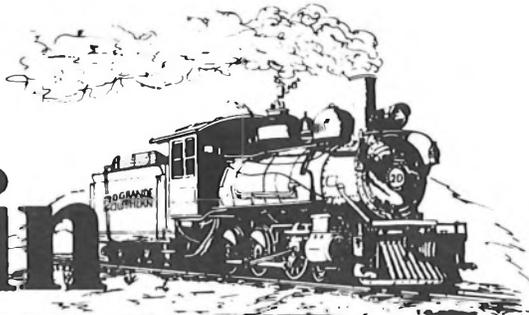


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 12, 1995 -- 7:30 p.m.

ELECTIONS

Jim Trowbridge..... Editor
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the January, 1996 Rail Report is due no later than December 12, 1995!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson
1935 Independence
Colorado Springs, Colorado 80920-3705

December, 1995..... No. 435
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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 \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. 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.

DECEMBER 12 PROGRAM

You will have to show up at the December meeting to know what the program will be. Roger Callender has promised to have something special. With elections being the main focus, the program will be relatively short to allow for the traditional year-end party with cake, cookies and drink. In addition, Neal Miller will hand out his annual Christmas present--an outstanding photograph of trains of a past era.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Street, Denver, CO 80201-2391 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, CO 80201-2391.

NOVEMBER PROGRAM AND MEETING

Due to the early mailing of the December newsletter, your editor had to prepare the Rail Report over the weekend prior to the November meeting so as to attempt to have it completed, printed and folded for the mailing committee on November 21st.

We will catch up on news and events that occurred at the November meeting's date in the January, 1996 issue of the Rail Report.

ELECTIONS

Your nominating committee, composed of the hold-over Board Members (Rich Berens, Art Ives and Ron Keiser) have worked hard to provide the following candidates for board members and officers:

President -- Mike Johnson

Vice President -- Roger Callender

Secretary -- Bill Gordon

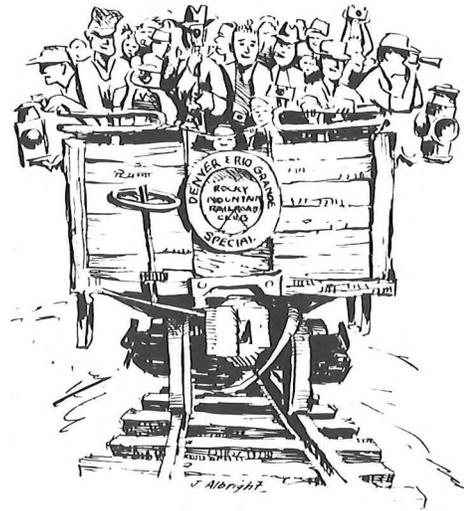
Treasurer -- Ardie Schoeninger

Board Members -- Don Zielish

Jim Blouch

John Hallinan

The candidates for officers are well known and need no introduction. Due to the early preparation of the newsletter, we were unable to put together a short biography of the nominated board members. However, we can say that all nominees have been members for over 10 years and more. Members will be given more information prior to the actual voting at the December meeting.



1995 SCHEDULE OF EVENTS

- | | |
|--------------|---------------------------------------|
| December 1-3 | Regular Monthly Meeting |
| December 12 | ELECTIONS and Regular Monthly Meeting |

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

1996 PROPOSED SCHEDULE OF EVENTS

- | | |
|--------------|---------------------------------------|
| January 9 | Regular Monthly Meeting |
| February 13 | Regular Monthly Meeting |
| March 12 | Regular Monthly Meeting |
| April 9 | Regular Monthly Meeting |
| May 14 | Regular Monthly Meeting |
| June 11 | Regular Monthly Meeting |
| July 9 | Regular Monthly Meeting |
| August 13 | Regular Monthly Meeting |
| September 10 | Regular Monthly Meeting |
| October 12* | ANNUAL BANQUET |
| November 12 | Regular Monthly Meeting |
| December 10 | ELECTIONS and Regular Monthly Meeting |

*Normal Saturday date following what would be second Tuesday meeting date. Check for official date in future issues of the Rail Report.



We see the eastbound Southwest Chief arriving in Flagstaff, Arizona with the new Genesis-series locomotives on the head-end. (Bud Lehrer Photograph)

REPORT ON THE ARIZONA/ NEW MEXICO SOJOURN

by Bud Lehrer

The Rocky Mountain Railroad Club, over a period of years, has run a number of excursions into the American Southwest, all of which met with great enthusiasm and satisfaction by the participants. The most recent of these excursions during October of this year to New Mexico and Arizona also provided an additional ten days of wonderful travel time into this land of magnificent beauty and mystique.

