

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 11, 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.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$16.00 (\$12.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.00 for each remaining month in the calendar year. Dues for the next year are solicited in November of the current year.

June, 1985..... No. 309
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.

JUNE 11 PROGRAM

In September 1970, seventeen members of the Rocky Mountain Railroad Club, accompanied by eight nonmembers and a guide, spent eighteen wonderful days on the SWISSAIR RAILROADER I tour which had been announced to all members earlier in the year by Swissair brochures. The group rode on 28 different steam and electric railroads, various cog roads and aerial tramways to the tops of some of the highest Swiss Alps and on a number of steamboats across the beautiful Swiss lakes, covering 1300 miles of some of the world's greatest scenery. They flew out of Chicago on September 18th and a few managed to straggle back to Chicago by October 5th. The spectacular trip was thoroughly photographed by most of the group but the June program will consist of about 1000 feet of Super-Eight color movies taken by Wan and Ed Haley.

So, if you are not among the fortunate Club members to be on the current Club trip to Europe this June, why not join us at the June meeting and get a taste of what our fellow members will see in just

a few short weeks! AND, the price is much less--its free!!!

MAY PROGRAM

WOW, what a program! Jack Thode, ably helped by Bob Griswold on the projector, presented a truly great program of "hand-colored" glass lantern slides by noted D&RG photographer, George L. Beam, whose 8x10 view camera captured many scenes now of great historical value and interest.

Jack began his program with some background on Mr. Beam and delighted us with a demonstration of his own 8x10 view camera, giving many of us our first view of such a camera and thoroughly explaining its use while demonstrating many of its features.

Then, it was on to the slide presentation. The hand-coloring, done by Daisy Burchfield, of Denver, was superb. The work awed us! Needless to say, Jack kept our attention every moment of the evening's program.

Jack then surprised us with another special presentation of an additional batch of slides produced to commemorate the opening of the Panama Canal. This was a group of artist's conceptions of the Panama Pacific International Exposition and the structures that were built to host the fair in 1915. This was certainly icing on the cake and we really "ate it up". Thanks to both Jack and Bob for their efforts. We really appreciated it!

By the way, for those who are interested, Jack's camera was an Eastman 2-D, 8x10 View Camera.

EXTRA!

AMTRAK/MOUNT PLEASANT EXCURSION

A trip flyer has been prepared for the Mount Pleasant Excursion and will included with the mailing of the June Newsletter. Be sure to read the flyer and act upon the information as soon as possible.

NEW MEMBERS

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

Janet Trowbridge Francoeur Snowmass, CO
Robert P. Krieger Cheyenne, WY

***(I haven't met Janet, to my knowledge, but it appears she comes from a good family. Editor's note.)

The Club regretfully announces the passing away of the following members:

F. Wesley Cowell (#100) Denver, CO

REMAINING CLUB EVENTS FOR 1985

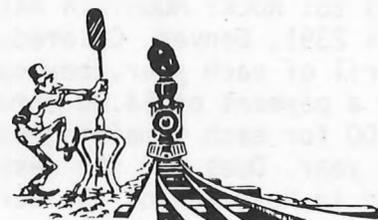
- June 16 /Heritage Square Day--High Country Railroad Excursion
- June 19-
- July 4 /European Excursion
- Aug. 17 /Field Trip (Tentatively: Marshall Pass)
- Aug. 30-
- Sept. 3 /Amtrak--Mount Pleasant Trip
- Oct. 5-6 /Amtrak--Glenwood Springs Trip
- Oct. 12 /Annual Banquet

Monthly meetings held on second Tuesday.

Member-sponsored Narrow Gauge Trips:
Jim Trowbridge & Jim Schwingle's *San Juan Express*, Cumbres & Toltec Scenic Railroad, September 1, 1985, 502 S. Cody Street, Lakewood, Colorado 80226.

Ed Gerlit's *Animas Cañon Express*, Durango & Silverton Narrow Gauge RR, September 28, 1985, 1540 Routt Street, Lakewood, Colorado 80215.

These are private trains and include photo runbys.



