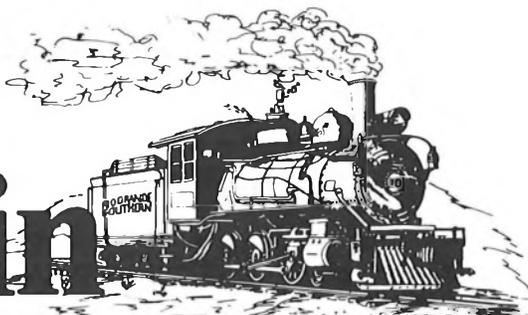


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 9, 1986 -- 7:30 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
Elbert E. Bidwell..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year. Membership covers the immediate family unit.

September, 1986..... No. 324
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.

MEMBERSHIP INQUIRIES AND HELP

Chuck & Chicky Morison, Co-Chairmen,
Membership Committee
3550 South Kendall, #8-301
Denver, Colorado 80235 (303) 980-6698

SEPTEMBER 9 PROGRAM

"Engineering" on the Durango & Silverton Narrow Gauge Railroad.

This most enlightening program will be given by Kip Coulter and Ken Kirschling of K.K.B.N.A., Inc., consulting engineers and is dedicated to Bob Huffman, Roadmaster of the D&S, who died July 28, 1986, in an accident on the railroad.

Kip Coulter will begin our September program with an introduction of KKBNA's involvement with the D&S and also cover the first run of K-37, #497 to Silverton; spring and fall engineering inspections; and the introduction of Ken Kirschling, Field Engineer, Construction Projects.

Ken will then discuss three recent

projects on the D&S, including the following: 1) Highline wall, 2) Highline Bridge, and 3) Silverton Trestle. Then, Ken will give an in-depth presentation of repair and reinforcement of the Highline wall, the largest wall on the D&S.

You will not want to miss this program, so mark your calendars now!

AUGUST PROGRAM

Erwin Chaim rated this program SUPER, SENSATIONAL, SUPERB!!! (If you believe this, I have some beautiful land in the shadows of Mount Blanca I'd like to talk to you about). Yes, your infamous editor put on the August program for Erwin and fellow Club members. The program was developed to generate enthusiasm around the country for narrow-gaugers to visit Denver this September for the Sixth National Narrow Gauge Convention (September 17-21, 1986). The program included photographs of model railroads, prototype steam, narrow gauge, railroads in Colorado and many railroad-oriented locations and artifacts still available to see by not only out-of-staters, but those in the audience who have not taken the time to see their own state! The program was well received and I thank Erwin for the opportunity to show it.

Memo!

EARLY DEADLINE FOR OCTOBER NEWSLETTER

Due to you editor finishing the printing and binding of the "Pictorial Supplement to Denver, South Park & Pacific" and his involvement in the C&TS Excursion on September 15th and the 6th National NG Convention following this, the deadline for the October newsletter will be the 1st of September. Any contributions received after this date will appear in the November newsletter. A previous mention of this fact was made in the August newsletter.

MEMBERSHIP DEALINGS

Although we are listing the Morison's address and phone number, your editor still receives many address changes and other membership inquiries. This just delays an answer or address change as I have to refer the matter to Chuck or Chicky. PLEASE, contact the Morison's directly.

NEW MEMBERS

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

W. B. Anderson	Littleton, CO
Ralph Brown	Wheat Ridge, CO
Russell G. Collman	Aurora, CO
H. S. "Sherm" Conners	Brighton, CO
Laddie Hanus	Boulder, CO
John Harpel, Sr.	Denver, CO
Sam Howard	Englewood, CO
George Meyer	Denver, CO
Daniel Pyzel	Albuquerque, NM
Guido E. Smith	Torrington, WY

1986 EVENTS CALENDAR

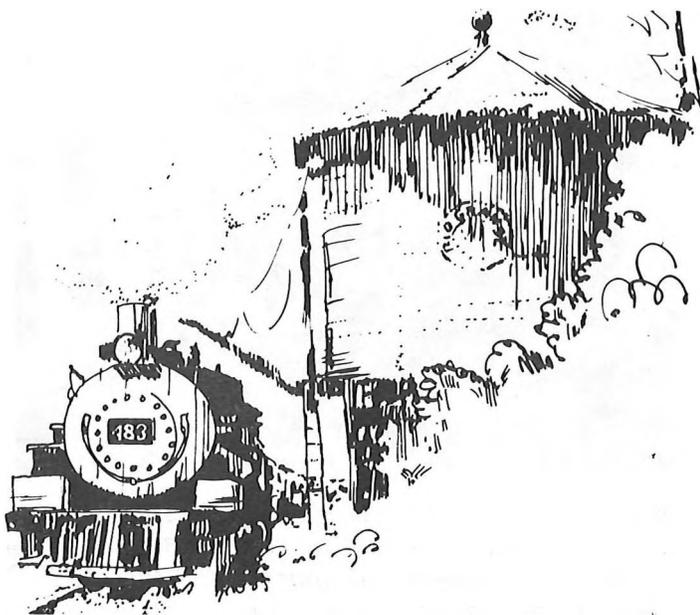
Aug. 29-	
Sept. 1	Amtrak/Omaha Excursion
Sept. 6	Cadillac & Lake City Ry. Trip
Oct. 11	Annual Banquet
Dec. 9	Elections/Year-end party

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.

