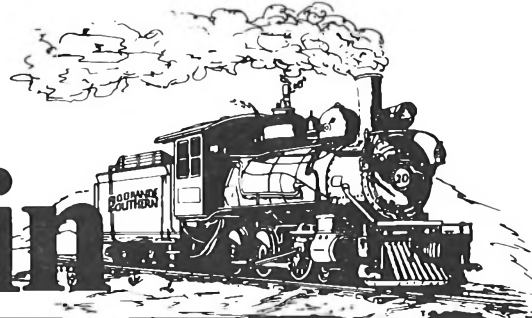


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 8, 1992 -- 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
Joseph E. Priselac..... President
Frank H. Stapleton, Jr..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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 October, 1992 Rail Report is due no later than September 8, 1992!!

MEMBERSHIP INQUIRIES

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

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

September, 1992..... No. 396
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

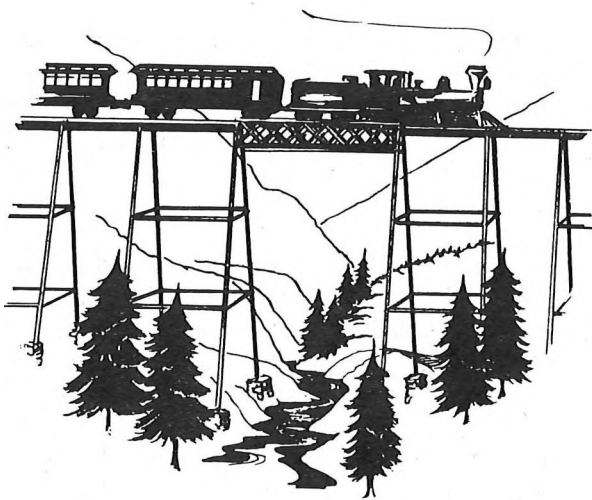
Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. 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.

SEPTEMBER 8 PROGRAM

Pennsylvania Club member, James F. Stewart, will travel to Denver in September and will present a program on a trip to Norway, Sweden and Denmark. Most of the travel was done by train and will include a trip to the "land of the Midnight Sun," travel among glaciers, and, another down an incline to a fjord. Join Jim for a trip to a land most of us only dream of. (Frank Stapleton)



