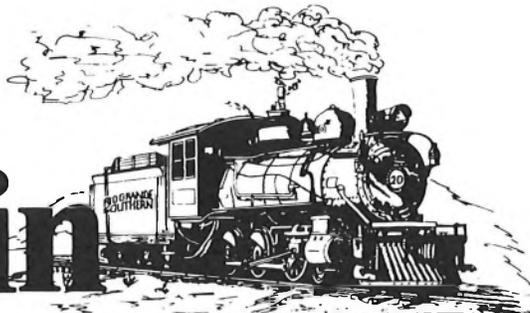


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 8, 1987 -- 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
John Dillavou..... President
Rich Dais..... 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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships and lost newsletters to:

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

September, 1987..... No. 336
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.

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.

SEPTEMBER 8 PROGRAM

The Rocky Mountain Railroad Club is fortunate in numbering among its members several authoritative and well-known railroad historians. One of our quarter-century members is such a man -- George W. Hilton, Professor of Economics at U.C.L.A. in Los Angeles. He has authored or co-authored several railroad histories, and is a prolific writer of articles and book reviews.

Mr. Hilton has devoted many years to the study of America's narrow gauge lines. At

out September meeting, he will discuss with us the results of his long research into the origins, growth and decline of the narrow gauge concept.

Since our Rocky Mountains boasted more miles of narrow gauge than any other area, and Colorado still fosters several such operations, Prof. Hilton's talk will be particularly appropriate. Don't miss this instructive presentation by a foremost authority. (Jack Thode)

AUGUST PROGRAM

Our thanks to Ron Ruhoff for the program presented at the August meeting. Ron modified his presentation to include many views of early RMRRC excursions as well as portions of his "Colorado Adventure Trails III."

NOTICE

NOVEMBER PROGRAM

In November we will bring back an old favorite: an auction of railroad books and memorabilia. So, now is the time to start gathering up items for either donation to the Club or for sale on consignment.

As in the past, 10% commission will be charged on the proceeds from the sale of consigned goods. Further information regarding the details of the auction will be made available in future issues of the Rail Report. (Rich Dais)

EVENTS SCHEDULE FOR 1987

- Sept. 19 Cadillac & Lake City RR Trip
- Oct. 10 RMRRC Annual Banquet

ANNUAL BANQUET

It's time once again for the Annual Banquet. This year it will be held at the Sheraton Graystone Castle which is located at I-25 and 120th Ave. The address is 83 E. 120th Ave. The evening will begin with a cocktail hour starting at 6:00 p.m. with dinner at 7:00 p.m. The dinner will consist of a fresh garden salad, prime rib, stuffed, baked potatoe, sweet peas, rolls and lemon meringue pie. Following the dinner, a door prize distribution will take place and then our fine program (Alan Greene)

The feature presentation at our October Banquet will be the classic 1935 film "The Silver Steak," starring the original shovelnose diesel, the Pioneer Zephyr.

The plot invloves a young train designer who creates a super-fast diesel which is put to the test when the son of a rival train builder developes paralysis while working on the Boulder Dam. His only hope for survival is an iron lung.....so the super train is enlisted to race the lung to the dam site. After numerous close calls, a murder attempt, a runaway engine, and other thrills, the train arrives just in the nick-of-time! (Rich Dais)

ORDER FORM

Please send _____ tickets @ \$16.00 per person. I enclose a check or money order for \$ _____.

NAME _____

ADDRESS _____

TELEPHONE _____

Send your tickek orders to:

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

PRESERVATION FUND AND BOOK DRAWING

The following people were fortunate to win one of the many railroad related items at the August meeting:

Kimberly Filip / Silver Images of Colorado
by Richard A. Ronzio and
Sundance Publications
Cathy Lawry / East Broad Top by Ross Grenard
and Frederick Kramer
Jim Hill / Official Guide, 1973
Jim Earheart / Belt Buckle -- BN Engine
Gary Ellison, Pleasantville, NJ / 10 Post
Cards, and, Print: Rio Grande Logo
Hugh Wilson, Sr. / Print: Amtrak Southwest
Kimberly Filip / Steam Passenger Locomotives
by Brian Hollingsworth
Sherm Connors / 1984 Calendar Pictures from
Trails Among the Columbine
Ken Petch / Georgetown Loop RR Pass
Jim Row / Record of Steam Sounds

Our thanks to those who have donated items and to Sundance Publications for their generous discount of their fine line of Railroad Books.