WANTED: A copy of Basalt, Colorado Midland Town by Danielson's. Clifford A. Mestal, 2210 S. IZARD ST., Little Rock, Ark. 72206.

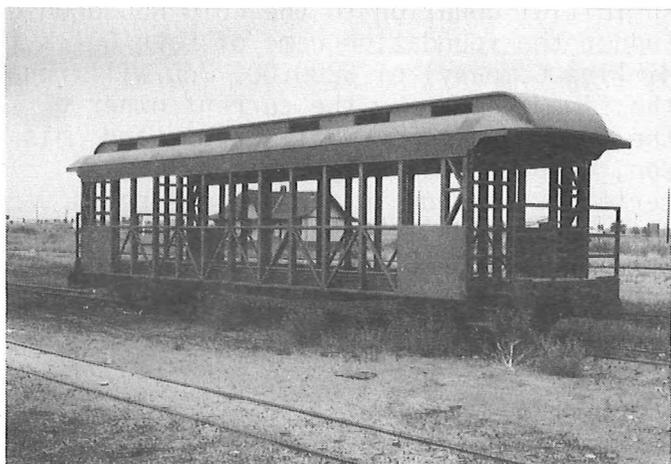
WANTED: VHS recordings of UP 8444 & 3985; Georgetown Loop RR, Cumbres & Toltec Scenic Railroad. Please advise availability and prices. Dan Higlin, 3307 Newton St., Denver, Colorado 80211. (303) 433-0588.



UPDATE ON THE CUMBRES & TOLTEC SCENIC RR

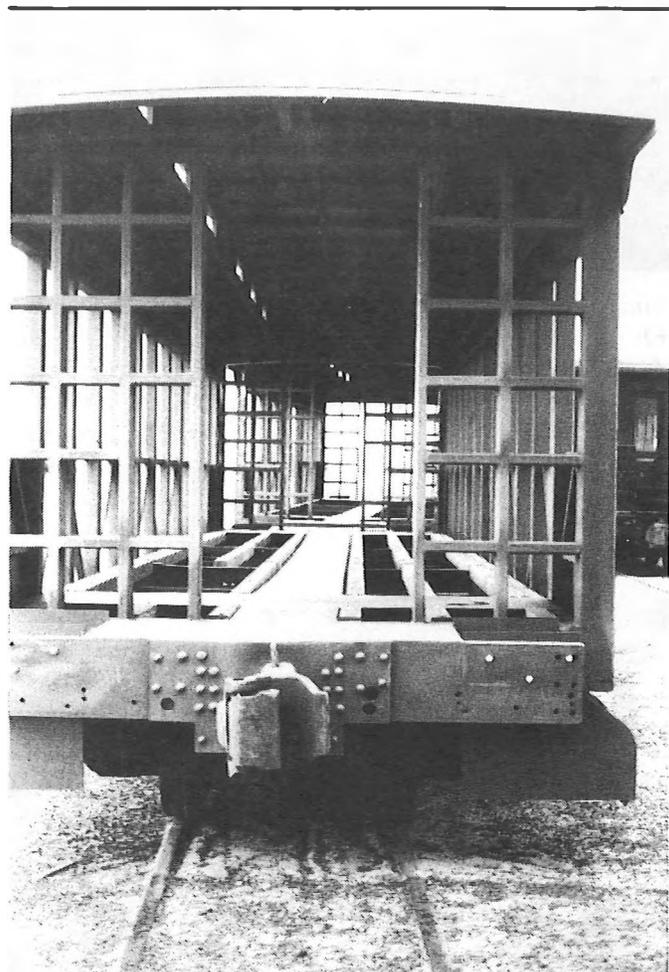
In mid-July, your editor had an opportunity to visit the C&TS for an inspection trip to establish photo-runby sites for the upcoming Narrow Gauge Convention excursion,

One of the most impressive new items seen during that trip was the new coaches being built in Antonito. The following photos show how the new cars look. You will note that they are a vast improvement over the "ugly ducklings" previously built. These cars have a C&S-look to them and the best feature is the large (White Pass & Yukon-



One of the three cars outside the Antonito shops which are framed and roofed. These cars are being well built. Notice that beautiful clerestory roof. (Jim Trowbridge Photograph)

