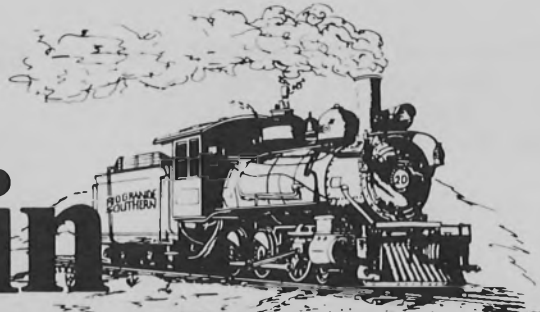


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

October 12, 1985 -- 6:00 p.m.

ANNUAL BANQUET

The regular meeting place for the October meeting is changed from Christ Episcopal Church to the AIRPORT HILTON INN, I-70 at Peoria Street. The Banquet will be held in the Grand Ballroom.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Keith Kirby..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

OCTOBER 12 MEETING

On October 12, 1985 (Saturday), the Club will have its ANNUAL BANQUET at the Airport Hilton Inn, I-70 at Peoria Street. A cash bar will be available beginning at 6:00 pm, and dinner will be served, beginning at 7:00 pm.

October, 1985..... No. 313
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.

The menu will consist of a garden fresh salad with choice of 1000 Island or Bleu Cheese dressings, followed by the main entree of Roast Sirloin Demi Glace with Green Beans Sauté, Baked Potato with sour cream, Rolls & Butter, and Beverages. This delightful meal will be finished off with Cheese Cake, covered with fresh strawberries.

Following dinner, we will take a short break to allow the Hilton's staff to clear our tables, following which, we will have out traditional door prize distribution.

The highlight of the evening will be the showing of selected films from the Irv August Collection. The Club now owns this very fine collection of 16mm film and much of it is being put on video tape by WB Productions for retail sales. We have asked Irv to do his usual witty and informative narration and if his continued recovery from heart surgery goes well, he has agreed to be with us.

So, plan to be in attendance at the October Banquet. A coupon is printed in this newsletter for your convenience in ordering

your tickets. Please make arrangements early. We must have your reservations by Monday, October 7, 1985, so our commitment can be concluded with the Hilton.

The cost of this year's banquet has been kept at the 1984 level. The price will be \$16.00 per person. The Board of Directors has decided to subsidize each ticket by approximately \$2.00 from miscellaneous revenues so that as many members can attend as possible. While we cannot control price increases, we do feel that \$16.00 per person is below the cost of just dinner at a better restaurant in the Denver area. We provide fine entertainment as well! So, please come and enjoy the company of your fellow Club members.

Reservations can be sent and checks made out to: The ROCKY MOUNTAIN RAILROAD CLUB, c/o Jim Trowbridge, 502 South Cody Street, Lakewood, Colorado 80226. Phone: 988-2267.

To make the work easier for Jim, please send a stamped, self-addressed envelope with your ticket order. This gesture is so much appreciated by the volunteers who send out tickets for the Club's activities. We thank you for your cooperation in this matter.

ORDER FORM

ANNUAL BANQUET

NAME _____

ADDRESS _____

(Please Print)

PHONE _____

I wish to have _____ Banquet Tickets at
\$16.00 each..... \$ _____

Send Check or MO to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Jim Trowbridge
502 S. Cody Street
Lakewood, Colorado 80226

SEPTEMBER PROGRAM

Club members, Darrell Arndt, Keith Kirby and Tom Lawry, treated those attending the September meeting to a fine recounting of the Club's excursion to Europe this past summer.

Trains and sights of France, Switzerland, Italy, Monaco, and Germany were presented. In addition to the expected fare, we were treated to many insights that one might expect to read in "Life in the Rocky Mountain Railroad Club."

All in all, Darrel, Keith and Tom provided us with an entertaining program and we wish to thank them for their obvious hard work in putting this program together.