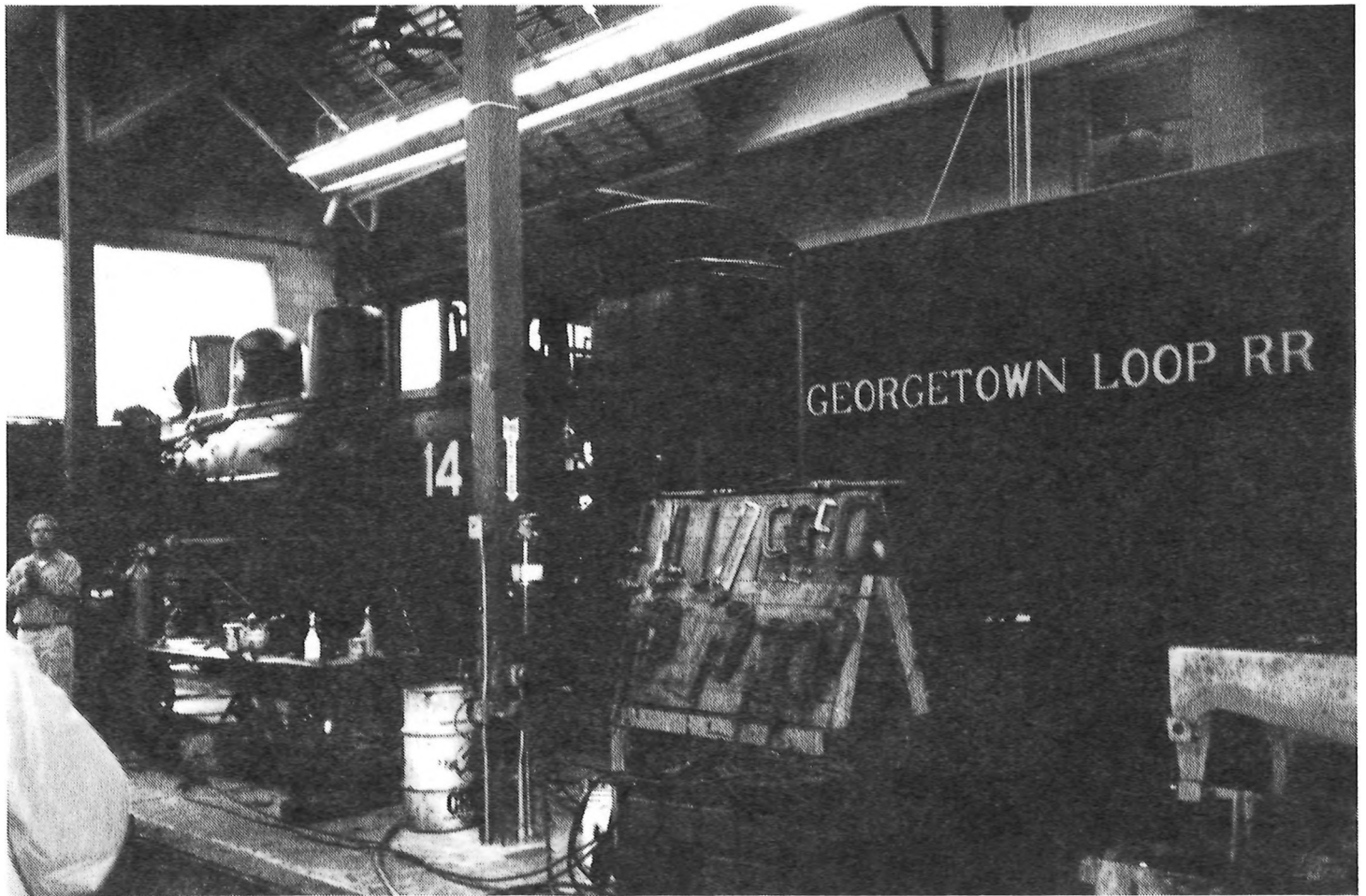
Club members and friends thoroughly enjoy the ride downhill toward Georgetown during the Club's Georgetown/Silver Plume Sojourn on Saturday, July 25, 1992. Shay locomotive No. 14 does the honors.
(John Holzman Photograph)



**THE LOOP AND MORE!—A REPORT
ON THE GEORGETOWN/SILVER PLUME
SOJOURN AND RAILROAD TRIP**

On Saturday, July 25, 1992, the Rocky Mountain Railroad Club enjoyed an outstanding excursion to Georgetown and Silver Plume. The day dawned to steel gray skies, and the ever present threat of rain. Luckily, the threat never fully materialized, and outside of a few sprinkles, the day stayed mostly dry. The sign on the Silver Plume depot stating that the elevation is 9114 feet let us know that we weren't in Kansas anymore. We boarded our train, powered by Shay locomotive #14, for the short ride down the hill to the Lebanon Mine. There we left the train for a mine tour.

The Lebanon Mine was a silver mine begun in 1871. Progress was steady and by 1886 it had reached its greatest length, 1,200 feet. By 1890, it was closed down due to a collapse of silver prices. It is now owned by the Colorado State Historical Society.



RMRRC members and friends tour the Georgetown Loop Railroad's engine house in Silver Plume during the Club's July 25th excursion over the Loop. Here we get a better view of Shay #14 as she awaits her call to action. (John Holzman Photograph)



The tour guides were outstanding. Our guide showed a fine sense of humor, something probably mandatory when dealing with railfans. After failing to find a new motherload of silver, we returned in time to board the next train down the valley. The trip down the valley is fairly quiet and leisurely. The conductor provided us with much information about the locomotive, the

cars, the railroad, and the silver boom. But the real excitement began on the return trip, up the valley. Here the locomotive really gets a workout. The sights, sounds, smell, and feel of the train are what we came for.

