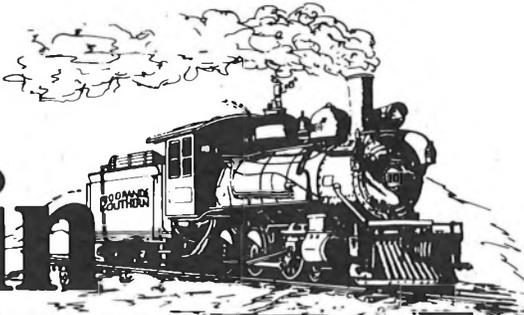


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 14, 1991 -- 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
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert 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 in the June, 1991 Rail Report is due no later than May 14, 1991!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, missing newsletter pages, etc. to:

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

May, 1991..... No. 380
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. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership 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 November of the current year.

MAY 14 PROGRAM

Billi Bowen, now deceased, was a Club member from 1952 until 1961 when he moved to California. He left a legacy of 16mm movies of railroading during the golden age of trains in this country.

The Club owns a 1200-foot reel, approximately 45-minutes in length, containing footage shot in the middle 1940's with the

majority of sequences shot in Colorado on both standard and narrow gauge. Some years back, Ed Haley and Dick Kindig reviewed the film and prepared a commentary for the film.

One of the sequences covers a trip over Marshall Pass from Sargents to Salida on the Denver & Rio Grande Western narrow gauge. The movie ends with a nostalgic scene of Rio Grande Southern geese Nos. 4 and 5 passing each other with the majestic Uncompahgre range in the background.

Plan on being at the May meeting and enjoy this historic film--shot when "Steam was King!"
Joe Priselac

PUBLISHER'S STATEMENT

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APRIL MEETING — POTPOURRI NIGHT

Club members and guests were, once again, treated to a wonderful potpourri program at the April meeting. This has become a tradition that all look forward to each year. As we have done in past years, we wish to thank all who participated and offer the following review of the night's fare:

CHIP (JOHN) SHERMAN: Back from Greece and now stationed in San Antonio, Chip sent photos of the area, particularly the Pearl Brewery Trolley and Private Varnish; Galveston Museum; Texas Dining Train.

ED HALEY: Reminiscences of an excursion by Ed, Dick Kindig and Bob Richardson in February of 1953 from Denver to Alamosa to board the San Juan to Durango and the mixed, Wednesday only, train to Silverton and return to Denver--all by train!!

PETER GILBERT: "A day at Tacoma Bridge" on the Silverton Branch--photographing all the days's trains, both northbound and southbound.

LES NELSON: Steam locomotives in China, along with sights and people surrounding the operations.

GENE MARTIN: An overlook at railroading (standard gauge) in New Mexico--freight and Amtrak operations.

HUGH ALEXANDER: A trip to Austria with specific looks at Steam Cog Railways and city trolley systems and equipment.

JOE PRISELAC: A look back at the RMRRC's Eastern trip, including the Horseshoe Curve of the old Pennsy Line; Strausburg Railroad Museum; East Broad Top and Baltimore Trolley Museum.

SHERM CONNERS: A look at the historic Reliance Mine Tipple and complex at Rock Springs, Wyoming with explanation as to how it related to the railroads that served the coal mining community.

MIKE BUTLER: Photographs of train stations around the state of Colorado.

BOB ANDREWS: Action on Crawford Hill (12-miles of 2% grade) in northwestern Nebraska during October of 1985. Coverage of BN helper freights on this stretch of rail.

TRUMAN YOUNG: Coverage of the 1990 Open House at the Colorado Live Steamers at their Waterton layout. Closeups of the numerous steam locomotives.

TOM KLINGER: Historic coverage of the last train to operate west of Chama to take rolling stock and a dead engine to Durango before tracks were torn up. The train featured road engine No. 473.

ERWIN CHAIM: A preview and plug for the upcoming NMRA Convention in Denver (June 30-July 6, 1991) via photographs of the 1977 National in Denver.

JIM JONES: A historical look, through old photographs, of the Denver & New Orleans, which later became the C&S, as it traveled along the old eastern line down south.

FRANK STAPLETON: A look at Frank's recent trip to Ecuador where his excursion group rode and "played" with their own special train and the many steam engines they rode behind and "on."

Once, again, out thanks to the above members for sharing their slides with us. ALSO, a special thanks to Erwin Chaim for, once again, handling the slides, making

title slides for each person, reviewing and organizing the fifteen sets of slides, and, projecting the slides at the program. In many respects, the potpourri program is really Erwin's with assistance by the various photographers. Thanks, Erwin!!

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.

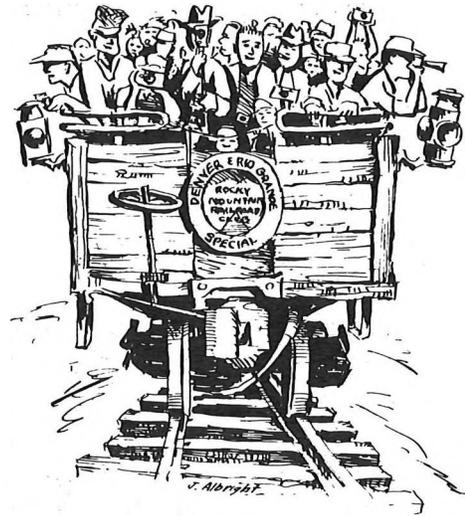
WORK DAY AT THE COLORADO RAILROAD MUSEUM CHANGED TO JUNE 1st

Hugh H. Wilson has taken over as chairman of the Equipment at the Colorado Railroad Museum for the Club. The work day for this year was set prior to Hugh's acceptance of this post and Hugh has a conflict with his involvement with the UP equipment move back from California. He will need more time to set up our work day and so the work day date has been changed to June 1, 1991.