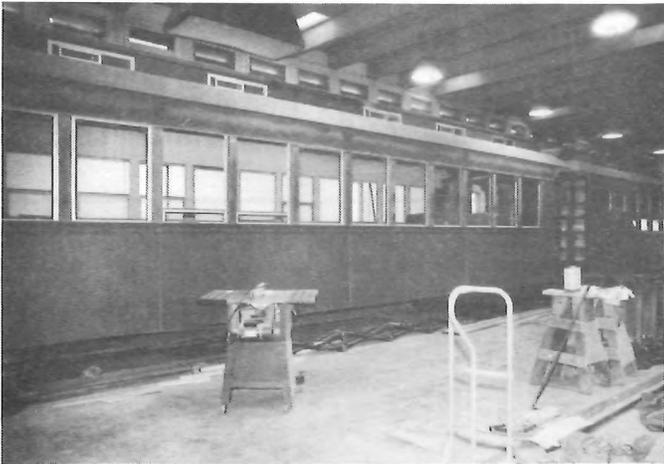
style) windows to view that magnificent C&TS scenery from. In addition, Walk-Over seats have been secured and installed. And, with clerestory roofs, these coaches rival the D&S NG, ex-D&RGW coaches in Durango!



This end-view gives a good idea of the basic construction and bracing. Special leaf springs have been made to order to replace the coil springs for a better ride and more of a passenger truck-look.

(Jim Trowbridge Photo)

Two of the cars have since been transferred to Chama to under-go testing and debugging prior to passenger service. These two cars should be in regular service by the end of August, if not sooner. With business up and the regular grind of the summer schedule, the other cars will have to wait for finishing later this year or early next year.



Inside the car shops at Antonito, we see the first two completed cars receiving the final touches. The fibreglass siding is just beautiful and looks just like its wood counterpart, but should hold up much better. You can see the new springs along the car side in the middle of the car.



This is a view of the former coach, Capulin, which is being refitted into a coach-restroom-handicapped car. You are looking at the new restrooms, one regular, and one for the handicapped being framed in while a side opening is being created for a lift for the handicapped. (Photo by Jim Trowbridge)



Inside one of the new cars, Dan Ranger (to the far right), general manager of the C&TS, points out some particular item to fellow Club member, Don Meeker (left) and his son, Greg (middle). Note the large windows and walk-over seats. (Photograph by Jim Trowbridge)

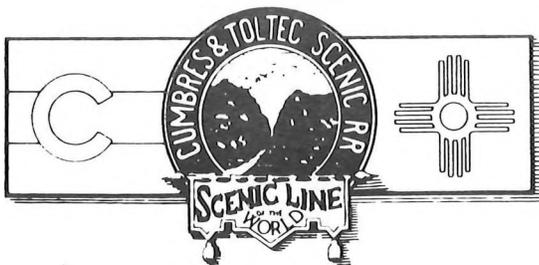
PRESERVATION FUND AND BOOK DRAWING

Besides the \$1,000+ donation to the Ft. Collins Trolley people last month, the Preservation Committee is pleased to announce the following donations toward preservation of railroad history in the Rocky Mountain Region:

An initial donation to the Como Roundhouse (under the foundation name of Lake Gulch Milling Company) of \$200.00. You will recall the fine program by the current owner of the Como Roundhouse, Bill Kazel, and his son, Greg, at our July meeting. It certainly is nice to finally see some positive action in repairing and rebuilding this fine example of railroad heritage.

An initial donation to the Fleming, CO historical society to refurbish the CB&Q depot in Fleming. The amount given was \$100.00.

In both cases, we encourage members to visit and inspect these projects and report back to the Preservation Committee about their impressions. We would like to



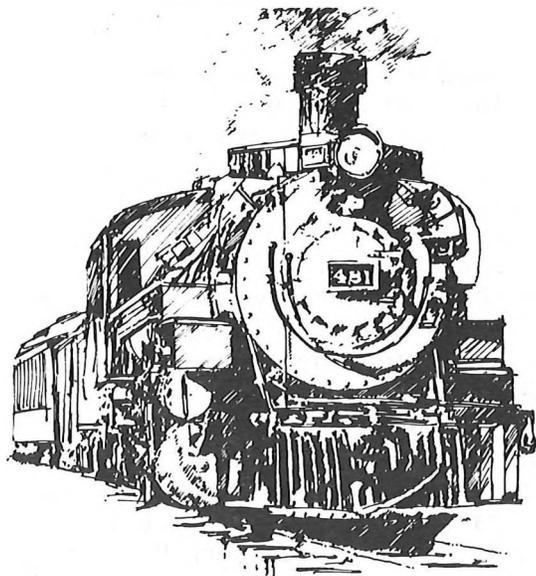
organize work parties for both of these projects with additional funds being issued, along with physical help in repair and maintenance. Feel free to contact either Jack Morison or John Dillavou.