If you wish to donate items to the book drawing, please contact Tom Lawry at 2013 So. Elkhart St., Aurora, Colorado 80014. (303) 750-2697. Members outside the Denver area who wish to participate in the drawing may also contact Tom for details.

ELECTIONS

The Nominations Committee (hold-over board members which include Mat Anderson, Alan Greene and Bud Lehrer) will be looking for members to fill officer and board positions. Why not make their chore easier by suggesting qualified personnel, and, if you are personally interested in a board of officer position, please feel free to advise these men of your interest! You may advise the Committee of your suggestions by writing to them through the Club's Post Office Box (2391, Denver, Colo. 80201) or verbally in person.

CADILLAC & LAKE CITY RAILROAD EXCURSION

Time is running out, but you can still make arrangements to be on board the special train that the Club has arranged over the right-of-way of the Cadillac & Lake City Railway.

The trip date is Saturday, September 19, 1987. Cost is \$29.00 per person. The excursion consists of 122-miles of travel between Falcon and Limon, Colorado over the old Rock Island line. The fare also includes a hot lunch and beverage.

Questions about the trip may be directed to either Alan Greene at (303) 693-7922, or Darrell Arndt at (303) 572-7868.

Ticket orders may be directed to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Warren M. Anderson, 1117 South Clayton Street, Denver, Colorado 80210.

ORDER FORM

NAME _____

ADDRESS _____

PHONE _____

Please send _____ tickets @ \$29.00 each.

I enclose \$ _____.

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: 200 slides taken on Club's 1970 Swiss Railroader trip. Call Betty LeMassena at (303) 922-0357.

ROCKY MOUNTAIN



50th ANNIVERSARY CELEBRATION

The year 1988 will mark a significant milestone in the history of the Rocky Mountain Railroad Club -- the celebration of our 50th Anniversary! Those men whose mutual interest in railroads brought them together 50 years ago probably could not conceive at the time the idea that what they started would grow into an organization of over a thousand members and would be a dynamic, active organization 50 years later. There are probably few organizations of this type that have reached such a milestone. It is with this in mind that we members of today prepare to make our Golden Anniversary Year a memorable occasion that matches the importance of the event.

For many months now, a number of committees have been hard at work in the planning of this celebration. A major part of it being planned by the Trip Committee will be held during a two-week period in June of 1988 when we will offer the most ambitious and extensive schedule of excursions and field trips in our history!!! This is a celebration of western railroading that will be centered in Colorado, Wyoming, and New Mexico. The Club has sponsored many memorable and historic trips of which many can never be repeated. There are still significant experiences available and next year's anniversary calendar of events may well be one that might not be possible to repeat in future years.

Our plans include gigantic, articulated mainline steam, historic narrow-gauge operations, cog railroading to the summit of America's most famous mountain, a shortline trip across the high plains of Colorado, a

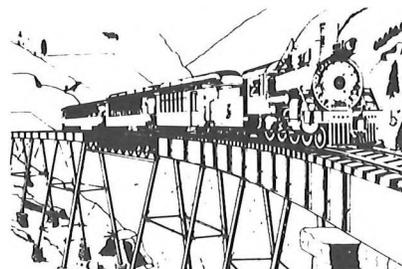
visit to one of the most historic mining districts in Colorado, and field trips along the grades of the historic narrow-gauge "ghost railroads" that once interlaced the silvery San Juan Mountains of Southwestern Colorado.

Those of us who have been fortunate to have spent our lives in Colorado and all of our newer Coloradoans have had the opportunity to experience much of this, but what about all of our Club members from faraway? You probably have read about these historic and magnificent areas. We are extending a special invitation to our members and friends from faraway to make plans to come to the West in 1988 to take part in this 50th anniversary celebration. This may be a once-in-a-lifetime opportunity to "do it all" in one trip that could very possibly, in the future, no longer exist except in pictures and memories. We strongly urge you to come for at least a week and preferably for the full two weeks.