NEW MEMBERS

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

Frank R. Carroll	Evergreen, CO
Earl G. Knoob	Chama, NM
Donald G. Webster	Aurora, CO
William Z. White	Lakewood, CO

Correction from the September Newsletter:

David S. Corey	Bennett, CO
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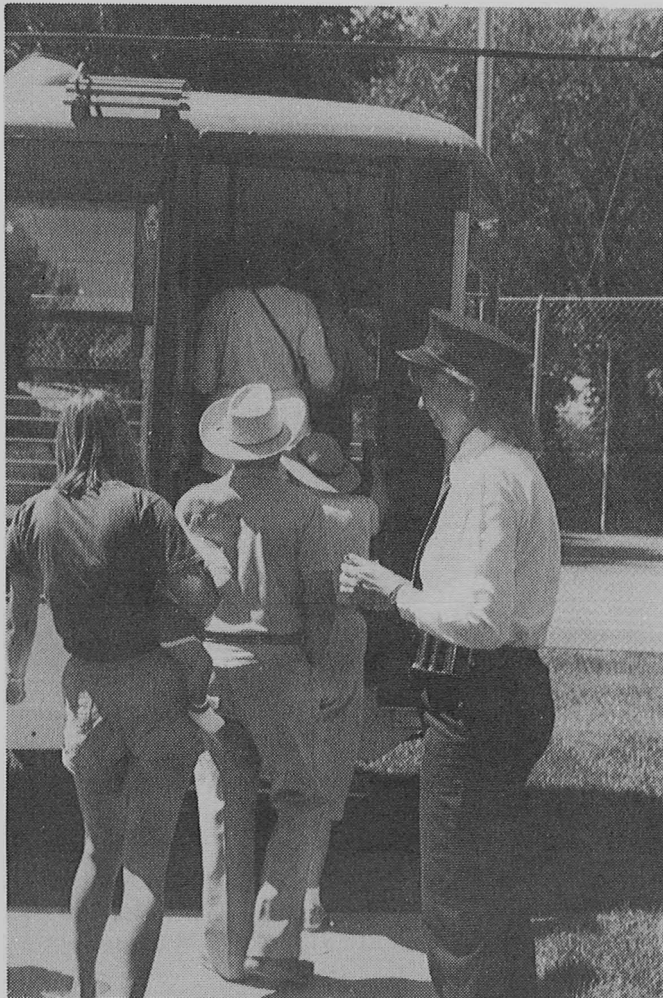
SWAP 'N SHOP

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: From the estate of former Club member, Ben Snow, a collection of forty-five railroad titles, including RMRRRC publications, Colorado Midland, (2ea.) Rails Around Gold Hill, (2ea.) Pictorial Supplement to the Denver South Park & Pacific, Forrest Crossen's original Switzerland Trail, and much more. Call Mrs. Ben Snow at (303) 777-4288 or write for a listing: 1215 E. Virginia Ave., Denver, Colorado 80209. Please enclose a SSAE.

FROM THE PRESIDENT

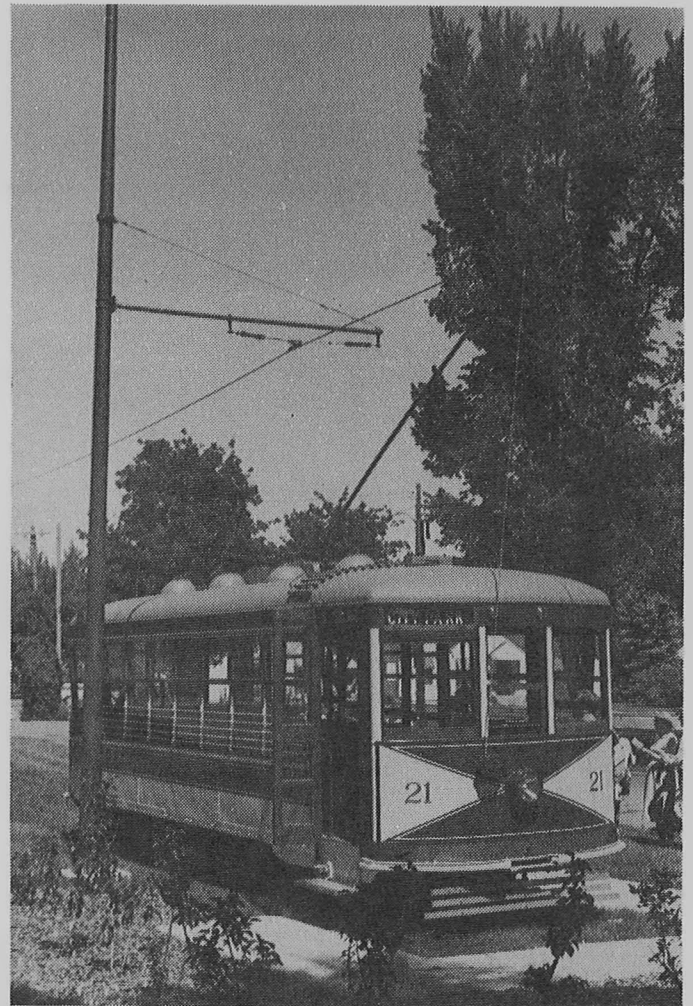
Preservation... Rocky Mountain Railroad Club members were treated to an outstanding example of historical preservation. On Saturday, August 24, 1985, over 30 members enjoyed an outing on the restored Fort Collins Trolley. The Fort Collins Municipal Railway Society is to be commended for the fine job that they have done on the restoration of their trolley. Thanks to their efforts, those of us who can remember the trolley cars can now relive the past! Those who have never seen, let alone ridden on an operating trolley, can also now experience, first hand, the pleasure of riding a trolley. But, the job of the



