

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

April 9, 1985 -- 7:45 p.m.

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.

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## 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.

April, 1985..... No. 307  
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.

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## APRIL 9 PROGRAM

We will enjoy a two-part program in April, presented by two different Club members, John Dillavou and Dwayne Easterling.

John has put together a presentation on the Rio Grande Zephyr via Super 8 mm film. This month marks the second anniversary of the last run of the Zephyr and we thought it would be appropriate to remember one of our favorite trains which also provided the Club with many fine excursions to or from Salt Lake City, Grand Junction and, of course, Glenwood Springs. John will help us relive departure from Denver's Union Station and the wonderful scenery as the train winds its way through the Rockies as far as Rifle (past Glenwood Springs). John was one of the hundreds of fans who paced the Zephyr on its very last run and we should see scenes of this sad, but exciting event.

Dwayne Easterling has a surprise in store for us and has provided the following news release:

Bowing to severe pressure from disgruntled stock holders, the Board of Directors of the Estes Park, Lulu City and Pacific Railway will conduct a special report to explain themselves. The Railway, surely the most exciting business venture since the Edsel, is, of course, the Route of the Longs Peak Tunnel.

President Ray L. Rhodes, and treasurer, Otto Knowbetter, will present a brief magic lantern show, tracing the history of the line to date. The officials are confident that once they present their case, and explain the unexpected, unmitigated, unanswerable, undulating, unbelievable facts, the scheduled lynching party will be cancelled. Originally scheduled on April 1st, for obvious reasons, the date has been moved back to April 9th, due to a scheduling conflict. (It is believed that the officials will be out on parole by the 9th). New investors are cordially invited to attend!!!

With such a fascinating program scheduled, be sure you set this evening aside and join us for some good fun.

## NEW MEMBERS

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

Samuel A. Dougherty	Lakewood, CO
J. Allen Dunlap III	Mesa, AZ
Albert H. Fowler	Sunnyvale, CA
Larry W. Grant	Pocatello, ID
Jack Groeneveld	Littleton, CO
Susan M. Lamb	Aurora, CO
Vlasta S. Lamb	Denver, CO
Philip A. Larson	St. Charles, MO
Rita Lauthern	Casper, WY
Mary C. Lawry	Aurora, CO
Shoree Lewsader	Littleton, CO
Arther T. Lort	Denver, CO
George A. Lyons, Jr.	Denver, CO
Scott S. Lynn	Longmont, CO
Eunice B. Margheim	Aurora, CO
William J. Muse	Tampa, FL
William B. Otto	Houston, TX
Tracy Pfau	Casper, WY
Fred & Ruth Poppe	Aurora, CO
Cedric R. Salisbury	East Moline, IL
Lon Weston	Riverton, WY

## MARCH PROGRAM



Speaking of lynchings, your editor was allowed to speak to those in attendance at the March meeting, prior to the pot-pourri program that evening.

After measuring vice-president, Erwin Chaim's neck and checking the strength of the rope with hangman's noose that yours truly had brought along, it was announced that if your editor's slides were not shown THIS year, that a "formal necktie party" would be held immediately after the meeting.

Well, it was a long wait, but...finally... your editor's slides came up, but.... the title slide with my name was spelled THROWBRIDGE instead of TROWBRIDGE and the slide kept going out of focus. In spite of these minor irritations, your editor stepped up to the presentation table to "thundering" applause. A brief description of the slides will appear later in this report. Not realizing the danger that he was in until the hangman's rope was presented, it can be said that Erwin was probably happy that my slides were not "lost" or placed behind a "changing reels" slide or that the projector bulb didn't burn out just prior to my slides this year!

As usual, the evening's program was simply outstanding with twenty-four Club members showing slides. The following is a listing of those who participated and a brief description of their subjects:

E. J. (Ed) Haley provided a really fine start by showing us the Club's excursion on the Manitou & Pike's Peak Cog Railway, September 7, 1958 which was the last steam excursion to the top of Pike's Peak with engine No. 4. Steam was discontinued after this run and the No. 4 was given to the Colorado Railroad Museum. It has only been a few years now that the No. 4 was returned to the COG Route and we have seen steam again, but not to the top of Pike's Peak!

Chip Sherman showed shots of unique Union Pacific power from last summer as well as some fine photos of the special excursion on the C&TS by the 4th National Narrow Gauge Convention as well as some Great Western.