Another project receiving a \$100.00 donation is the town of Victor (historical society). This is to help in preserving the Florence & Cripple Creek depot, Alta Vista station. We again, ask that members inspect this project and report back to the Committee. Work parties can also be organized for this project, just as we doing the 23rd and 24th of August on the Cumbres & Toltec Scenic Railroad.

A complete review of our work day on the C&TS will appear in the October issue, if material can be prepared in time for the early deadline of September 1st. If not, expect to see information on this project in the November newsletter.

Members attending the monthly meetings are to be thanked for their continuing support of the book drawing, proceeds of which go into the Preservation Fund. The following members or guests received some rather fine items at the August meeting:

- Alan Wise/ Colorado's Mountain Railroads
- Rich Dais/ Trails Among the Columbine
- Jim Earhart/ Giants of the Rails--An Articulated Steam Pictorial
- Bob Mattics/ Trains & Railroad Magazine issues
- Kent Bates/ June, 1972, Official Guide to Railroads



ANNUAL BANQUET

This year's Annual Banquet will be held at the Sheraton Graystone Castle, located on I-25 and 120th Avenue. The evening will begin with a cash bar at 6:00 p.m., followed by dinner at 7:00 p.m. After dinner, we will take a short break so the hotel staff can clear the tables. After the break, door prizes will be distributed. Then, we will sit back and enjoy an extremely funny British comedy movie, "The Titfield Thunderbolt". The movies concerns a rivalry between the railroad and a bus company.

Tickets will be sold at the September meeting or you can order the tickets by mail. The fare will be \$16.00.

Dinner will include a tossed salad; top sirloin center cut steak; baked potato; Broccoli with cheese sause; and rolls. For dessert, we will enjoy cheesecake. Your choice of coffee or tea is also included.

Don't miss this annual event as it proves to be a lot of fun for everyone that attends.

TICKET ORDER

NAME _____

ADDRESS _____
(Please Print all Information)

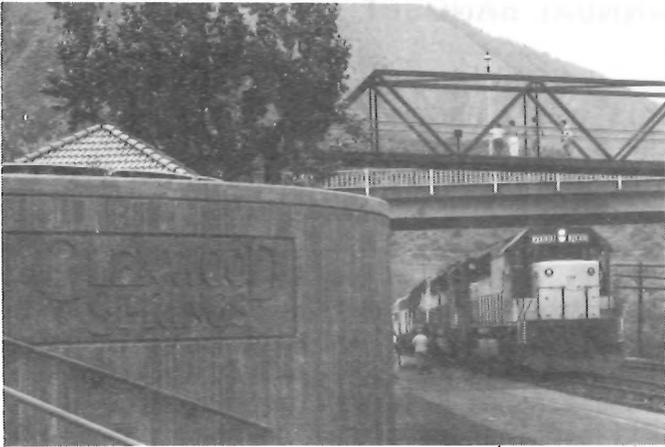
TELEPHONE _____

NUMBER ATTENDING @ \$16.00 each _____

Check enclosed for \$ _____

Send a self-addressed, stamped envelope to:

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



C&NW #7000 pulls a twelve-car Special into Glenwood Springs. (Jerry Swimmer Photo)

DOMED TRAIN RETURNS TO GLENWOOD CANYON!! (AT LEAST FOR ONE DAY)

On Thursday, August 7, 1986, there was once again a domed train in Glenwood Canyon. No, Amtrak had not reinstated domes on the California Zephyr, nor had the Rio Grande revived the Rio Grande Zephyr. The dome was in the consist of a special Chicago and North Western passenger train.

The train, arranged by North Western Senior Vice President--Operations, James A. Zito, paused in Glenwood Springs on its way from Oakland, California to Chicago. On August 2nd, it passed through Wyoming on the Union Pacific on its way to Oakland. On board were the Operations vice presidents and their wives from many of the major railroads.

The train arrived in Glenwood Springs around 8:00 a.m. The passengers were met by a bus and taken for various outings in the Glenwood area. The equipment was then backed down to the yards to await its 3:30 p.m. departure.

The train was pulled by three GM SD50 locomotives, numbered 7000, 7001, and 7002. These locomotives were part of an order of 35 SD50's built in late 1985. This class of locomotive was purchased after the C&NW borrowed two D&RGW SD50's (5512 and 5513) in October of 1984 and successfully tested them in Wyoming coal

service. They were built to UP specifications, even to the lack of nose-mounted bells.



C&NW SD50, #7000 at Glenwood Springs Yard. (Photo by Jerry Swimmer)

Behind them was head-end power car Oak Creek. This former CGW F7B, formerly numbered the 102D, provided power for the passenger cars through twin HEP diesel generator sets.