Once back in Silver Plume, we headed for Dinger's Park for lunch. By this time, everyone had really worked up a true railroader's appetite. We were not disappointed! The box lunch, provided by Leah Greska The Georgetown Loop Railroad Catering Service, was outstanding. The chocolate, chocolate chip cookies were good enough to rebuild the loop just to get to them.

After lunch, we crossed the street and visited the George Rowe Museum. Housed in the 1894 school house, it features an

ROCKY MOUNTAIN



RAILROAD CLUB

ANNUAL BANQUET

You are cordially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 24, 1992.

This gala event will be held at the Denver Athletic Club, 1325 Glenarm Place. Cocktails will be available at 6:00 p.m. at a cash bar; Dinner will be at 7:00 p.m. with the evening's program following dinner and door prizes.

Free parking is available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton. Please mention that you are with the Rocky Mountain Railroad Club should an attendant be stationed at the entrance.

Our Banquet will be held in the Grand Ballroom. Those attending the Banquet the past few years can attest to the outstanding accomodations!

Dinner will consist of sliced tenderloin of beef with cabernet sauce, and, grilled breast of chicken with fruit chutney; twice baked potato; colorful DAC house salad with assorted dressings; seasonal fresh vegetables; rolls and butter; choice of coffee or tea; and, dessert of brownie fudge moussecake.

A very special program has been arranged for this year's banquet. Entitled "Rio Grande --- Scenic Line of the World," it is a production of Hyrail Productions, publishers of CTC Board--Railroads Illustrated Mark Hemphill and Dale Sanders will provide a last look at the complete Rio Grande

System prior to the recent abandonment of the Denver & Rio Grande Western name in favor of Southern Pacific. As stated, we will look at the entire system, part-by-part, and finish up with a look at the Grande during the four seasons. This program will be worth the price of admission alone!!

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is only \$25.00 per person. Tickets will be available at the August meeting or by mail. Please order as soon as possible. We must submit a head count by Wednesday, October 14th. We cannot seat people who arrive without a reservation!!

Send your reservations, along with a check or money order to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, Ticket Chairman, 700 So. Elizabeth, Denver, Colorado 80209.

[Please send a stamped, self-addressed envelope with your order to reduce the work load for Hugh. Your cooperation in this matter is greatly appreciated.]

ANNUAL BANQUET ORDER FORM

NAME _____

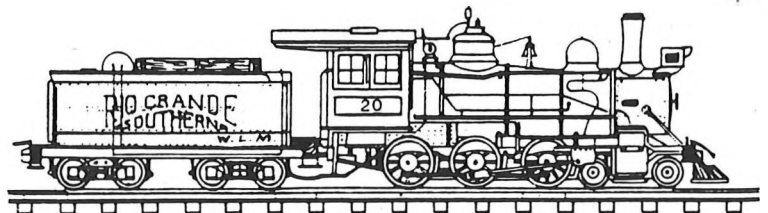
ADDRESS _____

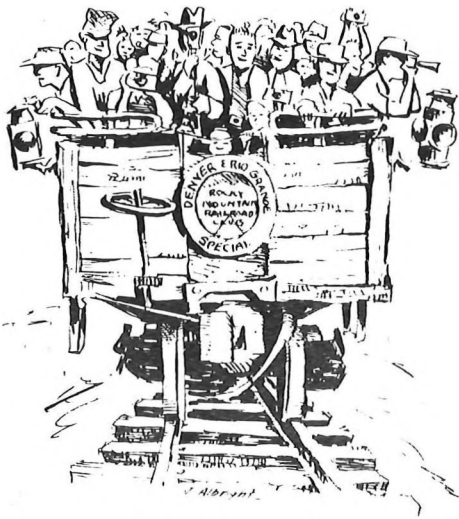
Zip _____

TELEPHONE:() _____

Please send _____ tickets for the RMRRC Annual Banquet on October 24, 1992. I/we enclose a check or money order for the amount listed below:

Total \$ _____





FOR SALE: Goin' Railroading by Margaret Coel, original hard cover edition, brand new in the original shrink wrap. \$40.00. Bob Griswold, 3470 South Poplar Street, Denver, Colorado 80224, (303) 756-7814.