FROM THE PRESIDENT

(Keith E. Kirby)

In previous issues of the newsletter, I have told you about our efforts to bring the expenses of the Rocky Mountain Railroad Club in line with our income. It is now time to begin deliberation on the budget for 1986. As you are aware, the newsletter is our biggest expense. Editor, Jim Trowbridge, has done an admirable job of reducing costs. The suggestions several of you have sent us have been very useful. Over the next couple of months several key decisions must be made about the newsletter. To help the directors and me make these decisions, we are asking for your input. Please let us know what your wishes are.

We have several choices. We can continue the newsletter in its present form (eight pages, no photographs). This is possible with the present dues structure. Suggestions have been made to alter the format by making the print smaller, eliminating a review (and thankyou) of the previous month's program, and printing the newsletter on lighter and only white paper. Reducing the size of the type would not save any money due to the need to photographically reduce the typing, but would allow more news in the same amount of space. Using lighter paper and only white paper would probably allow for one photograph to be inserted in each issue. A number of members have suggested a modest increase in our dues to say \$15.00 per year with the additional \$3.00 going to the newsletter budget. This would allow for more pages and/or photographs each month. (A review of dues in similar organizations reveals dues ranging from \$15.00 to \$20.00 per year or higher).

I hope you'll carefully consider the course you'd like for us to take, whether it is one of the above suggestions or another one of your personal choosing. Please let me know as soon as possible! Send your ideas on this subject to:

NEWSLETTER
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201



RAILROAD EXCURSION

Sunday, June 16th, is the day, Heritage Square is the place as the Rocky Mountain Railroad Club holds its excursion on the High Country Railroad. Enjoy a day in the beautiful foothills near Golden, photographing and riding behind the three steam locomotives that will be working around the 1½-mile, High Country "Loop". Ed Gerlits and his crew will be ready for us and we can expect a wonderful time, as usual!!!

Come out and enjoy the delicious cuisine of "Ranniger's Roadbed Commissary" aboard the only operating, full service two-foot diner in the USA, the "Silver Commissary." Jim & Lil Ranniger's world famous Ballastburgers will be served from 11:30 to 1:30 p.m.

Tickets for this day of fine food and unlimited train riding are priced at only \$7.00 for Adults and \$5.00 for children under 12 and may be obtained at the High Country Railroad Station that day. However, RESERVATIONS must be made in advance by calling Mat Anderson at 722-9460. No reservations will be accepted after Friday, June 14th!!! Calls concerning additional information can be made to the Club's telephone: (303) 431-4354, leaving your name and address and telephone number. Out-of-state calls will be returned collect.

In review:

RESERVATIONS are required!
\$7.00 for adults & \$5.00 for children
under 12.

Lunch & Unlimited train rides included!
Lunch served from 11:30 to 1:30 p.m.
Payment at HCRR Station that day!

What a bargain!!! We charged the same prices two years ago! Don't miss this fun day! Remember, we have a private train that is in addition to regular trains. We have the HCRR's private passenger cars! We also have three--count them-----3!!! steam engines for our photographic pleasure! And, the only 2-foot gauge diner in service!

MUSEUM WORK DAY A SUCCESS

A fine number of Club members turned out for the annual Work Day at the Colorado Railroad Museum. All Club equipment received some attention. Bill Gould, equipment chairman, wishes to thank all who participated and a very special thank you to Lil and Jim Ranninger and family who prepared and served a steak lunch to Club workers and the crew and volunteers of the Colorado Railroad Museum!

The weather cooperated and along with a lot of work be accomplished, everyone enjoyed themselves. While this day is set aside for a big push to get Club members out to work on the equipment, the job never ends. Bill would appreciate continued support throughout the summer. New paint jobs on the RICO and Engine No. 20 already show the effects from last winter. If you can help now and again, please let Bill know and make some arrangements to work on specific projects.

Again, a special thank you to all who were able to come out May 11th.