Next was coach 425. This car was obtained by the C&NW in a deal with New Jersey Transit. The C&NW received nine passenger coaches in trade for four F7 locomotives. The coaches were originally built by Pullman Standard in June and July of 1965 for the Kansas City Southern and were numbered 270-279. They were among the last pre-Amtrak coaches built for any U.S. railroad. When the Southern Belle was dis-

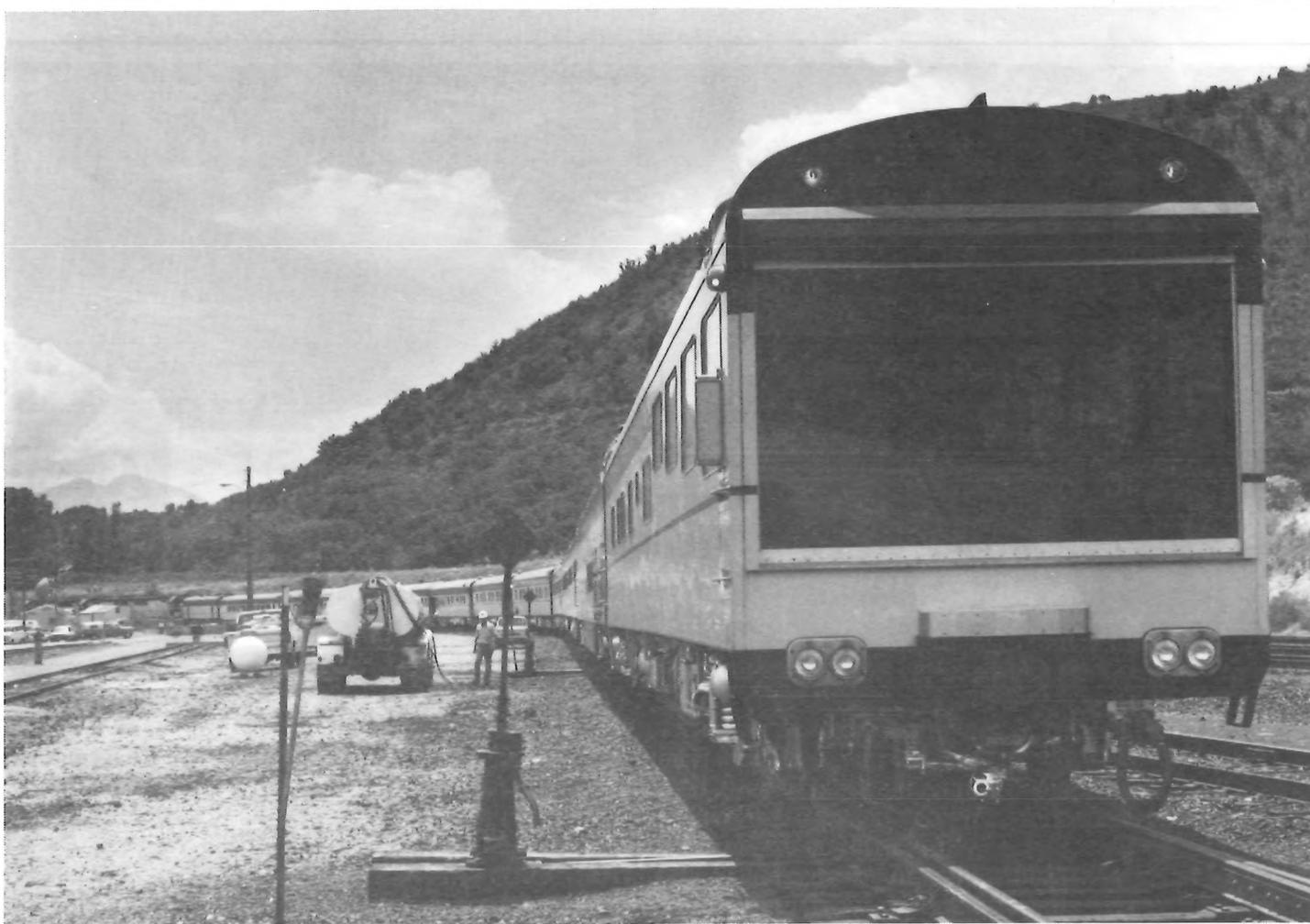
continued in 1969, they were sold to NJT. C&NW 425 has retained its 72-seat configuration.

Behind the 425 were three business cars. The first sleeper, the Lake Michigan, was the former Nickle Plate sleeper City of Lima. It was also operated by the Illinois Central and a number of private owners under the name Cynthia. It is used as a crew sleeper. The other four sleepers, Lake Geneva, Lake Forest, Lake Bluff, and Lake Mendota, were converted by Milwaukee Rail Car from four of the ex-KCS coaches. They were rebuilt into cars with eight double bedrooms, featuring permanent beds vs. beds that fold out of the wall.