The following is our tentative schedule for this two-week extravaganza (which, of course, is subject to some revision):



SATURDAY, JUNE 18, 1988. We are currently negotiating with the Union Pacific Railroad for this date. The following is our concept and plan for this operation-- A Union Pacific steam trip behind the magnificent Challenger #3985 over Sherman Hill, Wyoming with unique diesel power out of Denver behind either the giant Centennial #6936 or the UP's only remaining E-9 #951. This will be a 300-mile round trip from Denver to Laramie.



SUNDAY, JUNE 19, 1988. A trip over the famous Georgetown Loop, renown as one of the great railroad engineering feats in American railroading. We will have our private freight consist behind steam reminiscent of earlier days on this great scenic line which was recently born again. Included will be photo runbys, an opportunity to visit the two historic mining towns that the railroad connects (Georgetown and Silver Plume) and a western-style barbecue alongside beautiful Clear Creek. Later in the day, you will probably want to visit the Colorado Railroad Museum and the High Country Railroad, both located near Golden.

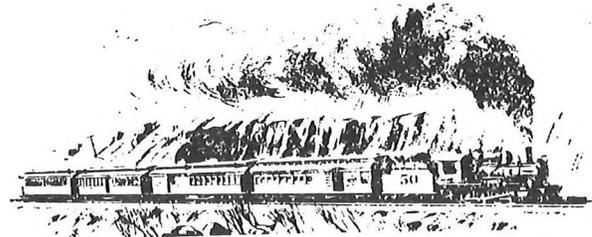


MONDAY, JUNE 20, 1988. We move our field of operations to the Colorado Springs/Pike's Peak region. The morning will be free and would be a good time to visit the U.S. Air Force Academy and the Garden of the Gods. At noon, we board our own private Swiss-built diesel-electric cog train for the 3-hour, 15-minute round trip to the summit of 14,110-foot Pike's Peak. This is an incredible experience in mountain railroading, plus, the view that inspired the wonderful song "America the Beautiful." Later that evening, we will be guests at the famous Flying-W Ranch in Colorado Springs for a delightful evening of western entertainment and a chuck wagon dinner which is an experience right out of the Old West's ranching days.

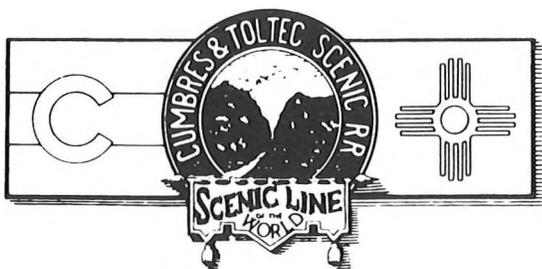


TUESDAY, JUNE 21, 1988. This day will offer a choice of two very different experiences. Choice #1: A field trip to

the Cripple Creek/Victor Mining District. Here is an opportunity to visit these historic mining camps, once served by the Midland Terminal Railway, the Florence & Cripple Creek Railroad, and, the Colorado Springs & Cripple Creek District Railroad (The Short Line). We will follow the road-bed of the Short Line (now known as the Gold Camp Road) to Cripple Creek. Many former mining towns will be visited in an area that was once saturated with rail lines. One of the highlights will be a trip on the Cripple Creek & Victor Narrow Gauge Railroad. The return trip to Colorado Springs will be along the route of the Midland Terminal Railway through historic Ute Pass. This is a great mountain trip through one of Colorado's most famous and historic regions. In Colorado Springs this evening, you might wish to dine at Guiseppe's Old Depot Restaurant which is located in the former Rio Grande Passenger Depot. Choice #2: A special excursion aboard the Cadillac & Lake City Railway from Falcon to Limon, Colorado over the former Rock Island right-of-way. The excursion consists of 122-miles of high plains scenery, photo runbys and hot lunch and beverage. Equipment includes diesel and stainless steel varnish.



WEDNESDAY, JUNE 22, 1988. This is a travel day to Chama, New Mexico. What a day for really seeing the magnificent Colorado Rockies and the wide-open spaces! En route, you can see the awesome Royal Gorge; the Arkansas River Canyon, which is also the Royal Gorge Route of the Denver & Rio Grande Railroad; Salida, hub of rail activity in former days and take-off point for the famous Rio Grande Monarch Branch and Marshall Pass; Poncha Pass and the San Luis Valley where the D&RG's Valley line to Alamosa traversed with continued service on the Chile Line to Santa Fe and the San Juan Extension to Chama, Durango and Silverton; La Manga & Cumbres Passes; or La Veta Pass and the San Luis Southern Railroad.



