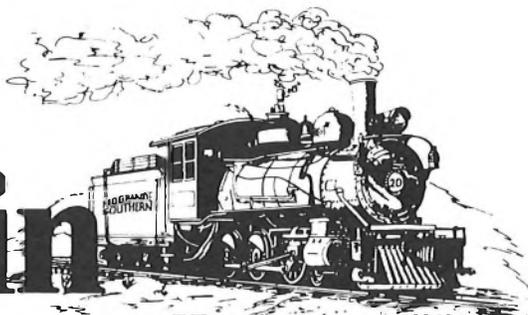


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 8, 1987 -- 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.

December, 1987..... No. 339
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.

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.

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 INQUIRIES

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

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

DECEMBER 8 PROGRAM

Following the "annual" meeting and the election of officers and board members, a 16mm, color film will be shown, entitled "Last of the Giants." A 23-minute movie made in the 1950's, it represents a classic Union Pacific documentary on the 4-8-8-4 "Big Boys" at work, from the roundhouse to the UP's mainline. Refreshments will be served following this program.

ELECTIONS

The December meeting sees the election of new officers and three of the six board members. Only Club members may vote. Ballots will be handed out listing the recommendations of the nominating committee. Nominations may be offered from the floor.

The nomination committee (consisting of Mat Anderson, Alan Greene and Bud Lehrer) has presented the following slate of officers and board members for your consideration:

PRESIDENT... John Dillavou. John has been a Club member since 1962. He has served on the board of directors and preservation committee and has presented programs at regular monthly meetings. John is currently serving as president.

VICE PRESIDENT... Richard Dais. Rich has been very active in Club activities, including archives, Otto Perry film preservation, excursions and field trips. He is currently serving as Vice President.

SECRETARY... William J. Gordon. Bill is a very longtime member, having started in the Club with his father, R. A. Gordon. Bill followed his father's example and served as President of the Club in 1957 and 1958. Bill sets up our meeting room, works on Club equipment and currently serves as the Club's secretary.

TREASURER... Elbert E. Bidwell. Bert is a Colorado native who enjoys the out-of-doors, including railroading. Bert is a retired partner of Arthur Young & Company, Certified Public Accounts and is well equipped to handle the Club's finances as the current treasurer.

BOARD OF DIRECTORS...

Joseph E. Priselac: Joe has been a Club member since 1972. He is a native of Denver and retired last year as Merchandise Controller of Firestone of Denver. Joe enjoys art and painting in his leisure time and has had several pieces of his work published.

Joseph G. Niklas: Joe has been a member for eight years. He is a past chairman of

the trip committee and currently is employed by the U.S. West Materiel Resources, Inc. as a traffic manager.

Sidney J. White: Sid has been a Club member since 1967. He is a Colorado native from Salida and has lived in Denver for 38 years. Sid currently serves as Assistant Treasurer and Director of Shareholder Relations of Colorado National Bankshares Inc.

NOVEMBER PROGRAM

After several year's absence, the auction returned to the November meeting. Items ranging from paper weights to D.S.P.&P. stock certificates were auctioned off by glib-tongued "Thistle Chaim." With his usual wit and charm, Erwin kept things moving and provided a most pleasant evening. Our volunteers who oversaw the auction modeled shirts with the Club's 50th Anniversary logo. A limited number were available for sale and were well received.

NEW MEMBERSHIP CHAIRMAN

Effective November 1st, the Club has a new membership chairman--Tom Lawry. Tom's duties include processing new memberships, keeping track of new addresses, noting any deaths, overseeing the mailing list and roster, handling membership problems, such as lost newsletters, membership cards and soliciting annual dues.

This is a hugh job, requiring a great deal of time, patience and savvy. We ask your courteous cooperation with Tom as he endeavors to serve you.