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: Last chance to buy old and historical pictures from Charles Ryland collection. They include pictures of the Manitou & Pike's Peak Ry, Silverton, RGS, Utah, Midland Terminal and UP Railroads, RMRR early excursions. DNW & P, Cripple Creek Electrics, Colorado Midland, DSP&P, D&RGW narrow & standard gauge, Florence & Cripple Creek and Gilpin Tram are also available. Also, some very old pictures including Sturdevandt's and Parson's of Boulder and towns on DNW & P, Denver, and Colorado Springs and surrounding towns. Elsie Ryland, 279-3437.

WANTED: C&S and D&RG 5 3/8" raised letter globes. UP 5 3/8" globe with raised letters in logo, clear or any color or with lanterns. Have Eastern Railroad items. K.L. & L., etc. Cal Bulman, 45 Garden Parkway, Henrietta, New York 14467.

WANTED: At one time, the UP published a monthly form (No. 2481-A) "A Report of Location and Condition of Steam Locomotives." I would like to secure photo copies for reference work on a new book. Richard L. Schmeling, 3801 So. 40th Street, Lincoln, NE 68506.

FOR SALE: Collection of over 100 railroad books including Limited edition, No. 359 of Switzerland Trails of America, Limited edition, No. 1546 of Colorado Midland, and a signed edition of Rio Grande Southern by Jose Moore Crum. All except last one with dust covers, Maps, etc. Write for list. Everett M. Swan, 1115 NW 41st Street, Oklahoma City, OK 73118.

FOR SALE: Attention modelers. Am selling the 4'x6' "Colorado City" diorama built for Model Masterpieces. It received the "Most popular manufacturer's exhibit" Award at the 1977 NMRA Convention in Denver. Full Color views printed in 1978 & 79 Walther's Catalogs and Volume II of Bob Schleicher's The Model Railroading Handbook (pages 58G & 104-108). Best offer over \$1500.00 (FOB Lakewood), CO.) Jim Trowbridge, 502 S. Cody Street, Lakewood, Colorado 80226. 988-2267.

WANTED: Model Railroad power system by PSI (Power Systems Inc), Unit No. MWA200 or MWA200T or MWA400 or MWA400T with memory function and 550 syyle hand control box with full RSD features. Will buy outright or consider trade. Jim Trowbridge, 502 S. Cody Street, Lakewood, CO 80226. Telephone 303-988-2267.

1985 MILE HIGH RAILFAIR

Be sure to mark your calendars on July 13 and 14 for RAILFAIR. It will again be held at the Jefferson County Fairgrounds, 15200 W. 6th Avenue (W. 6th Ave. & Indiana St.), Golden, Colorado.

The times are 10:00 a.m. to 6:00 p.m. on Saturday and 10:00 a.m. to 5:00 p.m. on Sunday



AMERICA'S
GETTING
INTO
TRAINING

SOUTHWEST CHIEF ENHANCEMENTS BEGIN

What do the 110-story tall Sears Tower, Carl Sandburg's birthplace, the Grand Canyon, outlaw Jesse James' hideout, the goose hunting capital of the nation, the Mojave desert, and Dodger Stadium have in common? They all lie along the route of the Southwest Chief, Amtrak's Chicago-Los Angeles Superliner train that follows the historic Santa Fe Trail.

In keeping with its recent name change emphasizing the route's Indian and western ties, Amtrak is launching Land Cruise Service on board the Southwest Chief.

"The Land Cruise Service represents a major Corporate commitment to making our long-distance routes more attractive to vacationers," said Ira Silverman, director of Route Marketing. "The Southwest Chief program will be an important test of the value of providing upgraded service amenities as a means of achieving that goal."

Many of the service enhancements for the Southwest Chief have already been implemented. Among them are:

- + Information packages for passengers containing "Welcome Aboard" brochures, route scenery guides, souvenir menus, and western route timetables.
- + Regional entrees such as "Spanish chicken" with hacienda sauce served on a bed of wild rice.
- + A "Chief's Round-Up" hospitality hour featuring specialty drinks and hors d'oeuvres.
- + Sale of sundry items such as magazines, children's activity packs, postcards, and games.
- + Afternoon bingo games in the dining car.
- + Special package tours to the Grand

Canyon, Flagstaff, Albuquerque, Las Vegas, Dodge City and Kansas City.