Following the sleepers was the dining car Cedar River. This car was built by Pullman Standard in 1952 for the Milwaukee Road

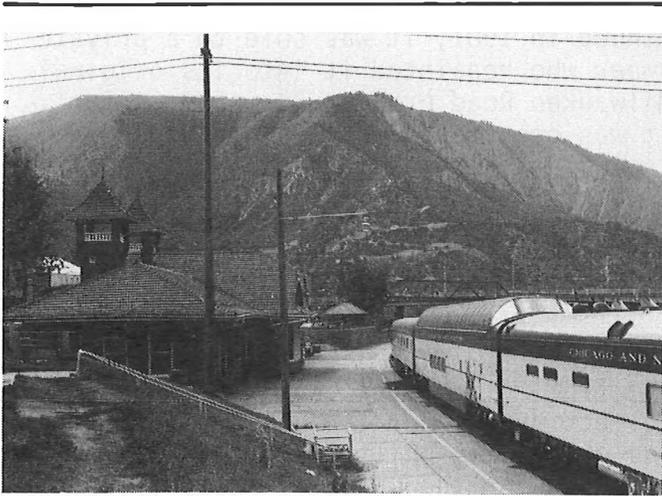
for use on their Hiawatha trains--it was number 53. It was sold in 1964 to the Canadian National where it became the Athabasca, and was used on the Super Continental. When that train was discontinued in 1981, it was sold to a private owner who repainted it into its original Milwaukee Road orange and maroon colors. It was operated on several excursions, including one by the 20th Century Railroad Club over the C&NW in late 1984. In the summer of 1985, it was rebuilt in Milwaukee and delivered to the C&NW on August 3, 1985.

The final car on the train was the track inspection-theater car Fox River. This car was originally built in 1954 by Pullman Standard for the Canadian National as the buffet-lounge-sleeper Cape Breton. The



C&NW Track Inspection-Theater Car, Fox River, at Glenwood Springs Yard. The balance of the consist can also be detected in this view. (Jerry Swimmer Photograph)

C&NW had it rebuilt into a car with a 28-seat theater, bedrooms, compartments and a food service buffet.



The return of Dome travel to Glenwood Springs and the Canyon. (Jerry Swimmer)

The entire train was spotless. It was painted in the traditional C&NW dark green. The yellow is a high-visibility "Safe-T-Coat" lime yellow which in 1981 began to replace the old "English coach yellow" on all C&NW equipment. All-in-all, the train was a spectacular reappearance of a dome car and a privately owned passenger train in Glenwood Canyon. The eastbound California Zephyr, which preceded the C&NW Special into the canyon was also "special". At its end was the Amtrak business car 10001, the Beech Grove. This car was originally built by Budd in 1975 as Amcoach 21222. After being wrecked in 1984, it was rebuilt into the open platform Track Inspection car 10001 by Amtrak at their Beech Grove shops. It gave the California Zephyr just the right special touch on a very special day.
(Keith Kirby)



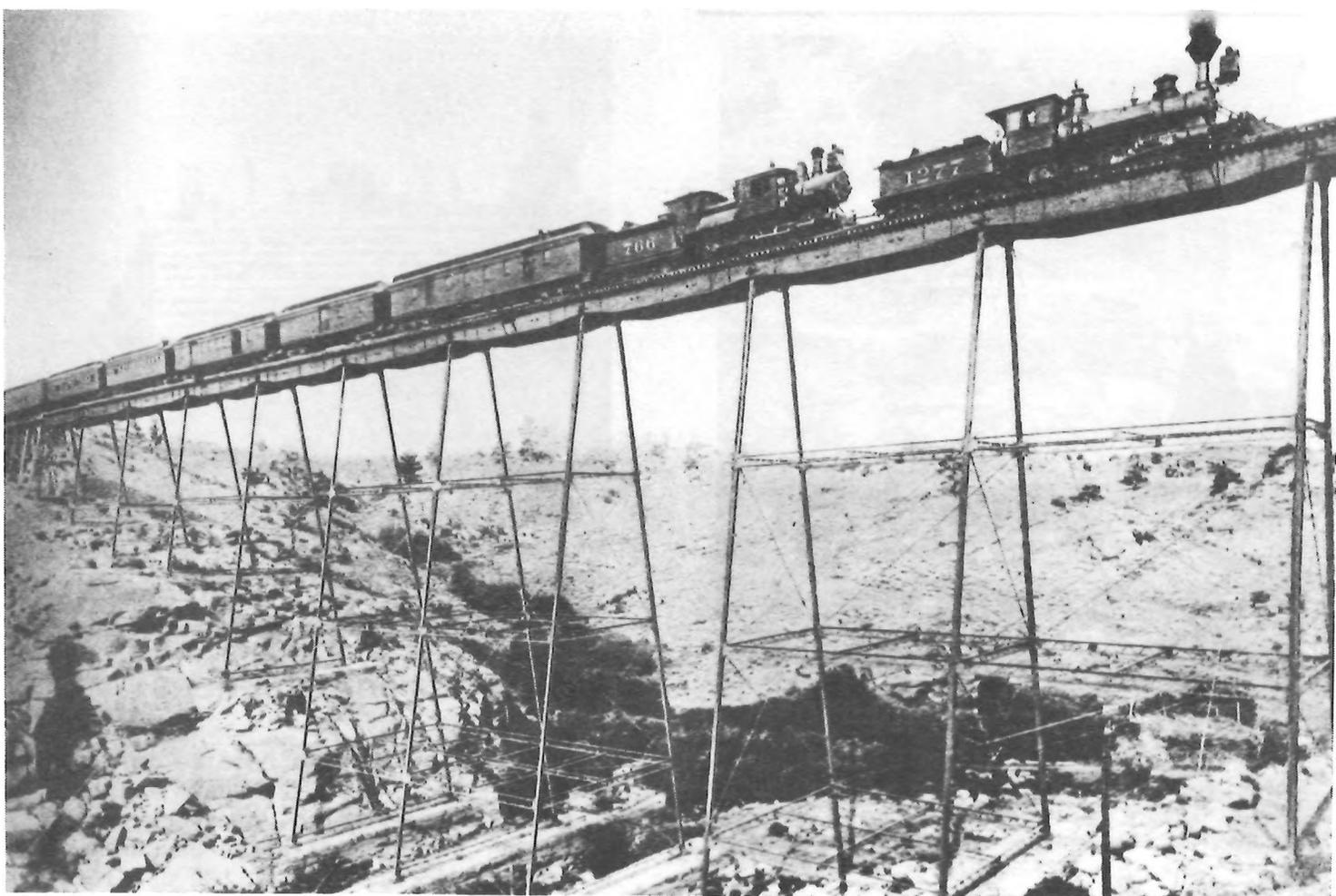
Amtrak's Track Inspection Car 10001, the Beech Grove, on the end of the eastbound California Zephyr, leaving the Glenwood Springs Station, August 7, 1986. (Jerry Swimmer Photograph)