Leaving Denver on September 29th, we traveled by deluxe motor coach, provided by Colorado Charter Lines, to Trinidad. It was an afternoon of incredible stormy skies, punctuated by shafts of sunlight. We boarded the Southwest Chief the next

morning for an all-day trip across the great expanses of Indian lands and ranches of New Mexico and Arizona to reach our destination of Flagstaff, Arizona. Our Amtrak car was an ex-Santa Fe High Level Coach which our group had all to itself. The Chief was powered by two Genesis locomotives plus a GE dash-8. Needless-to-say, the power was there! A twenty minute stop in Albuquerque gave us an opportunity to survey the site of the former Albuquerque/Santa Fe depot and its adjacent hotel, the Alvarado. It is all now a cement parking lot and a small Amtrak building for a station--merely a memory of former days.

The only sour note of the entire trip came from our disappointment with the Grand Canyon Railway. When we arrived, there was no steam locomotive. Our locomotive power consisted of a GP7 and a Montreal Locomotive FA which subsequently succumbed to

mechanical problems on the way to the Canyon. Frankly, this is a line that does not cater to the railfan. After a pre-train "shoot-em-up, good guys & bad guys" episode, you board your car and are expected to stay in your seat for the boring trip to the Canyon. Only the musicians break up the monotony. Windows that lift up barely 6-inches, and, no-riding in the vestibules do not afford much in the way of obtaining wonderful rail pictures!!

Our stay at the Canyon's South Rim Village at Mazwick Lodge was punctuated by wonderfully clear, blue skies. Our group enjoyed a delightful gourmet dinner in the main dining room of the historic El Tovar Hotel on our first evening at the Canyon. A full day of sightseeing of the East and West Rims via motor vehicle, provided spectacular vistas with narrative by our very humorous Fred Harvey driver.

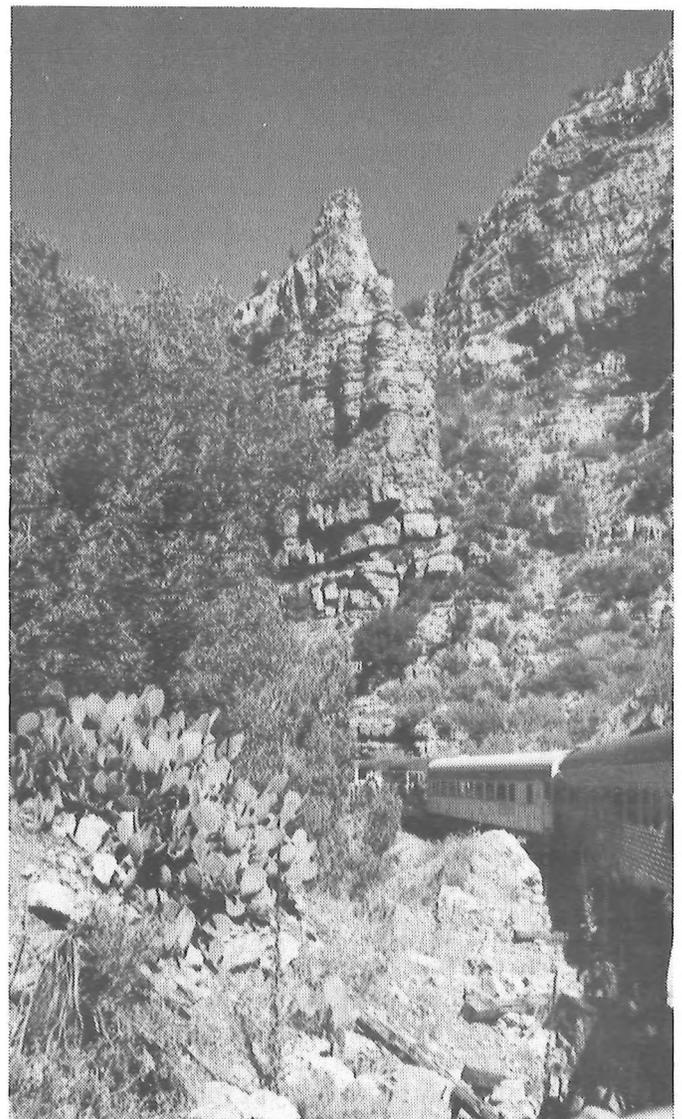
Our next destination was Sedona, the colorful, little community nestled in the red rock country at the foot of scenic Oak Creek Canyon. We spent our afternoon at Tlaquepaque, a beautiful Mexican village, shaded by giant sycamore-filled walkways, wrought iron gates and gracious fountains. Overnight we stayed at--where else?--the Railroad Inn.

