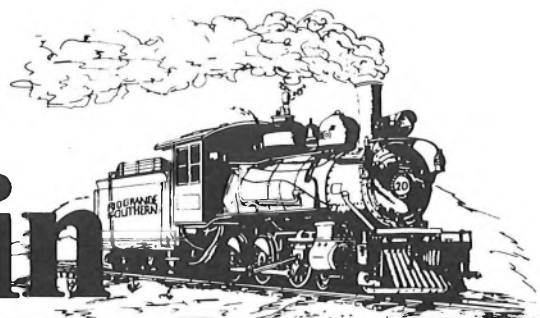


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 10, 1987 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
John Dillavou..... President
Rich Dais..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

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

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

MEMBERSHIP INQUIRIES

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

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

November, 1987..... No. 338
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. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

EXTRA!

NEW MEETING TIME ANNOUNCED

Club president, John Dillavou, announced a recent decision to move the meeting time from 7:45 p.m. to 7:30 p.m. This new time will be effective as of November 10, 1987. PLEASE, note this change!!!

NOVEMBER 10 MEETING/AUCTION

The November meeting will feature an auction. Information received from our past program chairman, Erwin Chaim, is that some new rules have been adopted this year along with previous guidelines of past auctions.

First, the best news is that our favorite auctioneer, the one...the ONLY... Erwin Chaim will preside over the auctioneering.

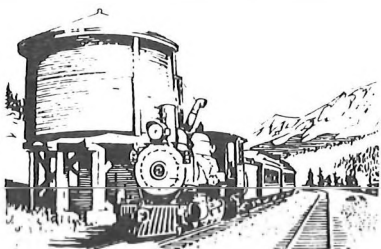
As in the past, 10% commission will be charged on the proceeds from the sale of consigned goods. Sellers and buyers must preregister and obtain seller and bidder numbers. Minimum bids will be accepted by sellers. Sellers should be at the meeting hall early to get their goods registered. REMEMBER..... we now start our meetings at 7:30 p.m., NOT 7:45p.m.!!! Bids will be accepted in increments of 25¢ up to \$5.00; 50¢ from \$5.00 to \$10.00; and, \$1.00 from \$10.00 up.

New requirements to participate in the auction include: 1) One must be a member of the Rocky Mountain Railroad Club, and, 2) NO DEALERS MAY PARTICIPATE! This auction is strictly for members of the RMRRRC as individuals and not brokers.

What may be entered into the auction? Any railroad-related item such as books, passes, timetables, photographs, paintings, models, and artifacts.

Should you have any items that you might like to donate to the Club, please feel free to do so and all proceeds will accrue to the Club.

We haven't had an auction for a few years, but previous auctions proved to be a great deal of fun, AND, one person's junk turned into another's treasure. So...sellers, empty out those garages and basements and experience some breathing room for a change!



OCTOBER MEETING/ANNUAL BANQUET

The 1987 Annual Banquet was held on October 10th at the Sheraton Graystone Castle Hotel at 120th and the Valley Highway. The threat of bad weather did not come forth and just under 100 people were in attendance. After a very good meal and announcements, it was determined that our farthest traveler came from Fullerton, California and that our newest and youngest member of 4-years of age was enrolled for the banquet. Door prizes were handed out to a number of members including the following:

Insulators: Sue Struska, Carl Carlson and John Dillavou

Union Pacific Packets: Russ Stuska and Janet Bidwell

Howard Fogg Prints: Jean Hollister, Susan Greene and John Holzman

Book/ America's Colorful Railroads: Jean Orton

Photo/ D&SL train above Yankee Doodle Lake: L. R. Orton

Painting/ Locomotive abandoned in a field: Gene Martin

Painting/ Tennessee Pass Station (framed in wood that was from the original station; obtained when the station was torn down in 1959): Merle Dorsett

After door prizes, the group viewed the original movie version of "Silver Streak."
(John Dillavou)