Effective May 1, two full-length feature movies and a children's movie will be shown on each trip. Also, recorded music will be played in the lounge, diner, and individual sleeping cars. In addition, Indian Country guides provided by the Inter-Tribal Indian Ceremonial Association of Gallup, N.M., will ride the train between Gallup and Albuquerque, pointing out scenic highlights and discussing the region's history, culture, and folklore.

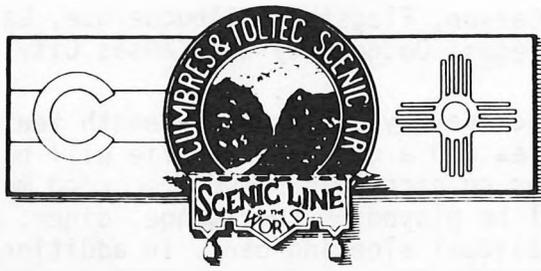
"This program is the result of an intensive cooperative effort by virtually every segment of the Corporation," said Silverman. "The concept originated nearly a year ago when representatives from Sales, Operations, Passenger Services, and Route Marketing formed a project team committed to improving and increasing service and ridership on the Southwest Chief."

A series of special events planned for the week of May 1 will introduce the service enhancements. If the service enhancements are successful in increasing ridership, similar programs will be planned for other western U.S. routes. (By Wendy Lewis for Amtrak News, April, 1985)



UP WINS SAFETY AWARD

The Union Pacific has received the 1984 gold medal E. H. Harriman Memorial Award for being the safest major railroad in the U.S. The Houston Belt & Terminal won the gold for switching and terminal railroads. (Robt. Fryml and U.T.U. News)



SUPPORT THE CUMBRES & TOLTEC SCENIC RR

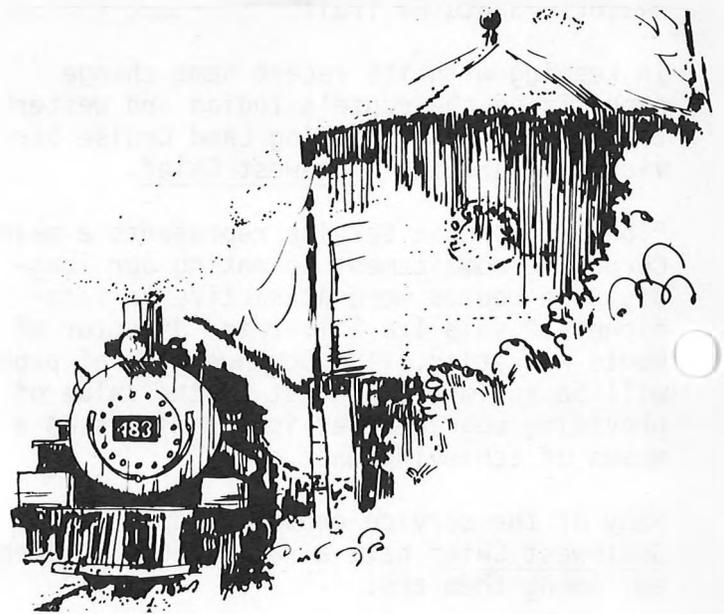
Your editor has relatives in Washington, D.C. and received a fine article from the Sunday, May 5th Washington Post which ran a story entitled "In the Southwest, a Trip Back in Time by Narrow Gauge Train."

The article gave a history of the line and went on to extol the line's virtues as a chance for tourists to relive that history.

In talking to many railfans, particularly in this area, I find that most have not taken a ride on the C&TS. In fact, all too many Coloradoans are not even aware that the C&TS exists. The "Silverton" train gets all the notoriety, but, in fact, the C&TS has the "Silverton" beat for those of us who really enjoy seeing railroading as it was in its "golden age." First, there is so much of the equipment and facilities left in tact. Chama still has the charm of a railroad town right out of the 30's or 40's. The railroad yard is little changed from the D&RG's heyday and not only can you walk around and through the yard to look, touch and feel the past, but the C&TS folks actually encourage a "walking tour" of the yards (Try that in Durango!). The C&TS is a must for the D&RG buff and the D&RG modeler as so much equipment is available to photograph and actually take measurements from. The C&TS operation is much more relaxed than the Silverton operation as the non-railroad oriented tourists have not discovered it as yet. It does not have the carnival atmosphere that can be found on the run-of-mill trip aboard the Silverton Train. Its prices are less than the Silverton Train and it offers a number of ride combinations with round trips from either Antonito or Chama or through trips from either city. It covers some of the very most rugged as well as beautiful terrain.