We will have full details at the May meeting; however, we ask that you set aside this date to help in the annual spruce-up/fix-up of the Club's equipment. We do this as early as we can so as to have our equipment look its best for the tourists who visit the Museum during the summer. Winter also takes its toll and many repairs are generally needed.

It would be most useful to have an idea of how many Club members will help out. We ask that you advise Hugh at the May meeting or call him at (303) 985-8207.

Your participation is always greatly appreciated and those who help out always have a great time!



1991 SCHEDULE OF EVENTS

May 4-12	California State Railroad Museum / "Railfair '91 in Sacramento" Excursion
May 14	Regular Monthly Meeting
June 1*	Work Day at the Colorado Railroad Museum
June 8	Limon/Arriba (Kyle Railways) Excursion
June 11	Regular Monthly Meeting
June 28	100th Anniversary Celebration of the Pike's Peak COG Ry.
July 9	Regular Monthly Meeting
July 13	Ft. Collins Trolley & Picnic
August 10	Colorado Midland Field Trip
August 13	Regular Monthly Meeting
September 1	C&TS Double-headed Mixed Train Excursion
September 10	Regular Monthly Meeting
October 5	Platte Valley Trolley Trip
October 11	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting

*Please Note: Due to a scheduling conflict the annual WORK DAY at the Colorado Railroad Museum has had to be moved to June 1st.

ANNUAL EQUIPMENT BOOK DRAWING

The April meeting brings with it the annual Equipment Fund Book Drawing that is tied in with our annual dues renewal. Some outstanding books are offered in this drawing with the grand prize being a special volume. This year is no exception and we offer the following results:

- 1st Prize: Donald L. Jones, Washington, D.C. / Colorado Midland (RMRR, W. Morris Cafky)
- 2nd Prize: J. L. Meyer, Loveland, Colo. / Memorial Edition, Denver, South Park & Pacific (RMRR, M. C. Poor, E. J. Haley & Richard Kindig)
- 3rd Prize: Foster C. Parriott, Boulder, Colorado / Otto Perry's Railroad Pilgrimage. Sundance Pub.
- 4th Prize: Doug Frost, Bailey, Colorado / Georgetown & The Loop (RMRR, Richard Kindig, P. R. Griswald, & C. Trombly)
- 5th Prize: Tom Caldwell, Thornton, Colo. / No. 25 Print (RMRR, Joe Preiselac)

This year's drawing netted (as of March) over \$1200.00 for the Club's equipment fund. These funds will be used to repair and renovate the Club's historic equipment at the Colorado Railroad Museum. Members are enthusiastically thanked for their financial support as well as for their time and labor during work sessions. All will have an opportunity to once again support this work as we meet on June 1st for the annual WORK DAY at the Colorado Railroad Museum. Further details are contained in this issue of the Rail Report.

PRESERVATION FUND AND BOOK DRAWING FOR APRIL

Prizes and winners at the April, 1991 meeting are as follows:

- Mary Whitwell / American Heritage: History of Railroads in America
- Ardie Schoeninger / Official Railway Guide--1974 Edition

Jim Britton / Moguls and Iron Men

Carl Carlson / The Up-Country Line (Maine)

Al Jonez / The Golden Age of Railroads

Val Lamb / TRAINS Annual--Railway Color Album

Lee Whiteley / Set of Union Pacific Timetables

Sherm Conners / Set of NRHS Bulletins

Tom Robinson / Print: City of San Francisco

Frank Gill / Print: Cannonball Special

Gary Ellison (NY) / Set of large Postcards

If members have items they wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

NEW MEMBERS

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

Leonard Epstein	Ft. Collins, CO
Deeforest "Mack" Fisher	Denver, CO
Warren Nelson	Washburn, WI
Dick Sanford	Brownsburg, IN

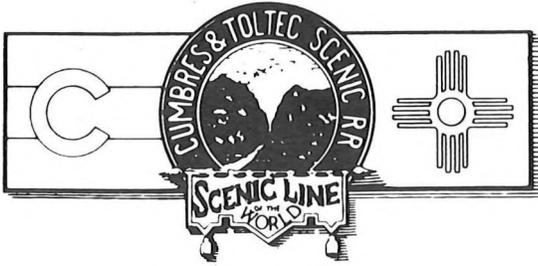
The Rocky Mountain Railroad Club regretfully announces the passing away of the following former member:

Dr. Leonard Twidwell Texas City, TX

Dr. Leonard Twidwell, who joined the Rocky Mountain Railroad Club during the first excursion he and his wife participated in--our 1953 Alamosa-Durango trip--and had been a member until a couple of years ago, died at age 88 in Texas City, Texas last month. He was the oldest practicing physician in Texas City. He and his wife of 62 years, Faye McCarty Twidwell, never missed a Club excursion on the Denver & Rio Grande Western's narrow gauge Alamosa-Durango-Silverton Line. They were well known to the many Club members who rode this special train every year. (Ed Haley)

Rocky Mountain Railroad Club

PRESENTS AN EXCURSION OVER THE



Sunday, September 1, 1991

The Rocky Mountain Railroad Club invites you to join it on an exciting narrow gauge railroading adventure on the Cumbres and Toltec Scenic Railroad. Our double-headed steam excursion will leave Chama, New Mexico for a 12-hour, ninety mile trip to Big Horn Wye and return with numerous photo runby opportunities. Along the way, you will experience awe-inspiring scenery of the San Juan Mountains along with historic right-of-way, structures and engineering feats of General Palmer's Denver & Rio Grande Railroad.