The next day, after a short trip to Clarkdale, we boarded the Verde Canyon Railroad, formerly the Arizona Central Railroad, which was built to service the mines of Jerome, Arizona. The line currently runs a freight train to Drake, a distance of 38 miles. The passenger excursion train goes as far as Perkinsville, a distance of 20 miles. (See the June, 1992 issue of the Rail Report for additional information about this line. Editor) The thirteen-car train was powered by ex-Santa Fe GP9, No. 2278. Besides the passenger coaches and first class lounge-type cars, there also is a deli car and a souvenir car. Interspersed between each car is an open gondola car, complete with awnings, giving cover from the sun and excellent views of spectacular red rock canyons through which the Verde River flows.

Because of the remoteness of this canyon, there is an abundance of wildlife. It was a real treat to observe the Bald Eagles

flying over the train and diving with other eagles from great heights in acrobatic "dog-fights." The Verde Canyon Railroad is a "class" operation with scenery to match.

After another enjoyable ride from Flagstaff on the eastbound Southwest Chief, we arrived midafternoon in Lamy, New Mexico, the station stop for Santa Fe, New Mexico. For three nights, we were guests at the beautiful Inn of Loretto, one of Santa Fe's outstanding, classic adobe buildings. Our group was really raring-to-go for the free day,



One is not prepared for the spectacular canyon scenery that makes up so much of the ride on the Verde Canyon Railroad. Here we see some of the fantastic rock cuts and spires deep in the Verde River Canyon.

(Bud Lehrer Photograph)

ANNUAL BOOK DRAWING

The Annual Book Drawing, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Prizes to be awarded at the April 9, 1996 meeting are as follows: 1st Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 2nd Prize--*Georgetown and the Loop* (Rky. Mtn. RR Club), Griswold, Kindig & Trombly; 3rd Prize--*Never on Wednesday--The First Decade of the Rio Grande Zephyr*. [All books are new!]

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!*



ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____
ADDRESS _____
Zip _____

Please Print or Type. Winners need not be present

ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____
ADDRESS _____
Zip _____

Please Print or Type. Winners need not be present

ANNUAL DUES

We would like to encourage members to renew their membership as soon as possible. Dues for 1996 are \$20.00 for Regular memberships and \$10.00 for Associate memberships.

If you have misplaced your dues wrapper from the November issue of the Rail Report, please use the following form:

DUES RENEWAL

NAME _____

ADDRESS _____

Zip _____

(9-Digit)

PHONE () _____

NAME _____ [] Spouse

NAME _____ [] Child

NAME _____ [] Child

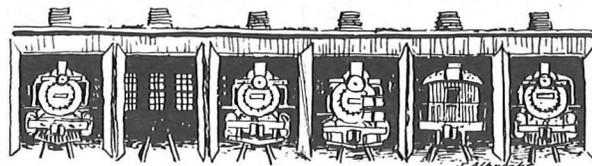
1996 Membership Renewal \$ 20.00

1996 Associate Membership

@ \$10.00 each [] _____

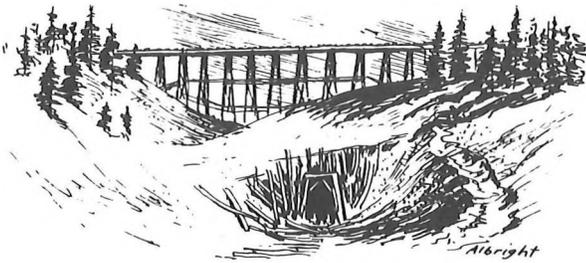
Number

Total payment enclosed... \$ _____



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 Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.



**PRE-PUBLICATION OFFER—DAVID MOFFAT'S
DENVER, NORTHWESTERN AND PACIFIC**

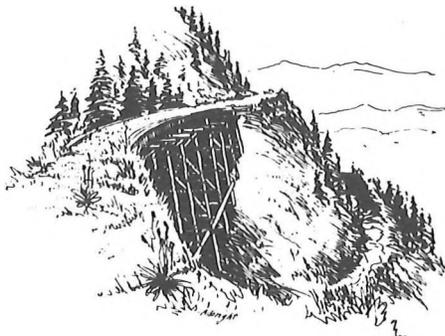
As the Club's newest publication, "David Moffat's Denver, Northwestern and Pacific" by P. R. (Bob) Griswold, is being printed, we are able to announce the retail price of \$39.95. The first 200 copies will be numbered and autographed. We are offering a November and December pre-publication price of \$29.95 exclusively to Club members with a \$3.50 shipping charge per copy. Those in the Denver area may prefer to pick up their ordered books at the first Club meeting after publication to save the shipping charge.