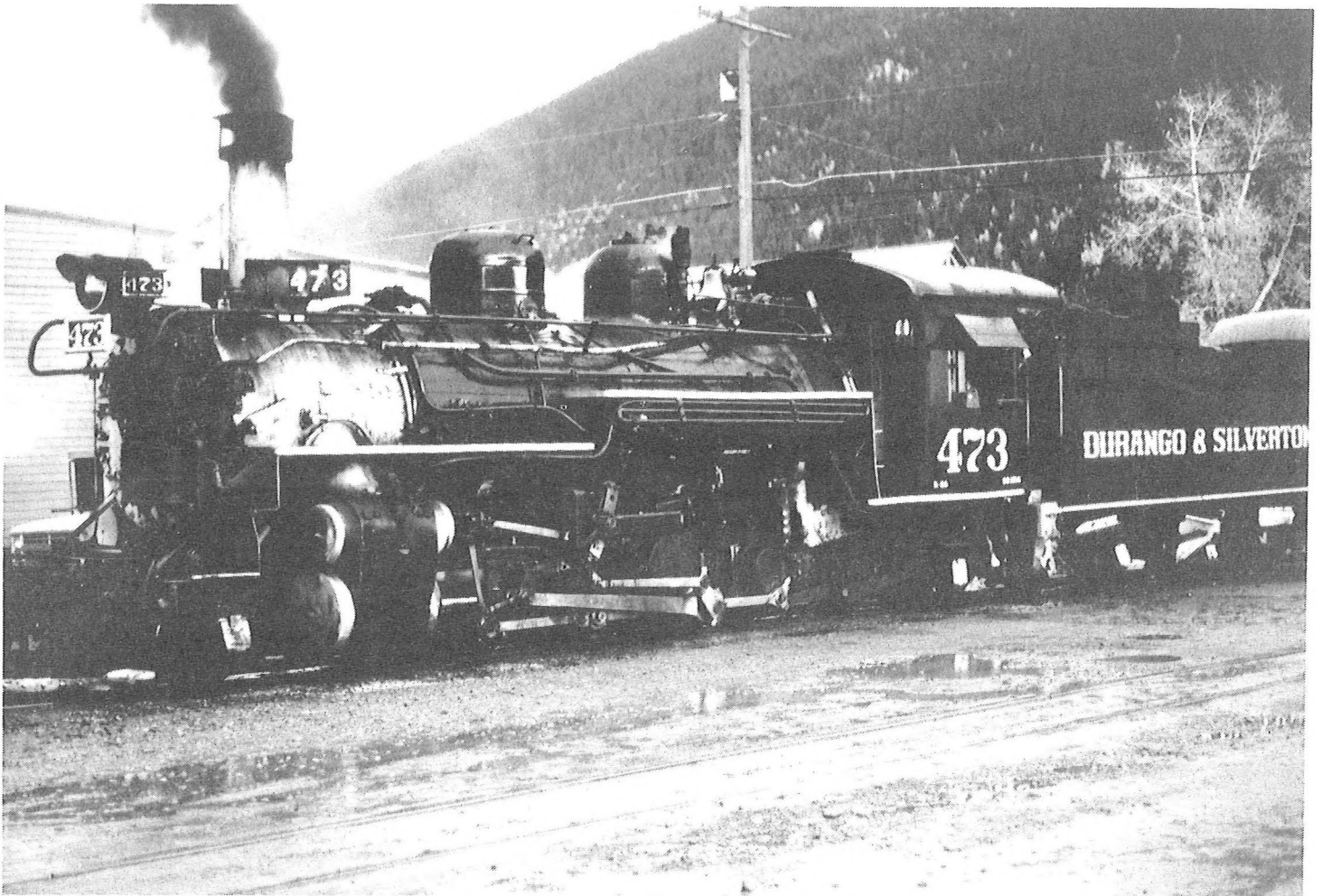
NEW MEMBERS

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

A. Michael Borkon	Mission Hills, KS
John Everett	Santa Anna, CA
Mark Fageol	Burlington, IA
Leanna Gaskins	Cupertino, CA
Jeff W. Griffin	Colorado Springs, CO
Jim Kephart	Vail, CO
Craig B. Story	Ganado, AZ