(Keith Kirby Photograph)

Eager Club members board Ft. Collins Municipal Railway's Trolley No. 21 at City Park, where Trolley Society Volunteer, Joan Seegmiller, collects fares.

Society is far from over. They still must lay considerable track by next year as a result of the contract with the City of Fort Collins. There is a variety of jobs to be done, so if Club members would like to help, you can contact Keith Kirby for information. Perhaps the Club can arrange another "work day" in conjunction with the Society's members some time in the near future.



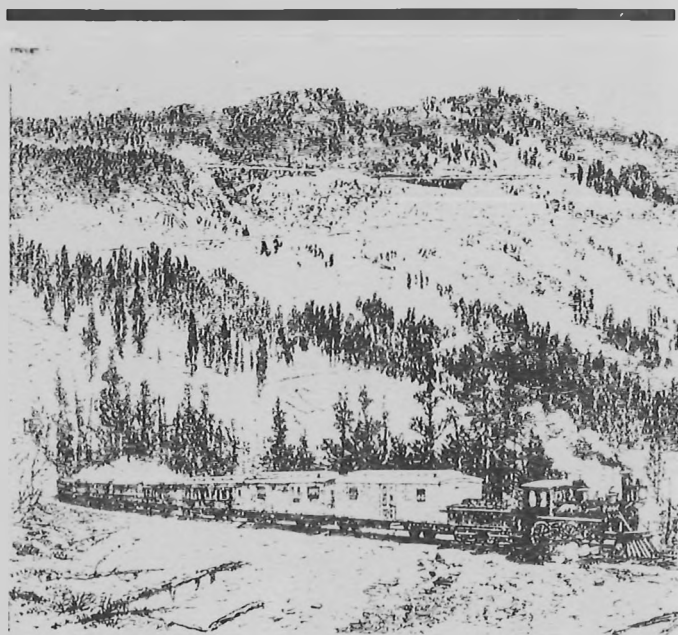
(Keith Kirby Photograph)

Beautifully restored FCMR No. 21 poses for Club members during the August 24th outing.

Over the Labor Day weekend, another group joined the RMRRC trip to Mt. Pleasant, Iowa. There we attended the Midwest Old Thresher's Reunion. This amazing gathering features hundreds of lovingly restored tractors and steam engines, including steam locomotives. Here, on display, was the machinery that enabled the American farmer to open the vast American plains to cultivation. This show is another outstanding example of historic preservation.

Recently, Rich Dais led an outstanding field trip over Marshall Pass. The trip was fascinating, yet I was surprised at how little of the railroad existed!

So, the moral is clear. If future generations are to have a chance to know and understand railroading as we knew it, we must preserve it today! We at the Rocky Mountain Railroad Club could use your help. Equipment Chairman, Bill Gould, assures me that there is always something that could be done to help protect our equipment. So, pitch in!!! Help us preserve our rail heritage. (Keith Kirby)



REPORT ON THE MARSHALL PASS TRIP

On a crystal-clear Saturday morning, August 17, 1985, seventy-seven Rocky Mountain Railroad Club members and their guests descended on Poncha Springs for a trek over the abandoned route of the Denver & Rio Grande over Marshall Pass.