Our special train will be a FREIGHT/PASS-ENGER mix, consisting of two K-36 Mikados, ten freight cars including caboose, and, eleven passenger cars!! The freight portion of our special train will be placed in front of our passenger cars, allowing photographers to capture a classic freight consist in their pictures.

Many outstanding photo locations will be selected for our passengers' pleasure. Some well known sites such as Lobato, Coxo, Windy Point, Cascade Creek Trestle and Big Horn will be included along with sites to be named later.

The \$75.00 fare will include your transportation, trip handouts, lunch at Osier and a snack at Big Horn. (While the excursion will include lunch and a snack, we suggest that you take additional non-alcoholic beverage with you as this will be a very long day of railroading and we will not have a C&TS snack car in our consist) There are no children's fares on this particular trip.

The Rocky Mountain Railroad Club and the Cumbres & Toltec Scenic Railroad will assume no responsibility for any inconvenience caused by trip cancellation or changes in equipment or schedule.

Prior to August 15, 1991, there will be a handling charge of \$3.00 per ticket for cancellations. There will be no refunds made on tickets after August 15, 1991.

In addition to the Cumbres & Toltec Scenic Railroad excursion, arrangements have been made with the Durango & Silverton Narrow Gauge Railroad for space on their 9:30 a.m train to Silverton on Monday, September 2, 1991. This will not be a special train. We have booked space on their regular train in open gondolas for those who wish to ride both narrow gauge trains over the Labor Day Weekend and wish to enjoy the company of fellow railfans rather than the general public. Fares for this train are \$38.00 for adults and \$19.00 for children ages 5 through 11. (D&SNG fares are \$37.15 and \$18.65) The Club will make reservations for you and supply you with tickets in advance. Motel information will be sent with tickets.

PLEASE...enclose a stamped, self-addressed envelope with your order!!

Please Print or Type

NAME _____

ADDRESS _____

TELEPHONE () _____

_____ FRT/PASS Tickets @ \$75 \$ _____

_____ Adults (D&SNG) @ \$38 _____

_____ Children (D&SNG) \$19 _____

Total \$ _____

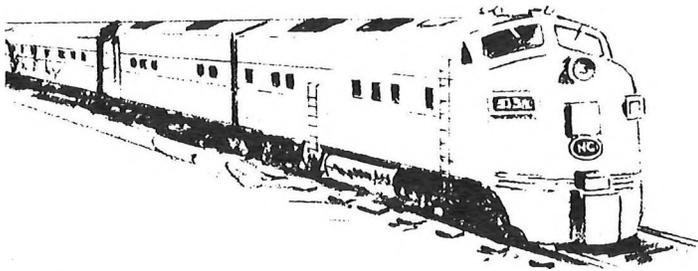
Please fill in the coupon provided and send it with your remittance as soon as possible to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Joe Priselac, 5100 Stuart Street, Denver, Colorado 80212.

REMINDER

Passengers must arrange motel accomodations in Chama for themselves. A list of motels in Chama follows:

Chama Motel Listing

Branding Iron Motel	(505) 756-2162
Elkhorn Motor Lodge	(505) 756-2105
Foster's Hotel	(505) 756-2296
High Country Inn	(505) 756-2384
Little Creel Lodge	(505) 756-2382
Lobo Lodge	(505) 756-2150
Shamrock Lodge	(505) 756-2416
Spruce Lodge	(505) 756-2593
Trail's End Motel	(5050) 756-2156
"Y" Motel	(505) 756-2166
Rio Chama RV CG	(505) 756-2303
River Bend Lodge	(505) 756-2264



**LIMON/ARRIBA EXCURSION
(KYLE RAILWAYS)**

You are cordially invited to join the Club on Saturday, June 8, 1991 for a trip on the "Limon Train Ride." The train leaves Limon at 7:00 p.m. and returns at 9:00 p.m. The train runs east to Arriba for a round trip of 44 miles. Aboard the train, riders will be treated to Dessert & Cold Drinks, along with local entertainment.

In the summer of 1989, the Limon Chamber of Commerce responded to a need for an organized tourist activity and started the Twilight Limited train rides. This gave

birth to the "Limon Train Ride" and the Heritage Society to help perpetuate the history of the Limon area and the Rock Island Railroad. This group is doing an excellent job; they have renovated the Limon Depot and have plans for a number of exhibits inside the Depot as well as developing a park outside the Depot.

At one time, Limon was a division point on the Rock Island Railroad with more than 300 employees. Limon is still rebuilding from the devastating June 6, 1990 tornado which left \$14 million damage to the central business district.

There are a number of fine motels in Downtown Limon should you wish to spend the night. The Train runs only on Saturdays and the general fares are \$12.95 for Adults and \$7.95 for Children. Limon is a 1½-hour drive (via interstate) from Denver.