Dave Schumacher provided a look at the Nebraska Zephyr. Since Dave could not be with us this evening, President Keith Kirby filled in and gave us a brief history of the train to go along with Dave's slides.

Jim Stewart showed three different ways to travel by train from Chicago to St. Louis just prior to Amtrak. We viewed the Illinois Central's Green Diamond, the Wabash (then Norfolk & Western) Bluebird Train and the Gulf, Mobile & Ohio.

Chuck Conway brought us up to date of the ex-Rio Grande Zephyr F-Units as they used in freight service and then on the Ski Train and back to freight service prior to being placed in storage.

Mat Anderson had his own potpourri including Oahu Railroad in Hawaii, trolleys in West Germany and a look at the equipment, including shays, at the Pine Creek Railroad in New Jersey.

Bob Packer covered the Louisiana "Daylight" from Houston to New Orleans, VIA in Canada and the Royal Hudson in British Columbia as well as the Alaska Railroad. On the Alaska RR portion we viewed some old friends--ex-Rio Grande Zephyr dome cars. A final shot, my favorite, was of

ex-Colorado Midland business car, the Manitou, as it now sits in Arkansas.

Dick Ross presented a now and then program he entitled 1953/1983. Various Club excursions were shown along the narrow gauge of the Rio Grande--black & white in 1953 and color shots on the C&TS and D&S NG RR in 1983.

Tom Klinger took us back to the Alamosa roundhouse in October of 1968 to show the 478 being rebuilt. Then on December 6, 1968, we followed No. 473 on the last run out of Chama to Durango, taking equipment to Durango prior to the tracks being torn up.

Bryan Bechtold concentrated on electrics and provided shots of the Yakima Valley units in Washington State.

Beyer Patton provided a look at steam engines and ferries in Turkey, having traveled through that country last year. We viewed British, American and German-made steam engines in freight service. We found the passenger service mostly dieselized.

Bob Andrews covered the Union Pacific Mainline of earlier days, showing some old E-Unit passenger trains as well as some more modern, but unique diesels.

Bob Fryml covered Conrail and Amtrak in the Pennsylvania area with some very fine photographs.

Jim Trowbridge took us into the world of model railroading by showing slides of his Colorado Midland Railway, including Basalt, Buena Vista and the great trestle at Hagerman Pass.

Wilson Ruid chose a theme centering around unusual trackage. We started with the maze of trackwork on the Chicago elevated and then jumped to London to view unusual 4-rail subway track (the usual two running rails, an outside power rail and an inside return (electric) rail). We also saw the trackage, with explanation, of a railway ferry in Switzerland as well as trackage with rack rail in W. Germany. Then there was the overland canal on rails which took ships over a mountain via 17 locks in

France. We also got a look at a French RR Museum.

Dennis Opferman took us on the last Rio Grande Zephyr train out of Salt Lake City on April 15, 1983 via the Union Pacific mainline to Denver.

Erwin Chaim presented a variety of "arty" slides with appropriate titles including both prototype and model railroad shots.

Joe Niklas showed the RGW F-Units on the Ski Train in 1984, Centennials on the UP in 1984, the rebuilt Georgetown Loop Bridge and a tour with the 4449 in Daylight Service to New Orleans and back in 1984.

John Russ provided Great Western excursion trains in 1984, GW freights, F-Units on Ski Train (D&RGW) and the F-Units on the last trip prior to being put in storage on September 30, 1984 (a freight). UP Centennials were also covered, as well as the first run of the trolley in Ft. Collins.

Chip Irwin covered runs on the Rio Grande Zephyr and the Challenger, 3985.

Henry Putnam provided views from the late 1940's of the old roadbed over Rollins Pass.

Rich Dais presented the Ski Train, Amtrak and the Club's 1984 Snow Cat tour of Rollins Pass. We also saw a shot of the Seaboard Line's SD-50's being tested on the Rio Grande prior to the Grande's purchase of a number of the units.

The program concluded with one of Erwin's better shots to signify the "end" of the evening's program--the posteriors of five elephants standing next to each other.



## SHORT NEWSLETTER

This month's newsletter is somewhat shorter than usual due to your editor being out-of-town the last part of March.