REMINDER

NEW MEETING TIME NOW IN EFFECT

As announced in the November Rail Report, the Club's monthly meetings now begin at 7:30 p.m. The new time will be listed under the heading "Meeting Schedule" each month, but this will be the last time we will make special note of it in the newsletter.



Taken on the Club's 1987 excursion from Cheyenne to Laramie and back, the photo line participants were thrilled each time the 3985 roared by. What a magnificent piece of machinery! Can we thrill you in 1988? Plan now to be aboard the Club's 3985 excursion on June 18th.

(Jim Trowbridge Photograph)

GET READY FOR THE RMRC'S SPECTACULAR WEEK OF "RAILROADIN'" JUNE, 1988!!!

As a continuing series of articles on the two-week extravaganza of railroading to celebrate the Club's 50th Anniversary, we wish to cover two popular railroads and excursions that will be part of the celebration--the UP's 3985 steamer and the Route of the Cog Wheel.

First on the agenda is the Saturday, June 18th, excursion aboard a Union Pacific streamliner train out of Denver's Union Station behind either the giant Centennial #6936 or the UP's only remaining E-9 #951. One of these magnificent machines will pull

our special into Wyoming, where we will experience the ultimate adventure behind "big" steam as the UP's famous Challenger #3985 couples up to pull us over Sherman Hill to legendary Laramie, Wyoming. We will lunch in Laramie, turn and service our iron horse and return to our waiting diesel engine for a fast-paced return to Denver. The trip will include many opportunities to photograph our special during photo runbys as well as stationary shots of motive power.

Monday, June 20th, will find us in Colorado Springs with an excursion aboard the World's most famous (editor's opinion) cog railway--the Manitou & Pike's Peak Railway! High noon sees our group boarding our pri-

Please refer to the September issue of the Rail Report for more information. A flyer is to be prepared on this two-week event and will be sent out as soon as possible.



50th ANNIVERSARY BELT BUCKLE

The Club has commissioned a commemorative belt buckle using the 50th Anniversary Logo. The pilot model has arrived and we can state that it is exceptional! Stock production will arrive prior to December. Orders received before December 5th should arrive to you before Christmas. The cost of the buckle is \$8.00 each plus \$2.00, 1st class postage. Only 350 buckles have been ordered. They have been cast in pewter. Orders may be sent to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Erwin Chaim
560 Emerson St.
Denver, Colorado 80218

ORDER FORM--BUCKLE

NAME _____
ADDRESS _____

Please send _____ buckles @ \$10.00 each.
I enclose \$ _____ in check or money order.

RMRR 50th ANNIVERSARY CALENDAR

1988 is fast approaching. Have you ordered your 1988, 50th Anniversary, RMRR calendar? The special Anniversary edition Calendar will depict memorable excursions on Colorado, South Dakota, New Mexico and Wyoming rail trips as recorded by seventeen separate Club members.

Over twenty-six black and white photographs on a large 14"x22" opened format capture a wide variety of passenger train operations undertaken over the years and include such operations as the Black Hills Central, Colorado & Southern, Denver & Intermountain, Denver & Rio Grande Western (both standard and narrow gauges), Great Western, Manitou & Pike's Peak (steam), Midland Terminal, Rio Grande Southern (steam and Galloping Goose) and the Union Pacific.

Cost on this calendar is just \$6.00 each, plus \$1.50 each for 1st class postage. You may obtain copies at regular Club meetings also. Expected availability date is December, 1987. Supplies are limited.

Proceeds from the sales of this calendar will benefit the Club's archives and equipment collections.

CALENDAR ORDER FORM

NAME _____

ADDRESS _____

Enclosed is a check or money order in the amount of \$ _____ for _____ copies of the RMRR 50th Anniversary calendar.

Send your orders to:

CALENDAR
Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

FROM THE PRESIDENT

Back in February of this year, my wife's mother passed away. We had to make a quick trip back to Iowa using Interstate-80 most of the way. The 55mph speed limit was still in effect, at least for the automobile traffic. The truckers never seemed to follow it unless a state trooper was around. We got to counting the cars and trucks and it averaged out for every auto there was a truck on the highway.