For Tickets/Reservations, please send your remittance as soon as possible to the ROCKY MOUNTAIN RAILROAD CLUB, c/o Carl Carlson, 2794 So. Eaton Way, Denver, Colo. 80227. (303) 985-0975.

Please enclose a stamped, self-addressed envelope with your order.

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____

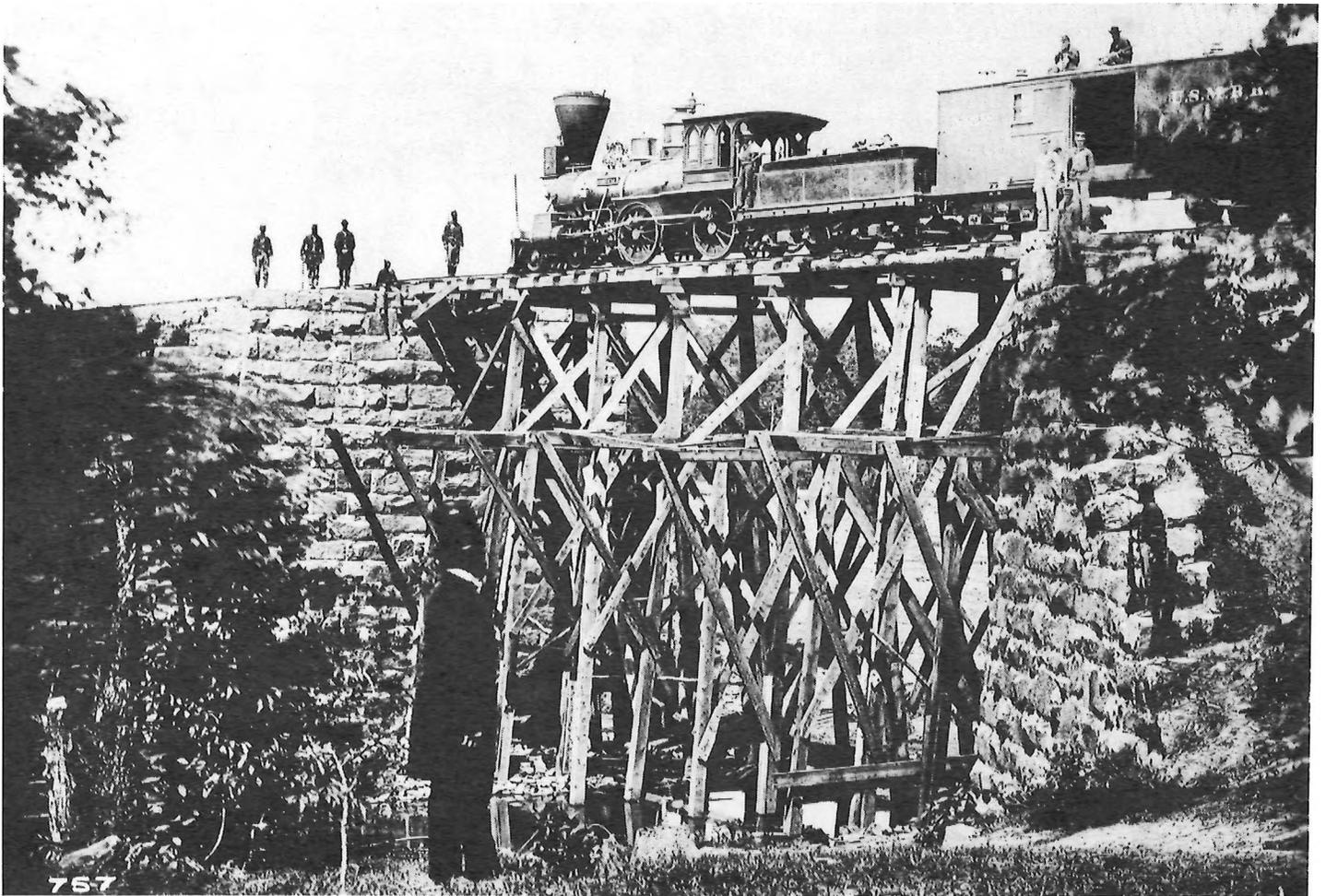
ZIP _____ TELEPHONE _____

Enclosed is my check or MO for the following tickets:

_____ Adults @ \$12.95 \$ _____

_____ Children @7.95 _____

Total \$ _____



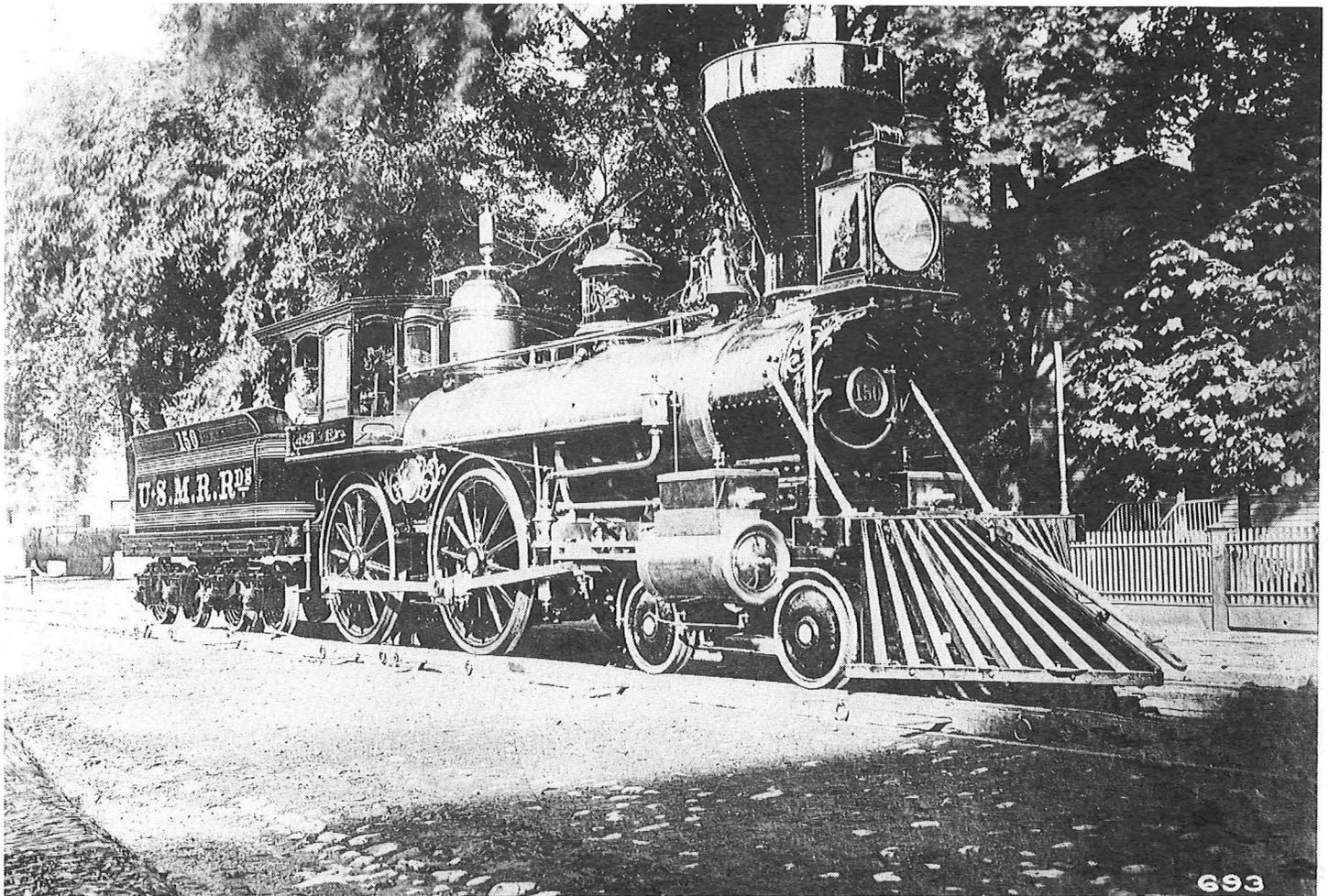
The Locomotive *FIREFLY* of the United States Military Railroad poses for the photographer on the Orange & Alexandria Railroad near Union Mills, Virginia. The 4-4-0 was built for Federal use by R. Norris & Son of Philadelphia in 1862, and after the Civil War was over she was sold to the Baltimore & Ohio Railroad for \$12,500. The wooden frame trestle in this picture was erected to replace the destroyed bridge that originally spanned the creek between the two stone abutments. [Information from *CIVIL WAR RAILROADS* by George B. Abdill] J. Foster Adams Collection, RMRRRC.

J. FOSTER ADAMS COLLECTION

Your editor was certainly surprised to hear from a number of folks concerning the photographs from the J. Foster Adams collection that were included in the April newsletter. I do want to make myself clearer about these photographs and those included in this issue of the Rail Report. These were NOT taken by Mr. Adams, but represent some very fine prints that are a part of the photographic collection that the Club owns. While these photographs can be found (as we have learned) in some now out-of-print books, we have found that Mr. Adams' copies are apparently from the original negatives and are super clear. I

am going to ask Bob Griswald to furnish some of Mr. Adams' photographs for future newsletters, and, perhaps, our members can help us to identify trains and territory. Mr. Adams' work is superb, but, as was mentioned last month, the Club has no information with the negatives and prints as to where the photos were taken, when they were taken, or what railroad or equipment is being pictured.

I received information from Chuck Powell of Ft. Collins, Lloyd Crews of Littleton, Cornelius W. Hauck of Cincinnati, OH, and, Jim Wollam of Glendale, CA. My thanks to all! For members information, I am quoting Cornelius' note to make my job easier:



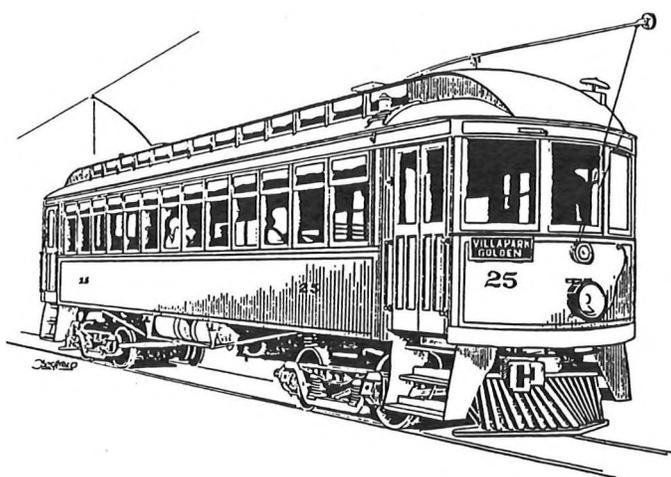
This handsome 4-4-0 woodburner was built by the New Jersey Locomotive & Machine Company of Paterson, New Jersey. The No. 150 was produced for the US Military Railroad in 1864. During the entire Civil War, the engines purchased or captured and under control of the US Military Railroads totaled 419, according to Genl. McCallum's reports; these figures probably include a number of new locomotives ordered shortly before the war ended. These new engines were delivered to the Army but were stored around Manchester, Virginia, and not used; they were later sold by Government order. The demand for skilled locomotive engineers was great, and experienced men were recruited from all over the North to handle the throttles on the military lines. The engineers ranked at the top of the operating crew's wage scale on most Northern railroads, their pay averaging \$3.00 per day; firemen drew \$1.75, conductors about \$1.66, and brakemen about \$1.33. [Information from CIVIL WAR RAILROADS by George B. Abdill] J. Foster Adams Collection, RMRRC

The photo on pg. 5 is a fairly familiar view of the Lower Terminal of the Cascades Railroad, a portage railroad on the Washington side of the Columbia between Portland and The Dalles. Begun in 1851 as a wooden tram, it was rebuilt in 1861, after a devastating flood, as a first class iron-railed wide gauge railroad. The rig at left, nosing out of the engine house, is one of the original portage locomotives, and may have been built by San Francisco's Vulcan Iron Works. The closest (of two)

locomotives at right was identified by George Abdill as the "D. F. Bradford", an unusual Danforth Cooke 4-2-4T. The view on pg. 6 (one I had not seen) appears to be either the same outfit, with what looks like a Danforth Cooke eightwheeler, or a view on a second portage line built by the succeeding Oregon Steam Navigation Co. between The Dalles and Cellilo on the Oregon side. However, the terrain, sun, and evidence of flood damage would suggest this was also on the (Washington) Cascades Rail-

road. This line fell into disuse with the completion of the OR&N through line on the Oregon side in 1881, and was later converted to three foot gauge for local service, powered by one of the small Porters from Walla Walla & Columbia River (see COLORADO RAIL ANNUAL No. 5--1967). (Cornelius W. Hauck)

The photos in this issue of the Rail Report are not unknown, but with the interest developed by the PBS series "The Civil War", I thought members might find them of interest. Information is contained in the photo captions. (Jim Trowbridge)



NO. 25 PROJECT UPDATE

D&IM No. 25 passed her 80th birthday in February of this year. Berthed in the Denver Federal Center locomotive shed, Club volunteers continue the task of restoration. Almost 40 years of revenue service between Denver and Golden and almost that amount of time in storage and on display at the Colorado Railroad Museum has taken its toll.

To bring Club members up to date on the restoration since our last report in early 1990, we have compiled the following information:

Before his untimely death, Al Kilminster completely overhauled, cleaned and re-assembled both operator electric controllers. He made many trips to the Federal Center from his home in Ft. Collins on weekends and was overhauling the grid resistors when he became ill. Tom Abbott has now taken over the grid resistor project

besides helping Charley Max assemble the new entrance and exit step assembly. The difficult task of replacing the roof slats over the vestibule or operators compartment was accomplished when a private carpenter was hired and is now completed.

All the tin protective covering and old tattered and rotted canvas has been removed from the roof. New drip panels are being installed by Dave Waltrip as the roof is prepared for new canvas. Dave also contracted with a company to make new castings of door hinges, handles, hardware and door guides. Due to heavy water damage over the years, the interior ceiling panels have been completely removed and new panels purchased. All the window assemblies, including the clerestory windows, sills and sashes have been removed, stripped of varnish, apint and stain; repaired stained and varnished. Bill Gordon, Dick Kremers, Steve Rasmussen, Fran Wilson, Hugh K. Wilson and their father, Hugh H. Wilson, Tom Peyton, Jack McClannen, Lorin Weed, Mat Anderson, and, yours truly, Joe Priselac, are on this project and, surely, are ready to pass Homer Fornby's test of expert wood restoration. Darrell Arndt and Dick Parker have spent many evening hours on wood repair.

The number-one end bumper and floor area have been completely removed due to extensive rot and damage; Charley Max is chomping-at-the-bit to get started on this project as soon as the bumper comes back from getting a flat spot repaired. Charley has become an expert after the repair and reassembly of the number-two end. Paul Thode has done a wonderful job of fashioning the new route-sign boxes for the roof ends, the destination ports under the right front window on each end, and, new ladders for the roof. New cable and wire is on the property and Leonard Lilly will soon start his crew rewiring the car and replacing the old electric cable from the controller to the traction motors. Bill Yoder has the pilots in Ft. Collins and is restoring them. Part of one pilot is in bad shape, so, Dave Waltrip is fashioning replacement parts.

Les Nelson is working on a plan for the mobility of the diesel generating unit to power the car. Also, new brake shoes have

been cast since the turning of the car's wheels created a deeper flange.