Bulletin

JOINT LINE PHOTOGRAPHER'S DAY CANCELLED

The Rocky Mountain Railroad Club's Photographer's Day on the Joint Line, scheduled for September 26, 1992, has been cancelled. We were unable to come up with a trip leader for this field trip. We would like to try again to do this trip in the future. If any Club member had such an interest and would like to head up this outing, please contact the Trip Committee, Bud Lehrer, Trip Committee Chairman.

1992 SCHEDULE OF EVENTS

- | | |
|----------------|---|
| September 4-8* | Old Threshers Reunion, Mt. Pleasant, IA -- AMTRAK |
| September 8 | Regular Monthly Meeting |
| September 26* | Cancelled [Photographer's Day: Joint Line to Palmer Lake] |
| October 24* | ANNUAL BANQUET |
| November 10 | Regular Monthly Meeting |
| December 8 | ELECTIONS and Regular Monthly Meeting |

* Please note these changes: The Mt. Pleasant return is on Tuesday, not Wednesday. The Photographer's Day on the Joint Line has been cancelled as of August 11th due to lack of trip leader. The Annual Banquet had to be changed due to a scheduling conflict at the Denver Athletic Club.

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: William Henry Jackson's Rocky Mountain Railroad Album, excellent condition, \$350.00 plus shipping. Jim Bower, 31551 Horseshoe Drive, Evergreen, Colorado 80439. (303) 674-3700.



SKI TRAIN CARS BUSY THIS SUMMER

Bob Griswold sent a trip flyer to our attention from the Pacific Railroad Society, Inc. and Golden Gate Railroad Museum announcing the Sunset Limited Steam Special, featuring ex-SP 2472 Steam Engine, September 12 & 13, 1992. In that flyer, it was noted that the excursion train would feature a consist primarily of "Rio Grande Ski Train" cars, as well as some other private cars. [We do not have room to detail this trip and the timing of the trip and the mailing of our newsletter do not leave much room for anyone interested in the trip to make reservations; however, if timing allows for you, you may call (213) 283-0087 for information. We presume that this is the Pacific Railroad Society's number]



Southern Pacific Brooklyn Roundhouse, Portland, July 11, 1915.

(J. Foster Adams Coll., Rocky Mountain RR Club)

J. FOSTER ADAMS COLLECTION

Some time back, we printed some photographs from the J. Foster Adams collection that the Club has in its archives. Bob Griswold gave your editor some material to use as time and space permitted. Since we have not used anything for some time now, we thought you might like to see some of the material in this issue of the Rail Report.

Bryan Bechtold, current Board Member, has been going over the collection and has recommended some possible alternatives to your officers and board. The board has taken these under consideration and we will probably be announcing the decision in the near future.

The two photographs selected have limited information written on the back of the prints. Adams did leave some notes, but facts, dates, etc. are sometimes very sketchy. The captions listed for each photo are exactly what your editor found on the back of the prints. We hope you enjoy these photos.





July 26, 1914, 2:40 p.m. Southern Pacific Train #19 passing Eastmoreland. Fireman, Thomas; Locomotive #2219. (J. Foster Adams Coll., Rocky Mountain RR Club)

DENVER LIGHT RAIL UPDATE

RTD is once again involved in yet another "exhaustive study" regarding light rail alternatives. This time RTD has secured cooperation agreements from two railroads regarding the potential for running Amtrak-style commuter trains between downtown Denver and the western suburbs. The Denver Post recently quoted Dave Baskett, planning director for the Regional Transportation District as stating the "We've identified the problems, and now we're looking for the solutions." This latest "study" represents still another expenditure on studies--not implementation. RTD has spent something in excess of \$16 million over the past decade "studying" transportation via rails. Baskett's further quote highlights RTD's inability to do much in a positive

way as he says "The commuter rail 'study' is alive and well." Apparently so!!

