifully designed and constructed car was started on its way toward Colorado.



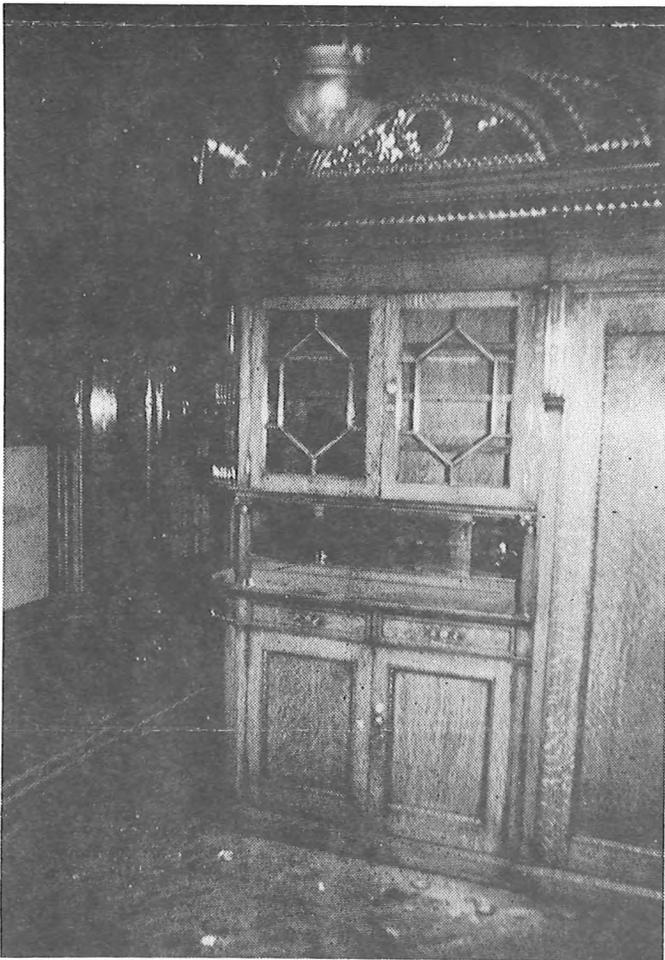
J. C. Thiede Collection.

This fine old Pullman Palace Car Company blueprint of Colorado Midland business car 100, the "Cascade," shows that the internal arrangement of this Pullman product includes, from the left, an observation room, an open section, a lavatory, a private room with a full sized bed, a second private room with Pullman type seats and berths, a berth for the porter, a kitchen, and a dining room.

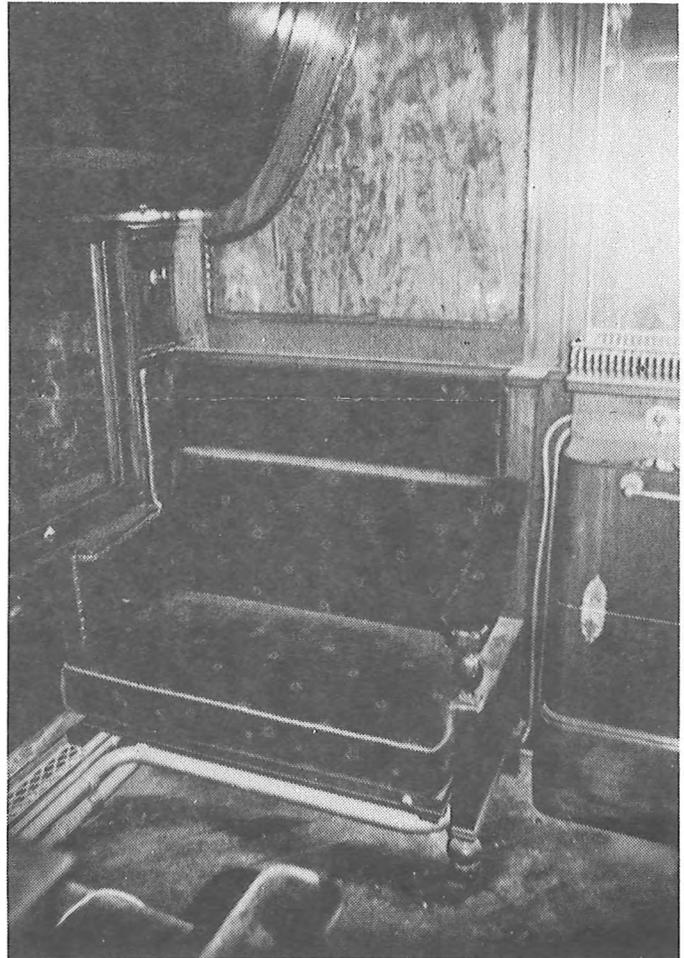
tive to the "Cascade" is urged to write or call Richard. In addition, an appropriate vintage air brake system is urgently sought. A list of Midland information valuable to researchers is currently being computerized. A separate database is being developed to assist railroad restorers and museums in obtaining information useful for rebuilding and operating vintage railroads. Should you have or want information, contact: Dr. Richard A. Lundquist, Boronda Road, Carmel Vally, California 93924-9443, (408) 659-4381. (Richard Lundquist)



The "business" end of the Cascade. Paneled in rich golden red mahogany, one is awestruck by the sheer beauty of the workmanship as well as the magnificent materials used by the car-building craftsmen of the turn-of-the-century. Note the Pintsch gas lamps and the vaulted ceilings which are done in a very rich emerald green with gold leaf designs.