Over \$30,000 has been spent and most of the replacement wood and other parts is available for when the time comes to put the car back together. Safety glass and canvas must still be purchased. Darrell Arndt has spent many hours as a "go-fer." literally researching and coordinating with outside contractors to do restoration on items that volunteers cannot handle. Furthermore, we need to extend our thanks to Irv August and Ed Haley for their support and their memory of the historical information concerning times when this car was in service. Additional thanks go out to the many others not specifically mentioned but who have lent a hand and to those who, through the Club and the Foundation, have provided the financial support we have received to date and the budgeted funds that will need to be used later.

Hundreds, if not thousands, of volunteer hours have accomplished what has been done thus far; but, many more hours of work remain to finish this monumental project!! And when finished, the RMRRRC and Foundation Members will have a priceless jewel to operate and show off.

Thus, if any members or interested folks have any expertise in carpentry or electricity, or, just want to be of some help in this project, please consider volunteering. We can certainly use you--your time and talent. If you wish, we can also use your financial help. Donations of \$10.00 or more receive a No. 25, full color, print (\$5.00 being considered non-tax-deductible) Any amount above the \$5.00 is fully tax deductible. Checks can be made out to: ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION, P. O. Box 2391, Denver, Colo. 80201. (Joe Priselac)

OBSERVATIONS

In a recent article in Rail Model Journal, there were photos of some drain tile kilns in a place called Deep River, Iowa. The town's name bugged me for some time as I thought that I should know where it was located. Looking it up on an Iowa road map, I realized that that the town was located on the Chicago & Northwestern, nine miles

south and nine miles east of Malcom, Iowa, where I spent my senior year of high school from 1953-54. We used to play them in basketball and baseball--I guess I can forget a few things in 37 years.

Iowa was once criss-crossed by almost all the major railroads, and, I don't think there was one town more than 8 miles from a railroad at this period. Today, the majority of the little lines have been abandoned and many others have been swallowed up by the C&NW. Periodically, I offer a clinic for model railroaders called "Modeling Midwestern Industries"--or, "Why I left Iowa." The clinic covers a lot of grain elevators. Grain was the railroads' bread and butter for many years and gave birth to many small towns and hamlets throughout the midwest.

Malcom was always rather special for train watching as it was on the main line of the Rock Island. We used to have the Corn Belt Rocket and the Des Moines Rocket pass through town. These were nice trains to ride as well during the 40's, 50's and 60's. In the latter years of passenger service we saw the addition of "hot shot" piggy back flats added to the rear end of the passenger trains to make up for losses claimed by the railroad on passenger service. We always had a high number of freight trains, and, of course, there was our "local" that was always switching cars in and out of local industries. The track arrangement at Malcom was a modeler's dream and a railroader's paradise. The main line had a long tangent to the west and then into a long sweeping curve through the town (which was probably 10 blocks long--east/west). The block signals were a mile apart and there was a siding paralleling the main, and, in the middle, swung around the typical small town depot.

On the north side were two small switching sidings off the passing track siding and a small switching siding off the main line to the south. We had two oil firms, stock yards and the COOP Elevator which had grain, lumber, coal, building materials, etc. My father was manager of the COOP there and he shipped by rail most of the time. He could always get box cars in the grain season when others could not. I had the good for-

tune of working in the lumber area for the summer season before college. We had all kinds of rail loads shipped in. One morning we unloaded creosoted fence posts from a gondola (rail cars had a 3-day turn-around before you got charged extra for unloading time) starting at 3:30 in the morning. We wore wool shirts and cordoroy pants and boots and hats and rubber g-oves and threw the posts onto a dump truck to be stacked later when cool. It had been 96° the day before and was to go even higher that day, although it cooled down to 87° with the humidity to match. We boarded up box cars on one side (loading side), crawled out, and then finished the nailing in place with two boards down from the top of the car. Then we pushed the box cars with a bar into place for loading with corn, oats or soy beans. The local would bring us empty box cars in exchange for our grain-filled cars. We never saw the use of the typical grain car used today to haul this commodity.

In later years, the older elevator burned, was replaced by a concrete monster, and very little coal came in. Propane cars and cars with fertilizer became the norm. Lumber was delivered in box cars at one time with sizes mixed throughout the car. Feed came in by box cars, and, probably still does. The farming communities depended on the COOP's and still do. The COOP's depended on the rail lines and still have to today. And the rail line changed too, as time went on. New equipment was not the norm. I chased a freight one time that was lead by a GP unit in Rio Grande black and orange with the D&RGW painted out and the Rock Island's decals inserted in place. Hand-me-down U-Boats from the UP were not uncommon, and then, came the Blue color of the "Rock." Unfortunately, that did not help and the line became a fallen flag eleven years ago. The rail line is still there with different carriers operating the road since that time.

Malcom is still there--with fewer businesses, more houses, the school district combined and the school is torn down. The COOP has expanded and the railroad still has some service. (John Dillavou)

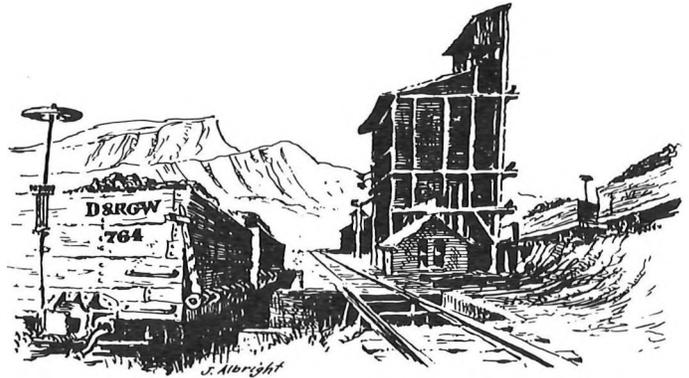


SWAP 'N SHOP

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: Silverton Northern Railroad ticket office building. Located next to Silverton depot. \$45,000. Bill Jones, P. O. Box 152, Silverton, Colorado 81433. (303) 387-5492.