In any event, the agreements mentioned above, one with the Denver and Rio Grande Western [now, doesn't that sound better than "Southern Pacific/"] and another with the Burlington Northern, state that the railroads are willing to work with RTD on commuter rail. They resulted from the first part of a \$243,000 contract between RTD and Morrison Knudsen Corp. for a study of two alternate commuter rail routes. One, known as the Beer Line, would run along BN tracks to Coors, the other on D&RGW tracks through northwest Denver to Arvada.

At an open house held on August 5th in Golden, RTD and MK officials answered questions about the commuter rail plans, which would cost between \$10 million and

authentic recreation of an old school room. Everyone enjoyed looking through the old-period text books and maps. The collection also includes an original Silver Plume hand-pulled fire pumper, period clothing and furniture, historical photographs, and other displays of early-day life in Silver Plume. All too soon, we had to depart for Georgetown. After pausing on the I-70 overlook to watch the train cross over the Devil's Gate high bridge, we drove down to the Hamill House, the queen of the Victorian mansions in Georgetown. There we were given an excellent tour by Ron Neely, the president of Historic Georgetown. Begun in 1867, by Joseph Watson, William A. Hamill's brother-in-law, it was expanded to its present size between 1879 and 1885. The addition and the Hamill Office Building, and Carriage House and Stable behind it were designed by Robert S. Roeschlaub, Colorado's first licensed architect. He designed such famous buildings as Trinity Church, the Central City Opera House and Dora Moore Elementary School. The house is owned by Historic Georgetown, Inc. and is being lovingly restored to its original Victorian splendor.

From the Hamill House, we went to the Georgetown Depot. It has recently become a visitor's center, in addition to being a fine restaurant and gift shop. On display out in front of it is locomotive #44. Inside, Steve Shoe hosted an excellent multi-media slide show, narrated by Dwayne Easterling, on the reconstruction of the Loop and the high bridge.

All-in-all, it was another outstanding excursion. Special thanks need to be extended to Bud Lehrer for making the arrangements which made the trip so special. As always, another factor making the trip such a success, has to be the participation of the Club members and friends. It is through support by our members and friends that trips like this are made possible. (Keith Kirby)



PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the August 11, 1992 meeting as follows:

- Jim Hill / Set of 12 miscellaneous railroad magazines
- Bryan Bechtold / Set of Postcards (RR)
- Sherm Conners / History of the AT&SF
- Bruce Lovell / The Official Railway Guide: Mar/Apr, 1992
- Bud Lehrer / The Moffat Road: Self Guide
- Doug Smith / Iron Wheels & Broken Men
- G. W. Pool / UP System Timetable and two (2) MoPac tickets
- Dave Salter / Rio Grande #1701 at Salida: Print by Joe Priselac
- Bob Wilcoxon / Pennsy GG1 Poster
- Darrell Arndt / The Run of the 20th Century
- Chuck Baker / Packet of RR Brochures
- Art Wallace / The Crookedest Railroad in the World

As always, our thanks to all who participate in the monthly drawing. All proceeds above cost of any purchased materials goes to the equipment fund to preserve the Club's historic engine and rolling stock. Since most of the materials given out during this drawing is donated, the vast majority of funds collected is available for the equipment fund.

If members have items they wish to donate for the monthly drawings, 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.





A RAILFAN'S NOSTALGIA

CRISIS ON THE MOFFAT

A Supplementary Narrative

by Jackson Thode

Irv August's delightful story in the July issue of the Rocky Mountain Rail Report about the adventures of a group of Club members trekking down the east side of Corona Pass in August, 1952, hit me full force as the other survivor of the group.