Railroad history buffs from all over Colorado, as well as Kansas, Wyoming and a couple from California, driving a 1956 Ford with 450,000 miles on it, made up the 33-car caravan as it snaked its way up the slopes of Poncha Pass en route to our first stop at Mears Junction. At Mears, we left our cars for a half-hour hike along the grade to the foundations of the water tank (which is now at the Pioneer Museum in

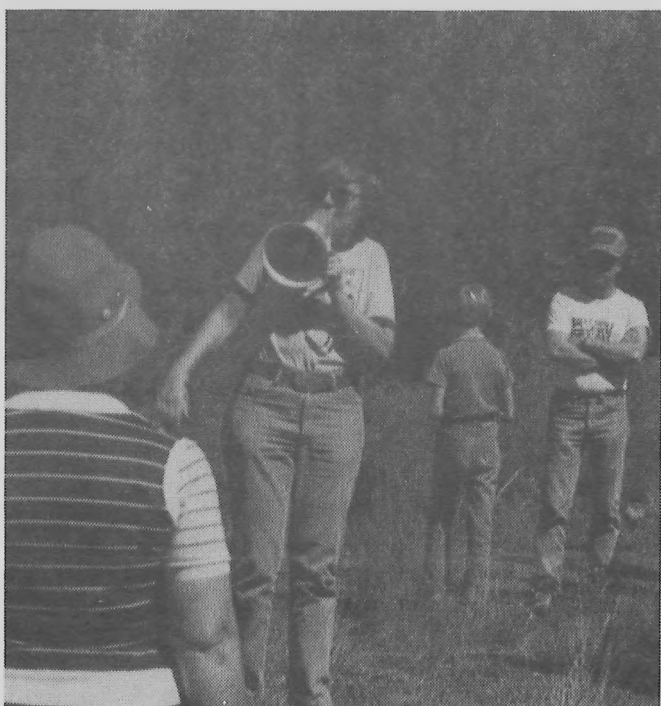
Gunnison), plus a short climb to match some photos of the Club's 1950 steam excursion over Ponch Pass.

Returning to the cars, we continued on up-grade, passing through the empty site of Shirley, a riproaring end-of-track construction camp when the line was built in 1881. Soon we were high above Shirley, twisting and turning back and forth, enjoying the views of the Sangre de Cristo Range to the east and 13,955-foot Mount Ouray to the west.

After a brief photo stop above sparkling O'Haver Lake, we headed on up to our lunch stop just east of the summit. Ranninger's Roadbed Commissary was set up in a grove of trees just below the road, and in short order we were all enjoying a fine meal of barbecued beef with all the trimmings, ably prepared and dished up by Lil & Jim Ranninger, assisted by Mary and Carl Carlson, topped off with birthday cake for Club Treasurer Ardie Schoeninger.

After lunch, we drove a short distance to the 10,846-foot summit of Marshall Pass, pausing to admire the view and enjoy some reminiscences of the area by Jack Morison and Mr. "Woody" Ralston. "Woody" worked on the Marshall Pass line as a fireman for the Rio Grande for many years, as well as for the Midland Terminal Railroad.





(Keith Kirby Photograph)

Trip leader, Rich Dais, pauses to give some additional facts about the rail route over Marshall Pass. It was obvious that Rich did his homework.

Winding our way downgrade, we stopped briefly to view the remnants of Tank Seven before continuing on to the end of our trip at the old railroad town of Sargents.

The town's depot was moved to Gunnison's Pioneer Museum several years ago, but the water tank is still standing, although it is deteriorating rapidly. The tank's owners, Mr. and Mrs. Bill Folowell, of Sargents, graciously allowed us to view the tank at close range. The Folowells would like to preserve and restore the tank, which may be the last of the D&RG's water tanks in its original location on the narrow gauge main line. (Perhaps this would be a good project for our Club!).

From Sargents, everyone went their separate ways, some to Gunnison, others to Denver

Roger Callendar, left, and Barbara Sausa, right, enjoy the reminiscences of "Woody" Ralston, middle, a former fireman on the Rio Grande, who worked the Marshall Pass line.

(Keith Kirby Photograph)

via Monarch Pass, and some even drove back over Marshall Pass in the opposite direction! Our thanks to all who came on the trip and for making it a great success.

(Rich Dais)

Editor's Note: Rich put many hours into this trip, researching the history of the area, pre-scouting the route to select the best places to stop, and writing a fine handout. The Club wishes to thank Rich for his time and energy and express the thanks for all who participated. The unselfish energy exerted by such Club members in behalf of their fellow Club members can never be repaid adequately.