The book will be 256 pages--very similar to our Georgetown and the Loop book--with numerous fine old photographs; some of these photos have never been published before. The same high quality paper will be between the hard covers and the full color jacket.

Please make your checks or money orders payable to the ROCKY MOUNTAIN RAILROAD CLUB.

Mail your order to:

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



Pre-Publication Order Form
DAVID MOFFAT'S DENVER, NORTHWESTERN
AND PACIFIC

--: --: --:

NAME _____

ADDRESS _____

Zip _____

_____ Books @ \$29.95* \$ _____

Shipping Fee (\$3.50 1st copy;
\$1.00 each additional copy) _____

Check here [] if book(s)
is to be picked up at
Club meeting

Sales Tax if shipped to Colo.
address outside Denver @
\$.95 per book _____

Sales Tax if shipped to Den.
address or picked up @
\$2.10 per book _____

Total Remittance \$ _____

**Pre-Publication Price: Members Only!*

NEW MEMBERS

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

Howard Delgado Denver, CO

John Lyle Denver, CO

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

Ernest S. Peyton Phoenix, AZ
(Member #9; Died October 14, 1995)

**PRESERVATION FUND AND
BOOK DRAWING**

Winners and prizes at the November meeting will be included in the January issue of the Rail Report.



Club members and guests explore the La Castaneda Fred Harvey House Hotel in Las Vegas, New Mexico. (Bud Lehrer Photograph)

side have been cemented in, but, the huge doors are there, looking like they are ready to open and receive incoming locomotives for service.

Up the line a few miles, next to the railroad station, is the La Castaneda Harvey House which had to have been one of Fred Harvey's most beautiful hostelries. It is looking a bit haggard, but, structural repair work is going on. Who knows?! Maybe someone will come along and restore this historic building to its former glory. Well, with that stop accomplished, we cruised on into Denver after lunch in Trinidad. We want to Thank our two fine drivers from Colorado Charter Lines-- Ed Deges and Bob Kelley, and, our Nava-Hopi Gray Line driver, Ron Fallaha.

It was a memorable trip. One last observation though--Where were our Rocky Mountain Railroad Club members? The great majority

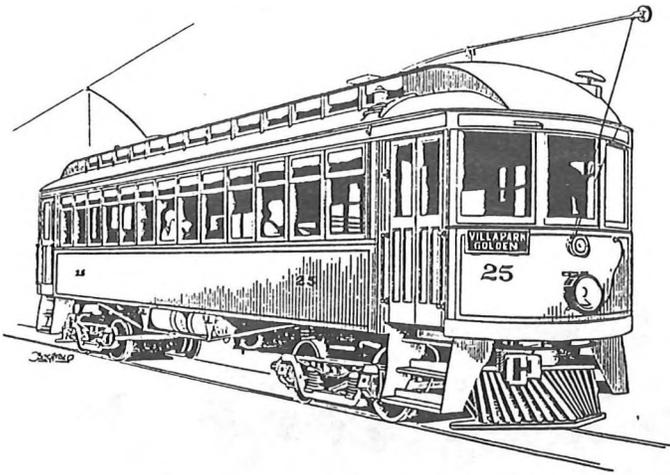
of the participants on this trip were not Club members, but people who enjoy trains! This scenario appears to be the way our Club is heading. Trips require a tremendous amount of preparation and time to achieve quality. If Club members do not want to support these trips--for whatever reason--perhaps we have reached a time when there is no longer a need for such activities.

Atchison, Topeka and

RAILWAY COMPANY



[From your editor: What do you think about Bud's observations and thoughts regarding Club Members' support of these types of trips? It's your Club. I'm sure that the Trip Committee, Board of Directors, and Officers would be very interested in your thoughts on the matter.]