I don't feel that Irv really conveyed the ferocity of the storm that assaulted us that afternoon. It was a real high-altitude mountain cloudburst. The lightning was terrifying; the thunder was furious and ferocious and downright frightening. When we finally packed our gear and started down the grade from our shelter at Yankee Doodle Lake, the wind blowing up the valley against us was really vicious, with bursts that nearly swept us off our feet and drove the pelting rain through every opening in our clothes. The when we turned to follow the grade into the side canyons and gulches, the wind and rain struck us with equal impact from the rear. I can still feel the chill of that cold water trickling down the backs of my legs and into the tops of my high boots on those side canyon turns.

As I recall, contrary to Irv's recollection, Jack Riley and I didn't ride down in that fisherman's Ford coupe (although I think my camera must have been carried down in the car). That instrument, by the way, was not a "little" 4x5, but a big and heavy and awkward Heckethorn Mfg. Co. 5x7 made in Littleton during the War. It would be a real collector's item nowadays; no one today knows that Heckethorn ever existed.

As Jack Riley and I struggled on down the grade, the rain and wind continued without let up, and when we finally spotted the lower levels of the Giants Ladder below us we headed straight down the mountain side, forsaking all guidance and care, and eventually found the road between Tolland and East Portal and were picked up by Irv's driver as he returned from East Portal. Never did a closed car feel so good!

The episode at the Rollinsville bar also was memorable. It seems to me that I had two double shots straight (I had never taken liquor in that fashion), but it might just as well have been two tumblers of water! Why we didn't all catch pneumonia and expire from that journey I have never been able to figure out. Foolhardy and healthy, I guess. It was a Crisis on Corona, to be sure -- never to be forgotten.



CORRECTION ON REPORT ON THE WYOMING-COLORADO EXCURSION

Your editor skipped a line of copy in Bud Lehrer's report on the Wyoming-Colorado. As a consequence, readers were given the wrong information about the operations crew who cooperated so well with the Club to make the trip so memorable. The error was located in the second column on page six of the August newsletter and should have read as follows:

Our conductor, Dave Stickley, our engineer, Jim Pallow, and the coal train engineer, Butch Penno, put together a very rare photo opportunity. The coal train was halted on one of the upper curves while we did a photo runby about three levels lower with the RMRRC special in the foreground and the UP engine and train way up the mountain in the background.

We regret the omission and error and can only chalk it up to your poor olde editor trying to type from hand written copy. Or, perhaps it's those new bi-focals! At any rate, we hope that this clears things up and makes amends. (Jim Trowbridge)

\$40 million, depending on the need for sidings, stations and overpasses.

RTD wants to develop just one of the lines. The Beer Line generates more interest, Baskett said, because it would provide tourist access to Coors. The Arvada line might be easier to do, however, because many of its crossings already have been upgraded for passenger service.

Scheduling the commuter rail around freight trains, locating stations and guaranteeing safe crossings are the pressing problems the report identified.

Next, RTD's consultants will research potential ridership, schedules, environmental impacts and cost estimates for each commuter rail alternative. (Denver Post, 8/6/92)

PROJECT "25" RAFFLE

Caboose Hobbies of Denver has graciously donated a Bachmann G-Scale Streetcar (\$100 suggested retail value) to the Club with a raffle in mind to provide additional funds to the Club's Interurban #25 project. The Club has budgeted close to \$50,000 of its funds to this project, but costs continue to rise and every additional contribution is welcomed.

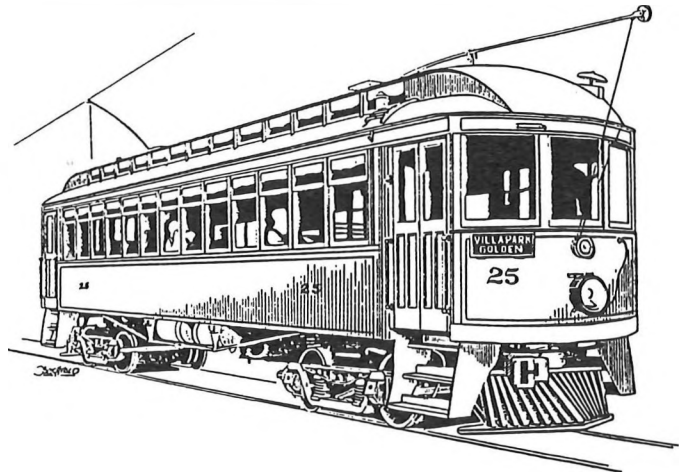
The Bachmann trolley (Walther's #160J93939) is the "closed streetcar" version and is painted and lettered for the "United Traction Company." This car is a beauty and can be used as a conversation piece, desk or mantle decoration as well as an operating railroad vehicle.