FOR SALE: Special Agent's 12-gauge shotgun twice marked "Denver, South Park & Pacific R.R." (1871-1873) This firearm, broken down and in its original case, is in great condition: Fine barrel, Walnut stock, Inlay hand-hold. Name is not only incised on the barrel but has a brass plate on stock also Comes complete with shell loader, & specially numbered, All-brass shells. Grandpa's Depot Store & Museum, Denver Union Station 1701 Wynkoop St., Denver, Colorado 80202. (303) 892-1177.

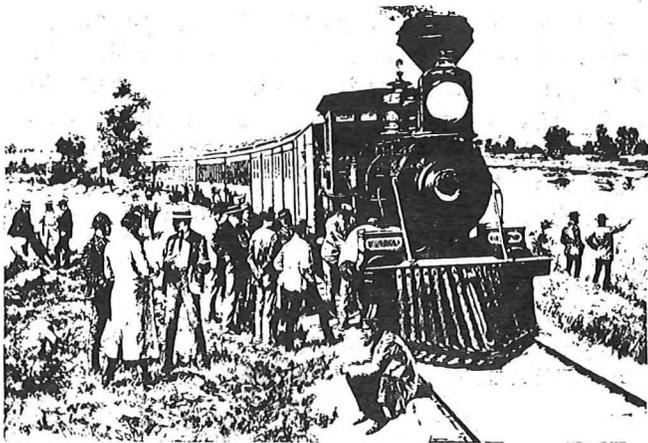


MISCELLANEOUS



COLORADO RAILROAD MUSEUM STEAMUP. The museum will steam up No. 346 on Saturday and Sunday, May 11 and 12, 1991.

RAILROAD MEMORABILIA SHOW. The 1st Annual Denver Railroad Memorabilia Show & Sale will be held at the Denver Merchandise Mart (Terrace Gardens), Interstate 25 & 58th Avenue (Exit 215) on Sunday, May 19, 1991 from 10:00 a.m. to 5:00 p.m. Dealer and other information contact: Golden Spike Enterprises, 3106 No. Rochester St., Arlington, VA 22213. 1-703-536-2954, or, locally: (303) 892-1177, John White (Grandpa of Grandpa's Depot).

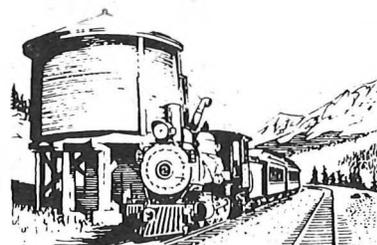


RAILROAD DAYS IN LORDSBURG. The 3rd Annual Railroad Days will be held on Memorial Day Weekend, May 25 & 26, 1991 in Lordsburg, New Mexico. Food, Games, Contests, Booths, and Music. Contact: Lordsburg-Hidalgo County Chamber of Commerce, P. O. Box 699, Lordsburg, NM 88045. (505) 542-9864.

FOLKWAYS RECORDS ACQUIRED BY SMITHSONIAN. Collection included four albums of steam sounds recorded by Vinton Wight. Only a

few copies are still available on LP discs, but all are available on cassetts. If interested, contact: Anthony Seeger, Smithsonian/Folkways Records, Office of Folklife Programs, 955 I'Enfant Plaza, Suite 2600, Smithsonian Institution, Washington, D.C. 20560. (Vinton Wight)

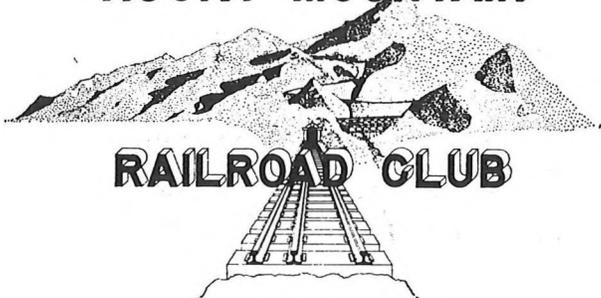
WHITE PASS AND YUKON EXCURSION. Depot G Hobbies and Trains Unlimited Tours have co-sponsored a four-day excursion on the White Pass & Yukon in Alaska. The White Pass Spectacular will feature four days of chartered passenger, freight and mixed trains powered by both steam and diesels, September 11-14, 1991. The tour, including hotel and meals, excluding airfare is \$1,099. Brochures available. Depot G Hobbies (708) 260-9600 or Trains Unlimited (916) 836-1745, P. O. Box 1997, Portola, CA 96122.



JIM TROWBRIDGE C&TS FREIGHT. Enough interest has generated to try to run one more two-day freight. Price will be \$425 per person. Contact Jim for flyer. Jim Trowbridge, 502 So. Cody St., Lakewood, Colorado 80226. (303) 988-2267.

ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

ERWIN CHAIM
560 EMERSON

DENVER, CO 80218

DATED MATERIAL