THURSDAY, JUNE 23, 1988. This will be the first of what we call our narrow gauge "back-to-back" trips which are unique to the Rocky Mountain Railroad Club. We board our special train in Chama, New Mexico for a spectacular day on the Cumbres & Toltec Scenic Railroad which was originally a part of the extensive Denver & Rio Grande narrow gauge rail system. We will climb the 4% grade of Cumbres Pass with our double-headed consist, lunch at Osier, view the depths of the spectacular Toltec Gorge and wye at Big Horn before heading back to Chama late in the afternoon. Photo runbys will be made in both directions with emphasis on the Cumbres climb.

FRIDAY, JUNE 24, 1988. This will be a travel day from Chama to Durango. The highlight of this journey will be a field trip along the abandoned right-of-way of the D&RG between Chama and Durango. About all that is missing over this section are the rails. Those who desire may omit the field trip for an earlier arrival in Durango. We will top-off this nostalgic day with a banquet on the beautiful Ft. Lewis College campus, located on a mesa overlooking Durango and the Animas River Valley.



SATURDAY, JUNE 25, 1988. This is the second day of our great "back-to-back" narrow gauge excursions with our own special doubleheaded train on one of America's most spectacular scenic railroads. The Durango & Silverton Narrow Gauge Railroad represents the tail-end of the San Juan Extension of the D&RG narrow gauge system. We will travel north through the gorgeous Animas River Valley and up heavy grades before arriving where the train traverses a shelf located hundreds of feet above the

Animas River. We will see the spectacular Needle Mountains and pass guest ranches whose only way in or out is by railroad. Lunch will be in the historic town of Silverton, nestled in the heart of the San Juan Mountain Range. This is a town that is just about as western as you can get. After a number of photo runbys during the day, we will return to Durango in the late afternoon.



SUNDAY, JUNE 26, through SATURDAY, JULY 2, 1988. This day begins our second week with field trips in the San Juan Mountains over the "ghost railroads." Here we will travel to the sites of some of the most spectacular narrow gauge railroads in the world. We will be traveling over the Rio Grande Southern: over Lizard Head Pass, past Trout Lake, Ophir Loop, Vance Jct., Placerville, Dallas Divide and to the north terminus at Ridgeway; The Silverton Railroad to famous Corkscrew Gulch turntable and Red Mountain Pass; The Silverton Northern to Eureka and Animas Forks; The Silverton Gladstone & Northernly to Gladstone from Silverton; The Denver & Rio Grande's Black Canyon and Gunnison River Route to Montrose, Cimarron, Morrow Point and Curecanti Needle; The Denver, South Park & Pacific Railroad to the Palisades on Ohio Pass and to Crested Butte; and the famous D&RG Marshall Pass Route over the Continental Divide. What a week this will be and it can be done with a regular automobile! If you have never been to Colorado, but always had it as a "future" trip in your mind, now is the time! You will never be able to duplicate these two weeks of spectacular railroading and unparalleled scenery. Our advertising brochure with the specifics and pricing is being prepared now. Club members will receive

this as soon as it is available. Non-members who normally receive information on our Union Pacific excursions will also receive this brochure. Others may request the information from the Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201, Attention: 50th Anniversary Trips. Please include a stamped, self-addressed No. 10 envelope. Tickets will be limited, especially for certain events, so make your plans early to meet us in Colorado in 1988 for the Rocky Mountain Railroad Club's 50th Anniversary.

FROM THE PRESIDENT

The first of August I took a trip to the San Juan Mountains area of Southern Colorado with another club to restore the Walsh House at Animas Forks. This area of Colorado contains a great deal of our railroad history, mostly narrow gauge.

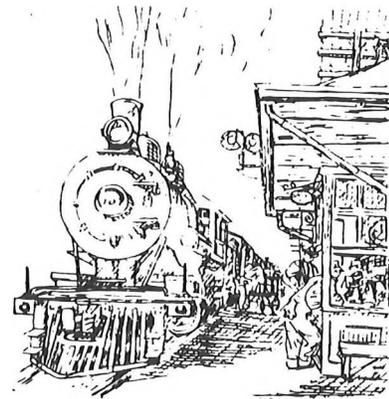
Along the way to our destination, we stopped at a number of railroad sites such as the National Park Service restoration at Cimarron to view the rebuilt stock pens showing loading positions into stock cars, as well as some additional equipment. The static display of Engine #278, box car and caboose on a remaining segment of bridge where the line climbed out of the Black Canyon is excellent.