CLOSER AND CLOSER PROGRESS UPDATE ON CAR #25

by Darrell Arndt

In spite of a busy summer for those volunteers working on the restoration of Interurban No. 25, progress was made in a number of areas. Des Sainsbury, Carlos Seegmiller and Terry Plampin managed to route most of the heavy electrical cables under the car that will be needed. Terry put new wire leads on the electric heaters in preparation for mounting under the seats. Dick Kremers had done quite a bit of finishing work around the windows. All of the standee windows have been "sized" to their openings. Darrell Arndt and Tom Peyton cut in the hinges for the four new doors and mounted them. Darrell had been getting the No. 1 front end put back together, including new bumper area, front window sills and siding. Tom Peyton spent many hours doing wood working on the roof ends in preparation for canvas application. The canvas subsequently was secured, and, on October 28th, Tom Peyton, Steve Patterson, Dick Kremers, Terry Plampin, Mike Schalk and Darrell Arndt painted the roof!!!!

During the following week, Des Sainsbury, Dick, Tom, Joe Haley, Hugh Wilson, Sr., and Darrell Arndt applied the second coat. Upper wood edge trim must now be applied with the contributed help of John Russell of Colorado Trim and Fixtures prior to the third coat of paint. Following the final painting, the roof boards, trolley poles, bells, route signs and wiring can then be

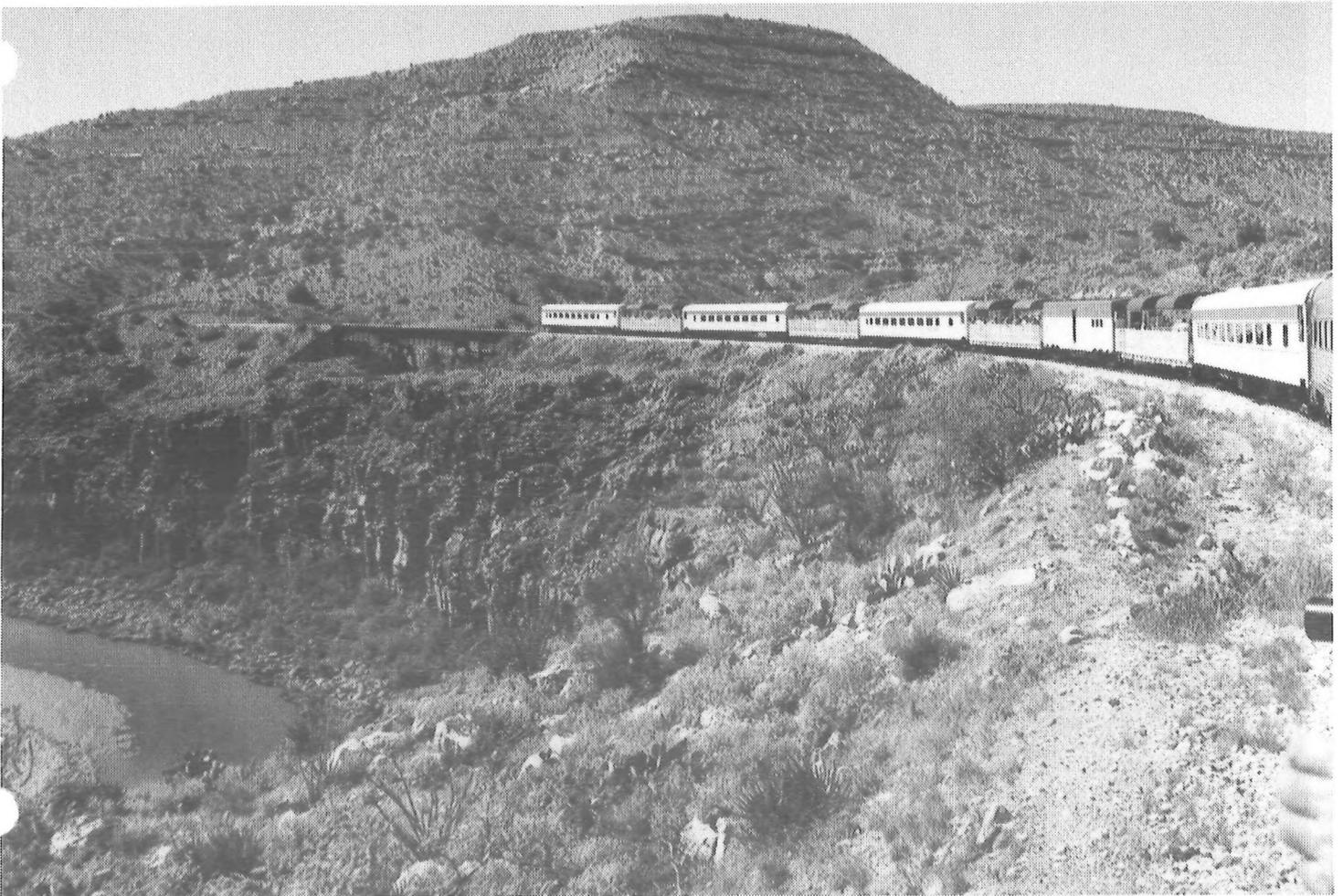
mounted. The finishing of the roof is a major milestone. It has taken many hours of "unseen" work, and its completion will allow us to spend all of our time in the more visible areas of the car.