## VIEW FROM SUITE 212...is improving!

Thanks to the efforts of a dedicated group of volunteers, the infamous "bile green" paint that coated the interior of Suite 212 has been banished. In its place there is a bright covering of creamy white paint. The crew, ram-rodged by Carl Carlson, consisted of Richa Dais, Roger Callender, Alan Green, Chris Clarke, Hugh Wilson, Tom Caldwell, Bill Gordon, Darrell Arndt and myself. Carl, never one to let moss grow on his north side, saw to it that two coats of paint were applied in four hours. We are now obtaining shelving and by the time you read this, the Club's Archives should be moved into Suite 212. We have some leads on filing cabinets, but we still need a desk and some carpet (the room is 12'x22'). The time, materials and effort these generous members have donated are still more examples of why our Club works so well.

On the trip scene, tickets for the 3985 Trip are nearly gone. The European trip is filled, though we might be able to squeeze one or two more in. If you are planning to join us, keep the Mt. Pleasant trip, as well as the Fall Color trip to Glenwood Springs in mind. Both of these trips are on Amtrak, which reminds me, have you contacted your legislator about your feelings about Amtrak yet? Time is running out, as is my space! (Keith Kirby)

## LIFE IN THE RMRR CLUB

This is the continuing saga of members of the Rocky Mountain Railroad Club. Its purpose is to acquaint out-of-state members with those members who they read about in the newsletter and who, by being in the Denver area, tend to be more involved. As originally stated, your editor had very, very carefully obtained little vignettes which illustrate the oddities and/or idiosyncrasies which make all of us so very human and makes it easier to relate to one another.

With all the excitement involved in moving into our new "International" headquarters, you can probably imagine the numerous and interesting events surrounding such an

undertaking. A particularly fascinating event happened during the moving of the archives into our new office. Keith Kirby and Rich Dais (our President and assistant Archivist, respectively) were struggling with a big crate in the doorway. They pushed and tugged until they were exhausted, but it wouldn't move. Finally Keith, who was on the outside said, "We'd better give up--we'll never get this crate in."

"What do you mean get it in?" screeched Rich who was on the inside. "I thought we were trying to get it out!"

You probably made note of Keith's remarks about Carl Carlson. Carl is an olde sage in the Club and made one of the more interesting statements about human nature, having showed up an hour before everyone else to paint Suite 212 and preparing everything so work could get underway as soon as possible. Carl says that some people are like blisters, they show up after the work is done!!

Naturally, Carl was not referring to any of the hardworking members that day. We know that all worked extremely hard as signs of fatigue worked their way into some silly comments. As an example, Roger Callender was overheard telling Darrell Arndt about a new car on the market. "It runs on peanut butter. The only problem is that it sticks to the roof of your garage."

Not wanting to reduce your enthusiasm for learning more about local members, we will print additional happenings at Suite 212 at a later date.



DEPOT AT PALMER LAKE.



## UP 3985 EXCURSION

The 3985 Trip is well on its way to being filled up with, perhaps, a hundred or less tickets remaining at this time. If you wish to ride behind the Challenger, please do not hesitate in sending in your reservation. In the past two years, the Club has had to return hundreds of reservations to dejected rail fans! Don't be left waving to those aboard the train when it pulls out of Denver Union Station on Sunday, May 26th.

Diesel units (we hope a Centennial or two) will provide power to Speer. The UP has promised to provide Centennials if possible, but will provide some unusual units in any event. Last year we rode behind No. 6922 and even we "hard case" steam enthusiasts were impressed!

The star of the day will be, of course, the Challenger, No. 3985.

Cost of the trip is still only \$75.00. You may use the order form provided and send your check or MO to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201.

### ORDER FORM

A check or money order for \_\_\_\_\_ tickets at \$75.00 each is enclosed. This same fare is applicable for children and for passengers who board at Greeley.

I desire to board at Greeley.

No smoking car preferred.

(Please Print) Amount: \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Phone \_\_\_\_\_ Zip \_\_\_\_\_

**Sold Out**



## BOOK REVIEWS

RIO GRANDE SKI TRAIN by Steve Patterson and Kenton Forrest, distributed by the Colorado Railroad Museum, P. O. Box 10, Golden, CO 80402, \$8.95.

Steve and Kenton have written an enjoyable history of the present D&RGW Ski Train, its predecessors, and the reason for these "snow" trains.