The "dining" end of the Cascade. Paneled in English Oak with lead glass in the cabinets. Part of the vestibule was closed off to create a meat locker.



Seating in the smaller private compartment. Note the snowflake design in the "plush".

BOOK REVIEWS

RAILROAD MAPS OF NORTH AMERICA: THE FIRST HUNDRED YEARS, by Andrew M. Modelski, published by the Library of Congress.

A large, lavishly illustrated book (14½x 11½"), which describes the first century of railroading in North America, including Mexico and Canada. It is cloth bound, with a handsome full color jacket and is printed on a high quality, semi-matte stock.

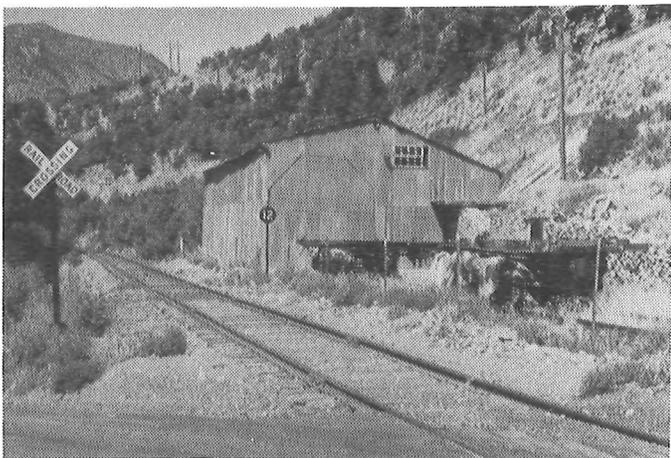
The author, Andrew M. Modelski, is head of the Acquisitions Unit of the Geography and Map Division of the Library of Congress. He has drawn on the library's extensive collection of maps, engravings and photographs for illustrations.

The book is divided into three main sections dealing separately with the United States, Canada and Mexico. There is also a lengthy introduction by the author, describing the history of railway in North America and the parallel development of map-making. Some of the earliest railways were built by map-makers, such as that used for military purposes at the Niagara portage in Lewiston, New York, in 1764, and Thomas Liefen's "tramroad" in Pennsylvania in 1809. Not only were map-making and cartography necessary parts of railway surveying and engineering, but they were also extensively used to promote the sale of stock in railroad companies and to attract immigrants to the West. The developments of paper-making and printing techniques are covered, as are the histories of the three main map-producing companies which continue in business today.

The map sections contain reproductions of ninety-two different maps with commentary by the author. They include the initial surveys, such as the Boston and Providence of 1828 by James Hayward, the Rio Grande to Pacific Ocean along the 35th parallel of 1854, by John D. Hoffman, and the Pacific Railroad of 1855 by Gouverneur Kemble Warren. Also included are general railroad maps of various parts of the United States, maps of specific railroad companies and those provided for railroad employees and travelers. Canada and Mexico receive similar treatment but not in the same detail as the United States.



The bath area of the private compartment. Silver appointments and green "plush" on the commode seat cover.



Home for the Cascade the past number of years--Woody Creek, Colorado--not far out of Basalt, Colorado, on the way to Aspen. The frame and trucks secured by Del Gerbaz sit outside the protective building erected around the Cascade to protect the car and allow for restoration.

This book provides an excellent introduction to map-making, railroading and history in general. Its comprehensive bibliography can easily lead one into further reading and research. The printing and paper are of the highest quality and this fine volume represents excellent value at just \$28.00.

(Chris Clarke, Denver)

CALL THE BIG HOOK, by Samuel A. Dougherty, published by Golden West Books (Donald Duke, long-time Club member), \$21.95.

This 256-page, 6"x9" volume is, as the title suggests, about wrecks, derailments, boiler-explosions, head-on collisions, and other catastrophies during the steam and diesel era's of the Denver & Rio Grande Western Railroad, covering both standard and narrow gauge lines over quite a few decades.

The book is well illustrated with a fascinating collection of photographs and is also well captioned. The text is clear, simple, and fun to read. This book is written by a railroad man and his personal involvement with railroading comes through to somehow give the reader a more intimate understanding of what was happening.

Being a railroad man, Mr. Dougherty uses the language of railroading throughout the text, but provides a fine glossary of terms covering ten pages in the rear of the book.

The printing is crisp and photographs come out looking very good, although the volume is not done on enamel stock. Good book paper is used though and the book is hardbound.

While most railroad books deal mostly with the glorious and romantic aspects of railroading, this book points out the grimy work, requiring days away from home and the constant possibility of death around every bend in the track.

Rio Grande enthusiasts will especially appreciate this book as it presents many photographs that this editor has not seen before. In general, it is a must for anyone's library as a valuable remembrance of railroading as it really was.

(Jim Trowbridge)

GREAT SALT LAKE & THE SOUTHERN PACIFIC

The Southern Pacific has made a 300-foot gap in its Great Salt Lake Causeway and placed a bridge over the separation. This will allow water to flow into the lower half of the lake and help Southern Pacific with its continuing battle with the rising water level of the lake. (Carl Carlson)

CORRECTION: The photo used on page 5 of the January newsletter of an overall shot of No. 168 did not have a credit line for us to publish. Gordon Bassett of Colo. Sprgs. has laid claim and we wish to thank him.

ROCKY MOUNTAIN



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