The services of Paul Lunning have been secured to build new clerestory windows. Progress has been made although Paul, who is also active at the Colorado Railroad Museum, took time out for heart bypass surgery this summer. We wish him a speedy recovery. Mounting the glass, painting and varnishing and installation of the twenty-six clerestory windows will be quite time consuming, but satisfying to have completed. Anyone out there like to work with glass-work, etching and installation???? We sure could use someone to take on that specific project on the car!

Another major step was accomplished this fall with completion of the ceiling panels by Tom Pierce and his staff at Boykin & Pearce Associates. They contributed several thousand dollars of work when unforeseen complications threatened only a costly solution to our dilemma. These folks do exceptional quality, custom woodworking. Our experience with them also demonstrated that they are a most honorable and trustworthy company with which to do business! After the roof is completed, our next chore will be the installation of these ceiling panels which involves trimming to fit, sealing, application of artwork, varnishing and installation. This will be another milestone, especially from an esthetics standpoint since it will allow the installation of most of the remaining interior woodwork in the passenger compartment.

Chuck Conway and Tom Abbott have been working on the pilots. Other recent contributors include the ever faithful Bill Gordon, Joe Haley, Fred Swoveland, Jim Hurt, Rich Berens and Mel Ott. In last month's newsletter, the passing of Leonard Lilly was noted. Leonard was one of the early volunteers to the No. 25 Project and was responsible for direction in the electrical area of the car. He had interests in a variety of areas including live steam and electronics and certainly will be missed by all who knew him.

Work will continue on the No. 25 until it



The Verde Canyon Railroad excursion train has just crossed the high bridge just north of Clarkdale, Arizona. This is rugged, beautiful country. (Bud Lehrer Photograph)

exploring Santa Fe's great cultural offerings and many fine shops, galleries, and restaurants. As usual, the excellent weather continued to shine down on us.

Saturday morning, after breakfast, in the invigorating October air, we walked a mile to the old Santa Fe narrow gauge railroad station on Guadalupe Street where the Denver & Rio Grande's "Chile Line" -rain used to travel right down the middle of the street to their station, opposite the Santa Fe Railroad's depot. This was our day to ride the old Santa Fe branch line from Santa Fe to Lamy, fifteen miles south. Today, it is the Santa Fe Southern Railroad which hauls freight and is doing an increasingly good passenger excursion business between these two points.

As we left Santa Fe, we discovered, much to our delight, that our engineer was none other than our friend and Rocky Mountain

Railroad Club member and ex-Coloradoan, Chris Pease, who we last saw in Arizona several years back at the throttle of our steam engine on the Grand Canyon Railway, during a Club excursion to the Southwest! Chris, incidentally, a former Amtrak engineer, recently brought the American Orient Express Train into Santa Fe from Lamy. This classic train, making a trip across the U.S., was powered by Amtrak locomotives.

We traveled in Car #1158, an ex-Central Railroad of New Jersey coach, which has been exquisitely restored for the first class service on the Santa Fe Southern operation. We leisurely made our way out of Santa Fe, stopping to pick up an empty car at the Budweiser distributor, which was bound for the Santa Fe mainline at Lamy. The track meanders through the hills, crossing dry arroyos and passing by settlements of adobe homes along the way. All



The tour group enjoys the countryside and their excursion mixed-train on the Santa Fe Southern Railroad. Here we see the train northbound from Lamy, heading to Santa Fe.

(Bud Lehrer Photograph)

the while, we saw people running out to wave at the train. The New Mexico vistas were spectacular as we looked across the pinion and cedar trees to the distant Sandia Mountains near Albuquerque.