A recent article in our Rocky Mountain News stated that highway travel was up in every region in the country by 15% from 1983 to 1986. In 1960, 13% of Americans used public transportation to get to work; today it is closed to 6%. These Interstate highways were to last for years. I doubt it, with the pounding they are taking today. While on I-80, we noticed that the damage was around the joints in many places. To correct this, the states cut out the joints plus a foot or two on each side and repoured that joint with a whole new section. The result is a constant "thunka-thunk" which not only drives you crazy, but can also lull you into a stupor--something you do not need on a long trip.

The Highway Federation (mentioned in the News article) mentioned that the auto traffic will naturally go up even more because of the trend of more U.S. households having two or more vehicles. But, truck sales have been more than auto sales and the sales of heavy-duty trucks such as tractor-trailer units were up 12% in early 1987 alone. Truck traffic will increase about twice the rate of automobile travel. Now, to me, this gets a bit scary.

On that trip, we noticed that all of the big rigs going through were not going from just one state to the one next door. They were going "coast-to-coast." With all that weight and constant pounding, it is no wonder that our highways are being beat to death.

The solution? I do not know what it would take, but it seems like those trailers could be put on flat cars and run as more piggy-back trains. They would get there faster and probably safer for the shippers

involved. In the last couple of years, we have seen more and more specialized piggy-back trains come about. With only one or two engines, smaller crews, and no cabooses, these trains make faster time. None of us can drive the same distances in our cars that these trains can travel without a reasonable number of rest and sleep stops; nor can the truckers. The number of jobs would not be cut as you still need the drivers at the ends of these runs to take the trailers to their local destinations.

In fact, the whole concept could lead to more jobs, especially in the railroad industry. It would require more trains, more manufacturers having to build more railroad equipment. In many places, many of the railroads would have to, perhaps, add track to make double-track mainlines to handle the traffic. If you have more trains, it means more train crews, etc. A pipedream you say??? Who knows--but isn't it worth trying? Besides, it would make highway travel perhaps a bit more pleasant...and think of the railfan's new photographic possibilities! (John Dillavou)

NEWSLETTER CONTRIBUTIONS

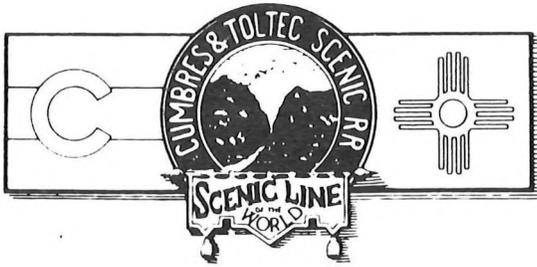
We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody St., Lakewood, Colorado 80226.

ANNUAL NEAL MILLER CHRISTMAS GIFT

Neal Miller has advised your editor that this year's photograph is at the printer and will be available at the December meeting as per custom of the past many, many years.

This year's subject includes a UP 3900 and 4000-series engines on a doubleheader over Sherman Hill at Buford in 1953.

Neal will supply the newsletter with the original so that all 1100 members will have a copy in the January issue. We'll be looking forward to receiving it!



CUMBRES & TOLTEC SCENIC RAILROAD ROLLS TO BEST YEAR EVER

The Cumbres & Toltec Scenic Railroad dropped the fire on engine 484 at 6:30 p.m., October 30th, thus bringing to a close the 1987 operating season.

The last regular passenger trains were run on October 11th marking the best season in the line's history since becoming a tourist attraction in 1971. A total of 38,721 riders experienced the unique blend of railroad history and spectacular Rocky Mountain scenery. This was a 13.8% gain over the previous year and translates into 4,700 more passengers.