AMTRAK TO PURCHASE 50 SPECIAL MAIL CARS

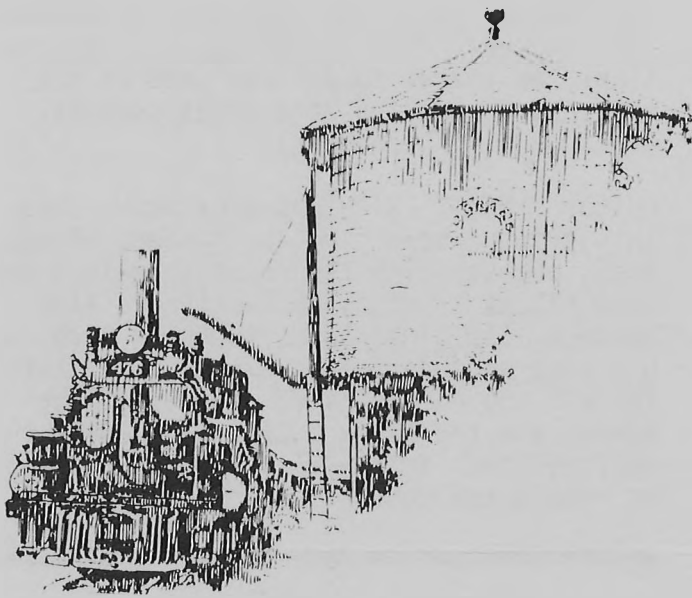
Amtrak will purchase 50 car shells and outfit them for "sealed" mail and express service under a \$5 million project approved by the rail passenger corporation's board of directors. The new cars will enable Amtrak to generate revenue growth in mail and express business.

The 50 new car shells will be fitted by Amtrak with high-speed passenger wheel truck assemblies at its Beech Grove, Ind., heavy-maintenance facility. The company will also install 480-volt power train lines, communication lines and interior lighting.

Twenty-one cars will be used to replace old baggage cars which would otherwise cost \$2.8 million to overhaul. Five of the new cars will be used to eliminate an existing baggage-car shortage. The 24 remaining cars will be placed in service on six medium and long-distance routes where current mail, baggage and express demand exceeds capacity.

Amtrak expects to award a contract for the car purchase later this year, with the cars placed into service beginning in early February, 1987. (Club members Charlie Max and Bernard Kelly)





DURANGO & SILVERTON NARROW GAUGE RAILROAD UPDATE

The Silverton Standard recently reported that the D&SNG exercised its option to purchase the former Denver & Rio Grande Western depot in Silverton, this, according to a report to the board of directors of the San Juan County Historical Society by its treasurer, Bill Jones.

Jones reported that the railroad exercised a right of first refusal option on the final day of its 30-day option period by tendering a downpayment and letter of intent to the San Juan Historical Society, which owns the building.

As lessee of the building, the railroad company had a right of first refusal on purchase of the building, and this option came into play on June 13, 1985, when the railroad picked up official notice of a purchase offer made by Mr. and Mrs. Kenneth Peterson.

Submission of a formal contract of sale, including terms and an historic facade easement, will now be submitted to the railroad for signature, Jones reported, and it is expected that the narrow gauge railroad will own the depot within a matter of weeks.

The historic structure was erected in 1882 by the Denver & Rio Grande Railway

and utilized by the D&RG and D&RGW and its subsidiary, Rio Grande Motorway, until the company announced plans to raze the building in the 1960's to remove it from the tax roll. The Historical Society successfully urged the railroad to donate the building to the Society, and preservation and restoration work was accomplished by that organization--including repairs necessary after a still-unsolved dynamite explosion blew the south end of the building apart in 1975.

The Society board also conferred with real estate broker Charles Moore on the projected sale of the other historic railroad depot in town--the former Silverton Northern Ticket Office--to Frederic Gerber for the use of Gerber Minerals Corporation.

As with the D&RG structure, the Silverton Northern office--once headquarters for Otto Mears' narrow gauge railroads out of Silverton--was donated to the Society in lieu of demolition, and restorative work has brought the property to the point of sale. Gerber is presently leasing that building, Jones and Moore reported, and purchase arrangements are being negotiated. (Silverton Standard via Darrell Arndt)

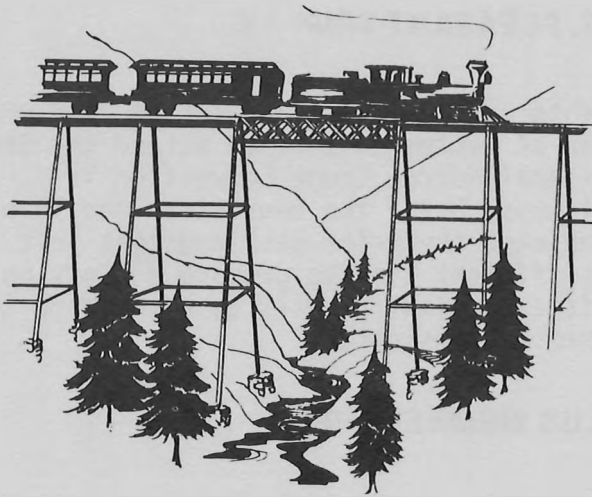
D&RGW CONSOLIDATES SERVICES

The Denver & Rio Grande Western Railroad has consolidated its shipment tracing, diversion, reconsignment, scheduling, billing and other customer services by creating a new Action Service Center in Denver.