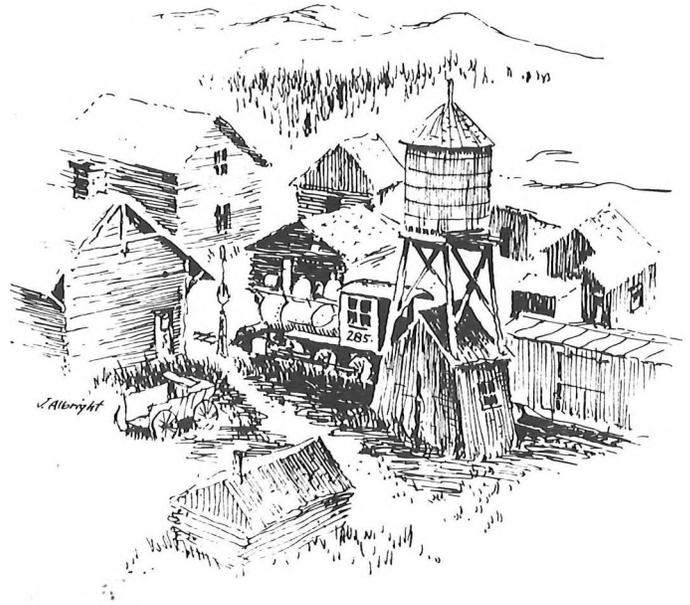
Upon arrival at Lamy, we came in on the track on the north side of the Lamy depot which deadends in the park on the east side of the depot. We got right to work devouring a delicious chicken box lunch prepared for us by a restaurant in Santa Fe whose name, believe it or not, is the Cowgirl Hall of Fame, located on Guadalupe Street. Chicken never tasted better than at the picnic grounds at the Santa Fe Railroad Station in Lamy, New Mexico!

We had plenty of time to watch the switching operation and to shoot pictures of Lamy and the Santa Fe mainline. Our leisurely return trip gave us opportunity to view

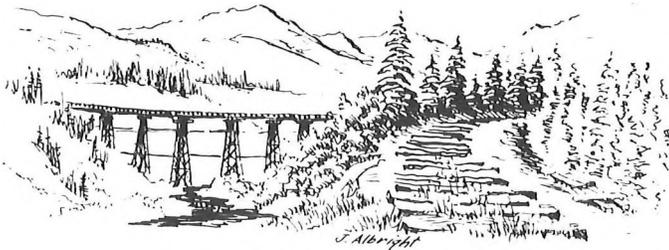
the New Mexico landscape from a different perspective and under different light conditions. The incoming cars were dropped off before arriving back at the Santa Fe Station. It was a relaxing, delightful day, riding on this branchline and seeing an operation such as this. Hats off to the people at the Santa Fe Southern! We enjoyed you and your little railroad.

Our last day had arrived, but, we still had a wonderful ride home when our very, very deluxe Colorado Charter Line, high level coach picked us up. We cruised over Glorietta Pass and on along the Santa Fe Trail to Las Vegas, New Mexico, where we visited several historic sites of the great Santa Fe steam days. On the south outskirts of Las Vegas is a gigantic roundhouse of approximately 30 engine stalls. It is in great shape and is now a warehouse. The turntable is gone and some of the pits in-

is completed. It is difficult to predict when the car will be finished. Hopefully, the effort through the winter months will show some notable changes. With our limited personnel resources, we are attempting to secure a landmark status on the car which will allow pursuing additional funding to speed up the project. If any of our members would be interested in contributing to that particular area of effort, please let us know. As always, questions and suggestions about the project, or making arrangements for a visit, may be directed to Project Chairman, Darrell Arndt, at 797-8444.



NARROW GAUGE TRIPS IN 1996



UPDATE ON THE MOFFAT RAILROAD DEPOT FIRE

Not much has been printed or televised since the disastrous fire that caused such extensive damage to the Moffat Road Depot on Wednesday, October 18, 1995. However, fire officials investigating the fire believe that it may have been started by young "skinheads" who were seen around the vacant structure the day before it burned.

The term "skinheads" originally referred to white supremacists who shaved their heads, but recent years many youths have been taking on the appearance of skinheads for reason of fashion.

Investigators speculated earlier that transients lit the fire in the building to keep warm. But they now have clues that lead them to believe the fire had another cause. They believe it was malicious, just because the fire was so advanced at alarm time. They don't see that happening as a result of a cooking fire.

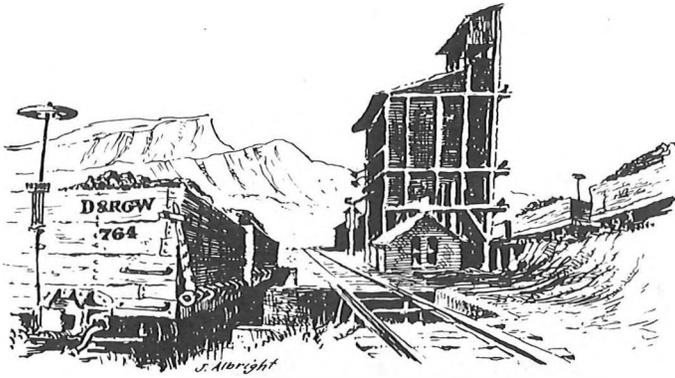
Once inside the building, firefighters found a lot of graffiti of which some had been drawn by skinhead-type youths staying in the building.