Special movements after the regular season consisted of a two car special to Cumbres Pass from Chama for a group of Canadian travel writers on October 13th, a chartered "freight train" to Big Horn and return on October 14-15 (engine 489 and helper 487), and a work train to take engine 495 to Antonito for display (work extra 484).

During 1987, the volunteer program had the best attendance in many years. The group painted 18 cars, lettered several more and made significant repairs on two long reefers and one stock car. Two engines were also painted, the 483 and 492. In addition, the mile/whistle board project got underway with the placing of six new wood mile posts.

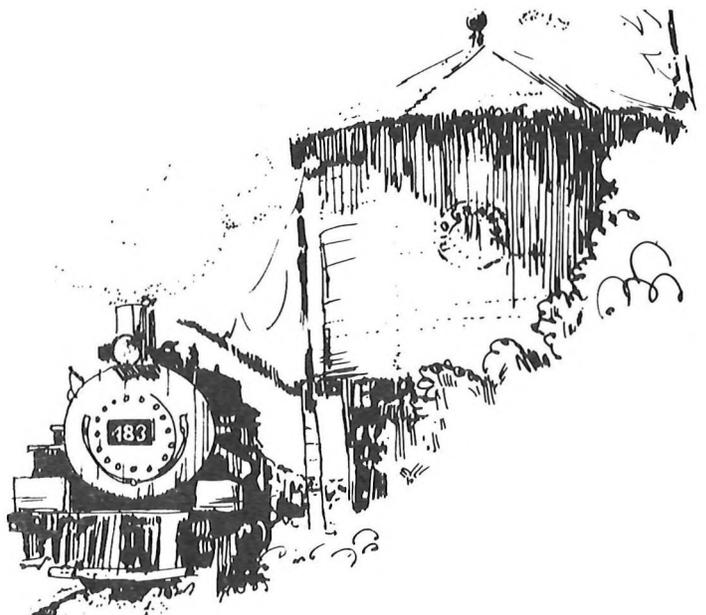
Earlier in the year, the trestle at MP 285.87 had all new stringers applied, plus some cap timbers and ties. Los Pinos water tank was completely rebuilt during the summer, with a new redwood tank, new roof and many of the support timbers replaced. Throughout the season, the tie replacement program continued with over 2,000 new treat-

ed ties installed. The ash pit at Chama has been rebuilt and a new track from the rear of the new engine shop to the ash pit installed. This also included a storage/car repair spur.

The old film set at Lobato, "Weed City", got a face lift this fall when a made-for-television western was filmed there. Weed City now has a new coat of paint and a new roof. As part of this film ("Long Arm"), three of the old movie passenger cars, two RPO's and a coach were repaired and painted coach green and black.

The new coaches built over the past two years at the Antonito Car Shop were in service out of Chama in 1987, and have been very popular with the passengers. These cars are of a different design than the seven previous coaches built in Antonito as they have the traditional clerestory roofline and larger windows, as well as being equipped with Hale & Kilburn walkover seats. These new cars are: 510 "Tres Piedras", 511 "Santa Fe", 512 "Chama", 513 "Taos", 514 Ojo Caliente", 514 "Española" and 516 "Dulce".

Considerable off-season work is being planned and should keep the shops at Chama and Antonito busy through the winter and spring. (C&TS/Dan Ranger, General Manager)