The new center will allow the D&RGW to serve customers in the Midwest, Southwest, Southeast and Eastern United States with a toll-free service that replaces and upgrades similar functions formerly performed by regional offices in New York, Detroit, Chicago, Minneapolis and Kansas City, the company said.

Those offices have been closed and personnel were transferred to Denver, the railroad said. Field sales personnel and territorial sales coverage will not be effected and will continue as at present, the D&RGW said.

(Denver Post article)



FUND-RAISER TURNS INTO HAIR-RAISER

As reported in the Denver Post, four Georgetown couples on August 23rd, planned on an afternoon train trip and a \$2,150 gourmet dinner, but they almost lost their lives and their appetites.

A caboose on their train snagged four 25,000-volt power lines. The lines then tore into the car carrying the couples, shattering its frame.

As the power lines hissed and showered sparks, the couples and staff members of the Hotel de Paris dropped their champagne glasses. Some clutched each other. Some dived to the floor.

But aside from a few skinned knees, no one was hurt.

"Talk about a duck pate--we were almost dead ducks," said Marsha Buckley, one of the riders.

The accident occurred on the Georgetown Loop, which runs between Georgetown and Silver Plume.

A witness said the caboose--which was higher than the other cars was at the head of the train--normally isn't used.

The train ride and dinner were part of a fund-raiser for the Georgetown Society, which has a museum in the Hotel de Paris.

Although the caboose and the damaged car

were uncoupled so the trip could continue, another problem was unresolved.

The mishap knocked out power for about 90 minutes between Georgetown and the Loveland ski area, and the kitchen staff back at the hotel began searching for a place to cook the pheasant, poach the mussels, saute the lobster and warm the pistachio soup.

But before Chef John Dazzio had to resort to a gas grill, the power returned.

Dazzio later mused: "There's always something that happens at these dinners. You just kind of flow with it. Have a couple of beers and go with it."

(Denver Post article via Darrel Arndt)



ADDITIONAL GEORGETOWN LOOP INFORMATION

Georgetown officials have hired a Los Angeles consulting firm to gauge the impact of extending the historic Georgetown Loop Railroad into downtown Georgetown, Colorado.

Dames & Moore, an engineer and environmental consulting firm, will assess the effect the rail line's extension would have in terms of noise, air quality, traffic and the economy.

Beginning in July, Georgetown trains now back underneath "Devil's Gate Viaduct" to start their journey of the Loop. Thus, all laid track is now traversed.

Formal dedication of the new Morrison Valley Center and Morrison Theatre was done on August 19, 1985. This marked the completion of the second segment of the Georgetown Loop Historical Mining and Railroad Park.

The new visitor's center adjoining the

Devil's Gate Viaduct (trestle) in the stretch of Clear Creek Valley between Georgetown and Silver Plume, Colorado, has been in use since this season's railroad operation began May 25, 1985. To date, the theatre is unused, awaiting completion of a slide presentation.

Attendance at the park this year already is up more than 300 percent over 1984. More than 52,000 people rode the train last year, but in the first month of operation this year, there were more than 13,000 passengers.

The first phase of the multi-million-dollar project was completed June 1, 1984, when Shay's #8 and #14 reopened the rebuilt trestle.

The new center includes a ticket booth, parking lot, theatre, rest rooms and covered waiting platform.

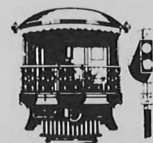
Work had started in July on restoration of the Silver Plume Depot, construction of a locomotive/car maintenance building with turntable, and parking area/landscape improvements. Work on these projects is expected to be completed in December, 1985. (Rocky Mountain News articles and Colorado Heritage News)

MT. PLEASANT TRIP

Due to your Editor being out of town the week of September 16th to attend the 5th National Narrow Gauge Convention in Columbus, Ohio, the newsletter had to be completed the prior week and this left insufficient time to prepare a story on this excursion. It will be covered in the November newsletter.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$16.00 (\$12.00 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 \$1.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.



ROCKY MOUNTAIN

RAILROAD CLUB

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DENVER, COLORADO 80201

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