The book covers the original Winter Carnivals, the early Snow Trains, Development of Winter Park, the Rio Grande Ski Train and the Ski Train Equipment, including historical data and drawings. This is a 64-page, saddle-stitched booklet with plenty of good photographs, printed on good quality gloss enamel stock. The cover is particularly handsome with full-color photographs by Steve Patterson.

Why not send for a copy from the Colorado Railroad Museum and get a better feeling for Colorado's unique Ski Train. The \$8.95 price includes postage.

(Jim Trowbridge)

## SKI TRAIN OFFERS SCENIC VIEWS AND TRAVELING CONVENIENCE SINCE '50s.

For more than 30 years, skiers and train buffs by the thousands have viewed some of the state's hidden mountain scenery through the steamed windows of the Rio Grande's Ski Train's swaying old coaches as it slowly rolled toward Winter Park.

Passengers say the \$13.00 roundtrip ticket is well worth the cost, not only saving the hassle of poor road conditions on the 90-minute drive back to Denver, but to just relax while viewing the magnificent scenery along the route.

The Director of Passenger Services, Leonard Bernstein, says that the Denver & Rio Grande

Railroad loses about \$50,000 a year, but is quick to add that there is no truth to the rumors that the railroad may drop the train.

The Ski Train makes the slightly more than 2-hour trip twice a week, leaving Denver's Union Station at 7:30 a.m. every Saturday and Sunday from the first weekend in January until the last weekend in March.

Skiers have more than five hours on the Winter Park and Mary Jane slopes until boarding time at 3:30 p.m. The train leaves promptly at 4:00 p.m.

The Ski Train, as we know it today, has been in operation since the early 1950's, when Winter Park had few trails and only T-bars and rope tows to take skiers to the mountaintop.

Twenty years ago, the train was 22 cars long and operated only on Saturdays. The train since has been cut back to a maximum of nine 1915-vintage coach cars. Sunday service was restored in 1976 during the gasoline shortage.

Passengers often complain of being too hot in the coaches, which are heated by steam and cooled by opening the doors at both ends (the windows having been sealed years ago). And, the toilets flush to the rails below, so old signs admonish, "Please do not flush while train in station."

The train twists through almost 60 miles of scenic Coal Creek and South Boulder canyons, climbing nearly 4,000 feet of track reaching 2% grading.

Passengers have breath-taking views not only of Denver and Boulder at the Plain-view pass, but also the Gross Reservoir (part of the Denver water system) and abandoned mining operations and towns.

The train passes through 29 tunnels, ranging from 78 feet to the 6.2-mile Moffat Tunnel under Rollins Pass.

Skiers prepare for their skiing day during the trip through the Moffat Tunnel, the end of the line and the front doorstep of the resort. (Denver Post story with some corrections)

## MOUNT PLEASANT, IOWA

America's largest exhibits of over 100 operating steam-powered machines and steam threshing, the way it used to be done. Ride on a steam train, electric trolleys, watch a parade of antique cars and steam tractors, visit a magnificent farming museum, and much, much more!!! These are just a few of the things to do if you make plans to go with the Rocky Mountain Railroad Club to the Midwest Old Settlers and Threshers Reunion in Mount Pleasant, Iowa. Mark your calendar from August 30th to September 3rd for this event and watch for further details and a flyer with an upcoming newsletter.

(Joe Niklas)



## NEWS FROM THE CUMBRES & TOLTEC SCENIC RR

The 1985 season will commence on June 15th and run through mid-October. Work is going fine on motive power with the complete restoration of the 484 almost finished. The 487 had been granted its annual flue extension by federal inspectors as has the 488. Annual work on the 488 included replacement of several boiler tubes. The 489 has been stored outside this winter and is having its annual work done. Diesel No. 19 is receiving major overhaul on both prime movers as well as traction motors. After work is completed, the unit will be completely repainted as previously noted in the February Newsletter.

Colorado and New Mexico have appropriated the monies to build two new cars in Antonito. These will be numbers 8 and 9 in a series of 14 new cars, but will have an appearance similar to coaches of the 1890's.

This will be the first year that four steam engines will be in service since the days of the Rio Grande.

## LAST GREAT TRAIN ROBBER



Ray DeAutremont, one of the brothers who in 1923 committed the West's last great train robbery, has died in a nursing home at the age of 84.