THE NEW SKI TRAIN

As indicated in the last Rail Report, a new era is about to begin for Ski Train service to Winter Park over the D&RGW. Anasco Investment Corporation, a subsidiary of the Anschutz Corporation, is undertaking the venture and will use seventeen cars it has acquired from VIA Rail Canada. The purchase arrangement includes an option to buy four additional cars later. The cars were built in 1968 by the Canadian car builder Hawker-Siddley and were used in Tempo service between Montreal and Toronto. Aluminum is incorporated into the cars and the body configuration is certainly different than any other passenger cars that have ever plied the rails of the Rocky Mountain region. The ribbed sides are punctuated with small rivets and the transition curve from the car side to the roof appears sharper than the old "standard" style streamlined cars. Windows appear to be a bit smaller than the "Rio Grande Zephyr size" windows but visibility from the interior seems quite adequate. The dimensions of the cars are similar to the older cars but the most distinctive difference in appearance from the "standard" streamlined car is in the trucks which present an appearance that makes one wonder if half their parts are missing! Most of the truck "body" is between the wheels which are hidden from view by the shiny rotor for the disk brakes. These are "Head-End Power" cars and electricity will be provided from "our old friend", steam generator No. 253 which saw many miles of service on the Rio Grande Zephyr. Originally purchased for service as an Alco PB power unit on the California Zephyr in 1947, No. 253 was converted to a non-powered steam generator in 1965. It is now being reconfigured once again with the replacing of the boiler with two Catapillar diesel generators. The cars and power will be prepared for service at Denver Railway Car Company (where the work on the Roaring Fork Railroad cars is done). Condition of the cars is good so work will consist primarily cleaning, minor electrical work and painting. The first two "new" cars arrived in Denver from Montreal on November 5th with two more arriving the next day. Routing from Canada was on Amtrak's International and California Zephyr trains.

The consist of the cars is as follows: nine coaches, five buffeteria cars and three parlor cars. Seating capacity in the coaches varies from 66 to 80. The 66-seat cars have rather large luggage storage areas which will no doubt be useful for Ski Train service. The buffeteria cars (which will be referred to as cafe-lounges) will be used for food and beverage service and have no revenue seating. The parlor club cars are 39-seat cars with 2-1 seating and have a food service area. The seats are different than those in the coaches, being larger and presumably more comfortable.

The standard Rio Grande passenger car paint scheme will be used although a black area will be applied to the center of the roof (essentially out of view from the side) to assist in heating. A Ski Train logo based on the Rio Grande's "Thru the Rockies" emblem is being created for use on the cars and in publicity. A marketing program will insure that the train does not end up being one of the areas "best kept secrets".

The round-trip fare will be \$20.00 coach and \$35.00 in the parlor-club. Arrangements for handling of the ticket sales are currently underway with Ticket Master tentatively the ticket outlet. Tickets will be available at Denver Union Station the morning of each trip for an extra \$3.00 charge. The schedule will be the same as the old Ski Train with a 7:30 a.m. departure from Denver and a 4:00 p.m. departure from Winter Park. It is anticipated that running times will be approximately 15-minutes faster than the old operation due to the more modern equipment. First trip will be on Saturday, January 2, 1988. The Rio Grande will provide motive power on a contract basis. (Darrell Arndt)





REPORT ON THE CADILLAC & LAKE CITY TRIP

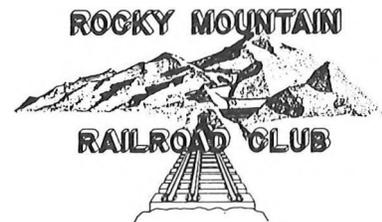
Perfect weather was the rule of the day on September 19th as the Club's Cadillac & Lake City Railway special rumbled over the ex-Rock Island line between Falcon and Limon. Each car was unique to the five-car consist and provided an interesting mix of accomodations. Included was a combine, a counter diner, coach, sleeping car and observation-lounge. With the addition of the counter diner in this year's train, arrangements were made for a hot lunch to be served . The food was, without question, absolutely delicious! Also partaking in our outing this year were members from the Pike's Peak Historical Society whose company and support we appreciate.

Shortly prior to the trip, the railroad became aware of several freight cars that needed to be moved over the line to and from Limon, so, in the spirit of cooperation, the Club gave the green light to move the cars in the special. Consequently, the makeup of the train changed several times enroute, resulting in a mixed train operation for much of the trip.