Chances are \$1.00 each. You may enter as many times as you wish, using the coupons

provided or photo copies or similar sized sheets of paper with identical information.

The drawing will be held at the ANNUAL BANQUET as part of the festivities of the evening.

Entries should be sent, along with remittance to: ROCKY MOUNTAIN RAILROAD CLUB, Attention Roger Callender, P. O. Box 2391, Denver, Colorado 80201.



CAN YOU IDENTIFY?— MEMBER'S HELP REQUESTED

We did not receive any information about the two photographs in the August Rail Report that Bob Griswold submitted. The two views are purported to be on the Burlington, northeast of Denver in the 1930's. If someone has information about tgis wreck and the photographs, please let us know. If we hear anything, we will pass it on in the pages of this newsletter at a later date.

ROCKY MOUNTAIN RAILROAD CLUB
Project "25" Streetcar Raffle

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present to win. Drawing at ANNUAL BANQUET,

ROCKY MOUNTAIN RAILROAD CLUB
Project "25" Streetcar Raffle

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present to win. Drawing at ANNUAL BANQUET.



BOOK, VIDEO & AUDIO REVIEWS

Last of the Giants. Union Pacific Historical Society, (Business Office) P. O. Box 903, Laramie, Wyoming 82070-0903. \$14.95 plus \$4.00 postage & HdL. (\$18.95 Total).

Local members are aware of this Union Pacific documentary as the Club has a 16mm copy in its archives and has shown the film at meetings over the years. The UP Historical Society has the master copy and with arrangements with Pentrex Video, has brought out this film on VHS.

This Union Pacific-produced film shows the development of steam power on the UP from 4-6-0's, 2-8-0's and 2-8-2's up to 2-10-2's and even 4-12-2's, shown through film, photos and animated diagrams. This is followed by the development of compound articulated Mallets and simple articulateds such as the Challengers. At the apex of it all, you'll meet the Big Boys and watch in fascination as these Locomotives are serviced and rebuilt.

In addition, you'll enjoy trackside and

cab shots of these mighty 4-8-8-4's as they pull long freights over Wyoming's Sherman Hill during the fall and into the colder months. Spectacular scenery provides a fitting backdrop for these handsome locomotives as they run during their last years in service. This beautifully-produced film, written and directed by noted Union Pacific historian Allan Krieg, is one that you'll enjoy watching again and again.

25 minutes in color and stereo sound.
(Jim Trowbridge)

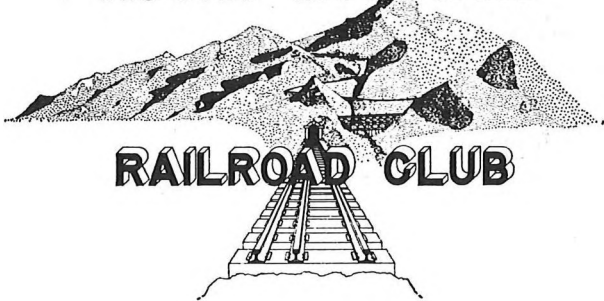


PIONEER NAME IN THE NEWS

Club member, Francis Rizzari, sends the following information from the Delta County Independent of July 29, 1992:

Mrs. Elsie R. Sargent died at her home on Grand Mesa last Thursday and was buried Friday, Rev. J. G. Neff preaching the funeral sermon. Mrs Sargent was a pioneer of Colorado and died at the ripe old age of 72 years, 9 months and 5 days. After her family the town of Sargent, at the foot of Marshall Pass, was named.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

FIRST CLASS