DeAutremont will be buried next to his brothers in Salem, Oregon.

In the early afternoon of October 11, 1923, DeAutremont, his twin brother, Roy, and their younger brother, Hugh, jumped the Southern Pacific "Gold Express" bound for San Francisco.

Eyewitness accounts said the brothers shot and killed three trainmen, then blew up the mail car, killing a clerk. They didn't get any money, but the crime triggered a four-year manhunt that spread to five continents and cost an estimated \$500,000.

Hugh was captured in the Philippines on February 11, 1927. He was serving in the U. S. Army there under an assumed name.

Ray and Roy were arrested four months later in Ohio.

Ray was paroled in 1961, two years after Hugh died of cancer. Roy died in 1983 in a Salem nursing home.

Ray worked for many years as a janitor at the University of Oregon and in November 1972 Gov. Tom McCall commuted his life sentence.

## LAST CHANCE TO RENEW YOUR MEMBERSHIP

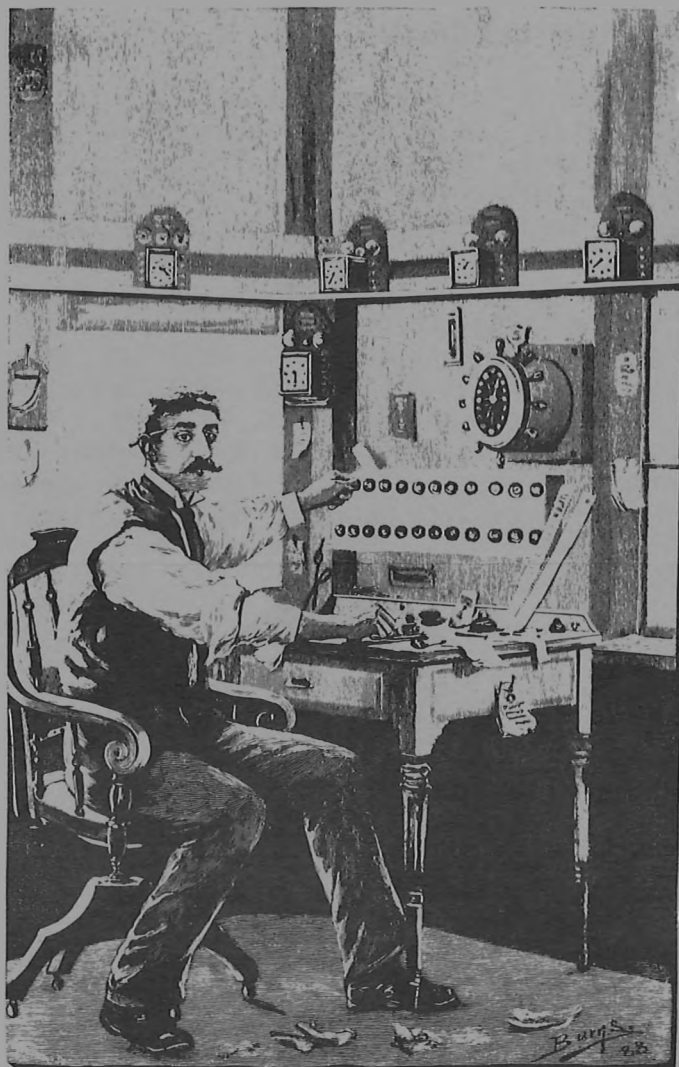
April will be the last chance to renew your membership without being dropped from the roster, losing your membership number and required to pay the initiation fee again.

The bylaws of the Club require our membership chairman, Mary Carlson, to purge all non-paying members from the roster and drop them from receiving the newsletter. This is to be done after April 30th.

If you have not sent in your dues, please do so immediately! The dues are \$12.00 per year.

## NEW ARTWORK

We have received some artwork from a number of members and your editor has been clipping train-related artwork wherever he can. Recently, Del McCoy, President of Sundance Publications, Limited, was kind enough to provide a considerable amount of artwork which will be used to dress up the newsletter and make it more appealing to the eye. We wish to thank Del and Sundance. Should you have any additional drawings or should you find some train artwork in newspapers, books or magazines, please send them to the Editor, Rocky Mountain Rail Report, 502 South Cody Street, Lakewood, Colorado 80226.



The General Dispatcher.

# ROCKY MOUNTAIN



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