Unlike the Silverton Train, the C&TS is not rolling in money. It receives its revenues from patronage and appropriations from the Colorado and New Mexico general assemblies. It must be noted that Colorado does not always come through with its share. A piece of history like this railroad needs to be supported. Why not plan to ride the C&TS this year.

Information and reservations can be obtained from writing or calling the C&TS at: Chama Depot, P. O. Box 789, Chama, NM 87520, Phone 505-756-2151 or Antonito Depot, P. O. Box 668, Antonito, CO 81120, Phone 303-376-5483. (Jim Trowbridge)



"TAKE A RIDE ON THE RIO GRANDE"

The above title was used in an article in the May 20th issue of Forbes magazine. Above the article, it says, "Would any sane person pay half a billion dollars for a truncated railroad? Phil Anschutz is a very sane man." The article goes on to say that, when Philip Anschutz bought the Rio Grande, it was debt-free and had \$200 million in cash. Anschutz borrowed the purchase price against the credit of Anschutz Corporation and used the cash of the Rio Grande to pay down some of the loan. Using the railroad's assets as collateral, he is in the process of borrowing another \$210 million to further reduce his personal indebtedness. Thus he will own the railroad for \$90 million.

Forbes calls this "mortgaging out", and it's one of the ways smart people get rich. Read the full article in the May 20th issue of Forbes. (Carl Carlson)



FOLLOWUP ON RIO GRANDE SPECIAL AGENTS' HARASSMENT OF RAILFANS

Ron C. Hill, CTC BOARD editor on the Rio Grande followed his March, 1985 article with this April, 1985 article:

ANSCHUTZ NOT RESPONSIBLE FOR RAILFAN HARASSMENT... Ever since Rio Grande special agents began harassing railfans with renewed vigor in January, rumors have surfaced to the effect that the nasty behavior was ordered by Philip Anschutz. Actually, nothing could be further from the truth. We have now verified that the actions taken by the special agents were ordered by old management for no good reason--without the knowledge of Anschutz. Phil Anschutz is actually a bit of a railroad enthusiast himself, and his enthusiasm for his railroad has already created considerable consternation to some of the old guard railroad officials. In the not-too-distant future, we may have the pleasant surprise of seeing a D&RGW which is actually friendly toward railfans! (Ron C. Hill, CTC Board. April, 1985)



BN BALKS AT MOVING STEAMERS

The Burlington Northern has thrown a roadblock on the plans of Expo 86 for a steam locomotive pageant from May 23 to June 1 at Vancouver, B.C., site of the world's fair next year.

Expo 86 had planned to feature 28 iron horses from Canada and the U.S. and the BN has the most direct route to Vancouver. The BN, however, said it will not accept steam locomotives being worked or towed over its sprawling system. The carrier said the weight of the locomotives and their configurations may damage signals, switches and equipment detectors. In addition, there is the real risk of mechanical breakdown on the road with equipment that old, the BN said.

The carrier said it is willing to move light locomotives on flatcars.

Meanwhile, the UP said it would take the long way around with its 4-8-4 locomotive No. 8444, which traveled under its own power for display at the fair in New Orleans last year. (U.T.U. News by Robt. Fryml)

OPERATIONS ON THE FT. COLLINS MUNICIPAL RAILWAY

Birney car No. 21, owned and operated by the Ft. Collins Municipal Railway Society, began operation on Saturday, May 4th. The trolley society will continue to operate on Saturdays, Sundays and holidays between 12:00 and 6:00 p.m. until mid-October. The trolley runs along the west end of West Mountain Avenue for a couple of blocks and then south to City Park via Roosevelt. The fare for this ride is 75¢ for adults and 25¢ for children.