Some very special narrow gauge trips are planned for 1996 due to the 16th National Narrow Gauge Convention being held in Durango, September 18-21, 1996.

The Convention, put on by Bob Shank, will have a special train on Tuesday, September 17th aboard the Durango & Silverton NG RR. Information is limited; however, we know this much: Photo runbys, \$85.00 per person, lunch not included, and Children 4 and under free if not occupying a seat. Seating is limited. No refunds after 8/1/96. A \$10.00 charge if cancellation before 8/1/96. Contact: 16th National Narrow Gauge Convention, c/o Bob Shank, P. O. Box 2191, Durango, CO 81302. (970) 259-0267.

Cumbres
Toltec & Scenic
Railroad

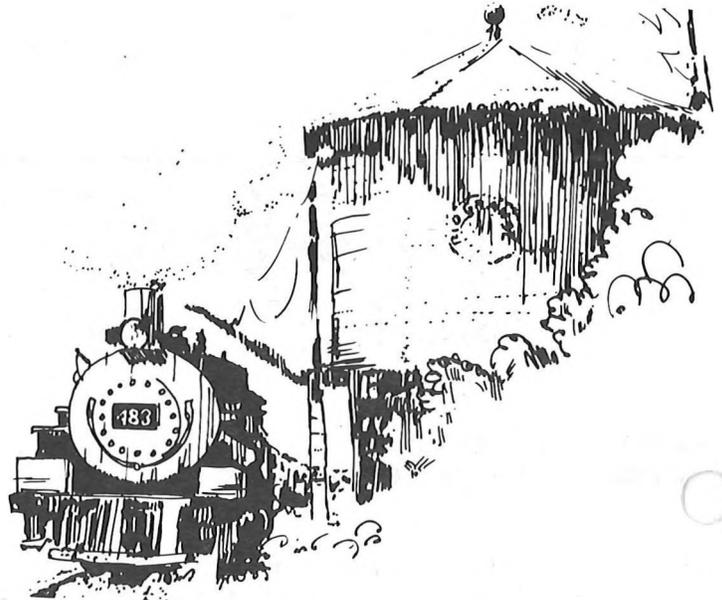


Jim Trowbridge will put on his annual 2-Day Freight Train on Saturday and Sunday, September 14 & 15, 1996. This traditional train excursion will travel from Chama, NM to Antonito, CO and back during the two days with photo runbys being the focal point. Last year's trip saw over 40 runbys accomplished with K-27 #463 as road power.

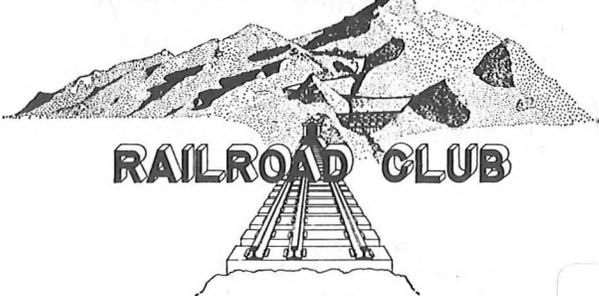
In addition to the 2-Day Freight Train, Jim reserves the NOMAD on the D&SNG RR for 2-Day passengers (and sometimes others) following the 2-Day trip. This year, the NOMAD trip will be held on Monday, September 16th.

Along with the 2-Day Freight Train and NOMAD excursions, Jim will have a 1-Day Mixed Train special on the C&TS the day before the Narrow Gauge Convention. This trip will be held on Tuesday, September 17, 1996. The excursion will be a Big Horn Wye Turn. Of special note this year, Jim will doublehead up to Cumbres, run the helper light to Big Horn and doublehead to Toltec Siding, and then, switch the helper to mid-

train and continue with a mid-train helper back to Cumbres!! All equipment will be lettered back to "Rio Grande" with numerous photo runbys planned during the day. The price of the trip includes lunch and a snack later in the afternoon. Price of the trip is \$125.00 per person. *FLYERS ARE AVAILABLE.* Write Jim Trowbridge: 502 South Cody Street, Lakewood, CO 80226-3048. Or, phone: (303) 988-2267.



ROCKY MOUNTAIN



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