SHERMAN HILL!!! WYOMING FIELD TRIP UPDATE

Just the mention of the name conjures up images of heavy freight trains rolling along behind Big Boys, Centennials, or modern day power and long yellow Streamliners racing over the Hill behind lashups of gleaming "E" units. But how often does one pause to reflect on what the crossing of the Sherman Hills was like in the very early days of the rail-

road. Probably not often because time has put those days so far into the past. But the first crossing of Sherman Hill comprised a totally different route that included the important little railroad towns of Sherman and Tie Siding and the incredible trestle at Dale Creek. These now abandoned sites were among those explored during the Club's excellent field trip on July 12 that was led by Carl Carlson, Jim Ranniger and Jack Morison. Our day began with coffee and donuts at Tie Siding while watching numerous UP freights pass by followed with an exploration on foot of the old rail alignments and the nearby cemetery. After a short drive to the east we hiked into and "all around" the location of the site of the Dale Creek trestle. Between 1868 and 1901 three precarious structures 560 feet in length and 130 feet high took



This old photograph, one of many that Jack used to illustrate the trip brochure, clearly shows the size of this impressive structure. What a thrill it must have been to ride across this bridge in a howling snowstorm!!!

their turns spanning this gulf. Today, only the stone abutments and pier foundations remain as a reminder of the bridge that was once there. Ranniger's Roadbed Commissary put on another impressive feed at yet another remote location which rekindled our energy to proceed to the townsite of Sherman and the Ames Monument where the foundations of the roundhouse, turntable and track alignments were still discernable. Jack's well researched and illustrated handout helped immeasurably in understanding the railroad history that transpired there. Our thanks to Jack Morison for leading this trip along with Carl Carlson and Jim Ranniger who, with Lil Ranniger and Erma Morison, set up and operated the Commissary.

(Darrell T. Arndt)



Prior to "spreading out" to examine the site of the Dale Creek Bridge (located in the upper left), our group gathers to hear Jack Morison tell about the bridge. (Darrell T. Arndt Photo)



From the east abutment of the Dale Creek Bridge, one can easily put the abutments and massive pier foundations into perspective. (Darrell T. Arndt Photograph)



The west abutment is quite impressive and in remarkable good shape after all these years. (Darrell T. Arndt Photo)

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 editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody St., Lakewood, CO 80226.