Continuing on our journey, we noted many other segments of roadbed as well as such structures as the RGS depot at Ridgeway. Climbing US 550 south of Ouray, you come to the site of Albany where the Silverton Railway ended. The Silverton RY climbed from here through Ironton to the famous Corkscrew Gulch Turntable and back to Red Mountain Town. Eventually the rails wound their way over Red Mountain Pass, down the other side and into Silverton. One can find many old mines and other structures which were served by the railroad.

Further south, Silverton played hub to four narrow gauge railroads, Otto Mears' three lines and the D&RG. The Silverton Northern ran up to Animas Forks and the jeep road follows the roadbed. This road passes such famous sites as Eureka where the hugh mill foundations remain. Many

ruins abound in this area and one senses the role that the railroad played in the commercial development of the area.

Pages could and have been written about this area and the many other areas in Colorado that railroads penetrated to tap the natural resources. In 1988, as the Club celebrates its 50th Anniversary, you will have the opportunity to explore many of these areas as described by Bud Lehrer in his report of trips to be provided next June. The area I have just described is but a small part of those trips. Why not begin to plan now to vacation in Colorado during this time period and join us for two weeks of fabulous railroading! Be where the D&RG, RGS and C&S traversed. Remember, if you put off seeing these historical sites today, they may be gone tomorrow! Nature and man take their toll each year and we lose another precious structure or piece of roadbed or artifact. Plan to join us in 1988--it will be a vacation you will never forget. (John Dillavou)



ROLLINS PASS RESTORATION UPDATE

As reported in last month's Rail Report, only one bid was received on the Needle's Eye Tunnel project and it was \$30,000 more than estimated.

It is now reported that the matter has been put "back on track." Boulder County had already appropriated \$50,000 for the project and the Rollins Pass Restoration had raised another \$50,000. During recent negotiations with the contractor, Spring Bay Constructors of Commerce City, the contractor lowered its bid by \$5,000 and the County and Rollins Pass Restoration Association agreed to split the remaining

difference of \$25,000.

The work is expected to begin in a couple weeks (this article being written around August 19th) and the project could be completed by the end of September.

The effort to restore the tunnel has been under way for eight years (the historic railroad tunnel was closed in 1979 when it partially collapsed after a rockslide). The Rollins Pass Restoration Association has to get the project rolling this year or lose the \$50,000 County grant. Had the Association lost the grant, the project would, for all practical purposes, have failed and probably never been completed.

The additional pledge by the Association has virtually depleted its treasury and additional pledges of materials and money is needed and can be sent to the Rollins Pass Restoration Association, P. O. Box 1082, Longmont, Colorado 80502.

LOCOMOTIVE TROOPERS

It was reported in the July 24th issue of the Denver Post that Colorado State troopers will soon go on patrol aboard fast-moving Santa Fe Railway locomotives to catch grade-crossing violators. This "Trooper on a Train" program is aimed at curbing the number of deaths and the destruction of warning barricades by motorists trying to beat trains through crossings. In 1986, Colorado

had six deaths and 27 injuries in 71 grade-crossing accidents. During the first four months this year, there have been two fatalities in 18 car-train accidents. Santa Fe has reportedly spent \$49,396 in repairs to crossing barricades and signal lights struck by motorists trying to beat trains.

Railroad officials told the patrol 34 such incidents occurred in the last 18 months at Littleton crossings which serve 36 southbound coal trains each day.

The Trooper program will work in conjunction with "Operation Lifesaver," a program started in August, 1977 with six Colorado railroads to decrease the number of grade-crossing deaths. On a random basis, troopers will ride in locomotive cabs to observe motorists in cars, trucks and buses crossing against the warning lights. The trooper will have a portable radio to alert other troopers nearby of violations and give them descriptions of the vehicles.

Citations could range from disregarding traffic control devices up to reckless driving, particularly for truck drivers hauling flammable liquid or hazardous materials.



ROCKY MOUNTAIN



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