The Society plans to continue working on the line into 1986 to extend the operation further east along West Mountain Avenue. The goal of the FCMRS is to have the line finished to a loading area located between Sherwood and Meldrum Street. Assistance is still being sought in this construction.

COLORADO MIDLAND CONVENTION PLANNED

Mel McFarland, fellow Club member, and editor of the Colorado Midland Quarterly is involved in putting on a Convention for those interested in the Colorado Midland from a modeling as well as just a railfan's interest.

The Convention will be held on June 28 & 29, 1985 at the Holiday Inn (North), 3125 Sinton Road (I-25 at Fillmore), Colorado Springs, CO 80907. 303-633-5541. Friday, June 28th will include Midland Programs, displays and swaps. June 29th will be a day "on the Midland grade". A motor trip will start at the CM Roundhouse (US 24 and 21st Street) and will go as far as Busk, depending on time and daylight. More information can be obtained from Mel by sending an SSAE to 1731 N. Cooper, Colo. Sprgs., CO 80907.

TWO-MILE TRAFFIC BLOCKADE

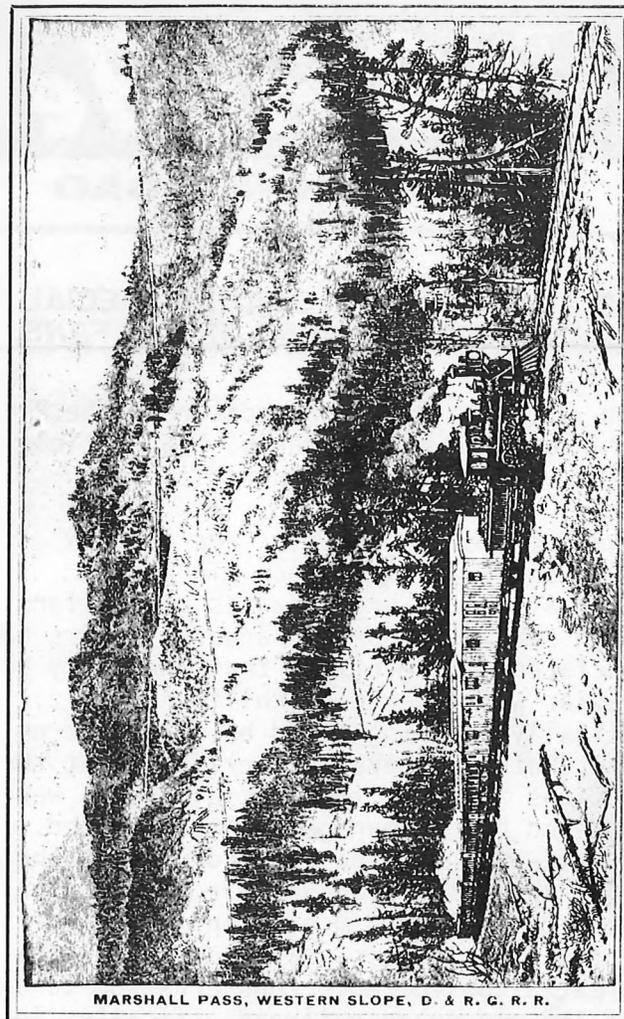
Traffic tie-ups due to long coal trains has become a routine in many areas in the Denver area. Richard Schmeling of Lincoln, Nebraska sent along a newspaper clipping about a train blockade that makes ours seem minor.

Two trains broke down in one day, the first holding up traffic for about half an hour. The second train broke down in roughly the same area about 3p.m. Police said it was 226 cars long (two miles or so long) and blocked major arterials for more than two hours.

Both trains reportedly suffered broken couplings between cars, police said.

Besides the initial damage to the second train, unknown vandals further delayed its departure by disconnecting some air hoses between cars, police said.

The train was cleared from the area by about 5:30 p.m., but not before the conductor was given a memento of the debacle from the Lincoln Police Department. He was cited for blocking a city street for more than 10 minutes.



ROCKY MOUNTAIN



RAILROAD CLUB

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