SHORT SUBJECTS

Application for abandonment of the Denver-Lakewood branch has been made. The Associated Railroads owns the line, which was once part of the interurban route to Golden. Although the Santa Fe, D&RGW, Chicago Pacific Corp. and the BN comprise the company, only the BN and D&RGW take turns operating the line. Some on-line business still remains but apparently not enough to justify operation..... The Ft. Collins Municipal Railway Society experienced the event that it as long awaited, the completion of their line down Mountain Ave. which was celebrated with a "Golden Spike" ceremony on August 20. There were required to complete the line by August 31st!.... The Durango & Silverton Narrow Gauge Railroad set a new record on July 8 when its trains left town with a total of 1,842 passengers.....Coors Brewery has devised an interesting way to provide beer to its Shenandoah packaging plant in Virginia until construction of its new brewery there is completed in four or five years. Build 132 tank cars, each with a capacity of over 20,000 gallons of beer, and apply a foot of insulation so that no refrigeration is required since the temperature of the chilled product will only rise a degree or two during its journey east.... A 1.3 mile long trolley line for the streets of Silverton, Colorado has been proposed by Don Stott. He has made a couple of trolley proposals to Silverton in the past which have been received with mixed emotions by the townspeople. His current proposal is to operate only when the D&SNG RR is running and route its trackage primarily in the business district. As our friends in the Fort Collins Municipal Railway Society found out, suspicious adjacent landowners will have concerns that range from the legitimate and understandable to the totally ridiculous (i.e. TV won't work when trolley goes by, ear splitting noise, cracking foundations, dying trees, electrified plumbing (imaginative fears of using a 600 volt toilet), etc, etc. etc.) Be prepared Mr. Stott!!.....

The site of the BN's piggyback loading facility behind Denver's Union Station has just about been completely cleaned out since they moved into their new facility up by North Yard several months ago. With the UP pulling up their downtown yard and all but five of the depot tracks having been removed recently, rail activity in that area is now almost no-existent..... Darrell T. Arndt

ADDITIONAL AUGUST MEETING ITEMS

Besides the program for the evening, Club members and guests and visitors were treated to a preview of the Cadillac & Lake City excursion to be held on Saturday, September 6, 1986. This slide presentation was made by Darrell Arndt and included shots of the line between Falcon and Limon, Colorado, on the old Rock Island line. Slides were provided by Darrell, John Sherman and Tom Lawry. John and Tom had views of the latest passenger equipment on the line, while Darrell had many fine scenery photographs (with trains in them, of course!).

Many guests and visitors were in attendance, but our most unusual guest has been a member for 33-years and was here for the very first time--Dave Phraner and family! In addition, some of the Club members who participated in the Alpine Tunnel Excursion stayed for the meeting, including folks from Pennsylvania and Iowa. A complete report on this trip will be published in the October newsletter.

Our two most recent excursions were detailed for us by Jack Morison and Rich Dais. Jack reported on the Wyoming/UP field trip, held July 12th and Rich reported on the Alpine Tunnel field trip, held on August 9 & 10, 1986. Both events were well attended and will be described in the Rail Report. Handouts from both of these trips were still available at the August meeting. They were made available for \$2.00 each. Those desiring a copy may contact the Club through the post office box. We would suggest adding \$1.50 for mailing envelope and postage. You may also wish to determine the availability prior to sending your check, although checks would be returned if handouts were no longer available.

FROM THE PRESIDENT

Class Act..... That's the term you could use to describe the C&NW special that passed through Colorado recently. You know that someone is paying close attention to details when the motive power is consecutively numbered locomotives 7000, 7001, and 7002. The silver undercarriages of the passenger cars were cleaner than the windows of some coaches I've ridden in!

I feel that the RMRRRC is also a "Class Act." One only had to attend one of our field trips this summer to see that! "Attention to details....." The trip to Alpine Tunnel was such a great success because of the several scouting trips and careful preparations made by trip leaders Rich Dais and Tom Lawry. The same was true for the trip to Wyoming lead by Jack Morison, Carl Carlson and Jim Ranniger. Because of the careful attention to detail by these people and the others who helped them, everyone who was there learned a great deal, ate very well, and had a terrific time.

So, if for some reason you haven't joined a RMRRRC "Class Act" lately, its not too late. Plan now to join us on our next outing. (Keith Kirby)

OBITUARY/CLUB HISTORY

Ed Haley writes to tell us of a long-time member having passed away. With regrets, we announce the passing of Marguerite Jenks, aged 94, on July 16, 1986.

As Ed pointed out in his letter, Marguerite represents a somewhat historical aspect of the Club and its membership. "Marguerite Jenks joined the RMRRRC way back in 1948 when I was the Club's president. It was difficult in those early days to get any publicity on our trips and to get sufficient number of passengers to run them. I began to put trip announcements on the Colorado Mountain Club's bulletin board and 10 or 12 girls from that organization began going on all our trips. Some of them eventually joined the Club. Marguerite was one of those 'girls'." (E. J. Haley)

CADILLAC & LAKE CITY EXCURSION

By the time you receive this RAIL REPORT the Club's Cadillac & Lake City Railway excursion between Falcon and Limon will be only a few days away. However, should you still be interested in this all day, 120 mile round trip you may give Mat Anderson a ring at 722-9460 or Darrell Arndt at 572-7868 to see if any tickets are still available.

A SELLOUT

Response to the Club's October trip to Salt Lake City aboard the private car CARITAS has been most gratifying and the trip is now sold out. However a waiting list will be maintained for those interested in the unlikely event that a participant in the trip would have to cancel. - DTA

ROCKY MOUNTAIN



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