The Cadillac & Lake City Railway folks rate a big THANK YOU for providing excellent service on this excursion. They responded in a positive manner to modifications of our photo runby schedule while enroute, added the sleeper to provide additional seating area and variety to the consist, served a fine lunch to over 90 people at their seats in an expeditious and efficient manner and cooperated throughout the planning and execution of this special operation. It is always delightful to work with and ride on a railroad that makes our organization feel welcome and the Cadillac & Lake City is no exception. (Darrell Arndt)

FROM THE COLORADO RAILROAD MUSEUM

The last steamup for the year will take place December 5-6, 1987. Why not come out and take a ride and do some last minute shopping for the season. If you can't make it out to the Museum, drop them a line to receive the November update of their merchandise timetable. Remember, the Colorado Railroad Museum carries a complete stock of current railroad books and also has many out-of-print volumes available--while they last! If your short of time, give them a call to find that gift for a favorite railfan: (303) 279-4591. Your support of the Museum goes a long way to preserve Colorado's railroad heritage.



CLUB MERCHANDISE AVAILABLE

- CLUB T-SHIRT (s-m-l only)..... \$5.00
- CAPS (one size fits all)..... 4.00
- CLUB EMBLEM (fits any bumper or suitcase)..... .50
- CLUB PATCH (fits anything at all!)... 1.00

Please add \$1.00 per order if ordering by mail on large items or include a stamped, self-addressed envelope if just a patch or self-sticking decal is ordered.

Items may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Erwin Chaim
560 Emerson Street
Denver, Colorado 80218

NOTICE

SWAP 'N SHOP



MEMBERSHIP DUES FOR 1988

Please note the dues notice/wrapper used to address the December newsletters!!! PLEASE, make any needed corrections to your name and address and return the dues notice intact.

Dues remain \$15.00 As has become our custom, we are having the annual BOOK DRAWING which benefits our equipment fund and provides funds needed to repair and maintain the Club's equipment collection at the Colorado Railroad Museum.

This year, the main prizes include: 1st prize--Wm. Henry Jackson's Railroad Album; 2nd prize--Memorial Edition, Denver, South Park & Pacific by M. C. Poor (RMRRRC Publication); 3rd prize--Pictorial Supplement to Denver, South Park & Pacific, Abridged Edition by R. H. Kindig, E. J. Haley and M. C. Poor (Trowbridge Press Publication); plus other prizes yet to be determined.

Chances are \$2.00 each and you may purchase and enter as many chances as you wish. You will find coupons on the dues wrapper. If you wish to purchase more than two (2), please photo copy or type additional copies of the coupons. REMEMBER...you must fill out each coupon with your name and address! PLEASE DO NOT make our treasurer or other folks do this for you. Your cooperation in this matter will be greatly appreciated.

We respectfully request that you send in your dues as soon as possible to make life easier for Bert Bidwell (treasurer) and Tom Lawry (membership chairman). Thank You!



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: Would like to purchase the following books: 1) Railroads of Nevada, Vol. II by D. Myrick and 2) Colorado Rail Annual No. 9 (covers the RGS) by the Colorado Railroad Museum. Please advise condition and price. Pat Barry, 6480 Stagecoach, Santa Barbara, California 93105.

WANTED: Caboose history. I recently purchased two ex-Rock Island wooden cabooses which have spent the last ten or so years just north of the airport. I would certainly enjoy talking to anyone who knows about these cars; when and where they were built, etc. Tom Abbott, 10780 West 35th Avenue, Wheat Ridge, CO 80033. Phone: 233-9655.

FOR SALE: Railroad Book Collection. Some going back 41-years! Send SSAE for list. Joseph R. Zerr, 949 N. Columbus Blvd., Tucson, AZ 85711.

FREE: List of 346 American common carrier narrow gauges proposed for inclusion in American Narrow Gauge Railroads. This is being circulated to assure that I did not miss any. SSAE nor required. Prof. George W. Hilton, Dept. of Economics, UCLA, Los Angeles, CA 90024.