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

Itha M. Blair	Lafayette, CO
Harry R. Root	Denver, CO



As reported during the summer, a freak accident occurred on the Durango & Silverton Narrow Gauge Railroad when a semi-truck, out-of-control, literally flew into the D&SNG yards and smashed into K-28, number 473. As it turned out, the semi hit the engine in its rear quarters (at its strongest point), saving the engine from demolition. It was estimated at the time that about \$50,000 damage had been done to the engine, requiring, among other things, that the cab be completely rebuilt. The D&SNG shop crews worked day and night on the engine and had it back in service in just a few weeks. Here we see the rebuilt #473 in Silverton on September 26, 1987 as the road engine on Ed Gerlit's 5th Annual Animas Cañon Express. Perhaps the #473 will be one of the doubleheaders on the Club's 50th Anniversary excursion on the Durango & Silverton in June of 1988.

(Jim Trowbridge Photograph)

CHANGE IN MEMBERSHIP CHAIRMEN

Due to other commitments, Chuck and Chicky Morison have had to relinquish their position as co-membership chairmen. They have agreed to help with this year's membership renewal, but will not be handling daily membership details. We ask that all future correspondence and calls be directed to the Club's post office box or telephone number.

Our thanks to Chuch and Chicky for a job well done!

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.

50th ANNIVERSARY LOGO PRESENTED

The final design for the Club's 50th Anniversary was officially presented at the Annual Banquet. Howard Fogg's basic idea was selected by a panel of seven anniversary judges. Final artwork was prepared by Accu-Type, Inc. In addition to Howard's design, the panel selected an additional slogan submitted by Dave Goss for other uses during our anniversary year: "Silver Rails & Golden Memories." Both men were presented with prizes at the Banquet. You will be seeing a lot of this logo during 1988 as well as in the next month or two as we continue to advise you of upcoming events surrounding our 50th Anniversary. (Cyndi Trombly)



K-28, No. 478 is the helper engine on the Second National Narrow Gauge Convention's special train in September of 1982. The location is near Tacoma. Jim Trowbridge Photograph

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

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Denver, Colorado
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First Class Mail

DUES - Dues of \$15.00 for 1987 are now due.

Please forward your check/money order to:

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201

[] Check here if address is correct.

If your name or address as printed above is in error, please show the correction below. *Please PRINT or TYPE.*

NAME _____

ADDRESS _____

CITY _____ ZIP _____ PHONE _____

Kindly return this ENTIRE page with your dues payment.

DRAWING

Proceeds from the book drawing go toward the preservation of the Club's historical equipment. Chances are \$2.00 each. (1st prize - *Colorado Midland* by Morris Cafky (RMRRRC Publication); 2nd prize - *Memorial Edition, Denver, South Park & Pacific* by M. C. Poor (RMRRRC Publication); 3rd prize - *Pictorial Supplement to Denver, South Park & Pacific, Abridged Edition* by R. H. Kindig, E. J. Haley and M. C. Poor (Trowbridge Press Publication) and five 4th prizes - *Steam Tramways of Denver/The Colorado Eastern Railroad/Denver, Longmont and Northwestern* by Cafkey/Ryland/Boyles (RMRRRC Publication). If you wish to participate in the drawing, please fill in one or both of the coupons below. If you desire to send in more than two chances, please photocopy the coupons or simply print or type your name and address on separate sheets of paper about the same size as the coupons below for each chance you wish to submit. *Please DO NOT make our treasurer fill out coupons for YOU!!!*

ROCKY MOUNTAIN RAILROAD CLUB
1987 Book Drawing - April 14, 1987

ROCKY MOUNTAIN RAILROAD CLUB
1987 Book Drawing - April 14, 1987

NAME _____

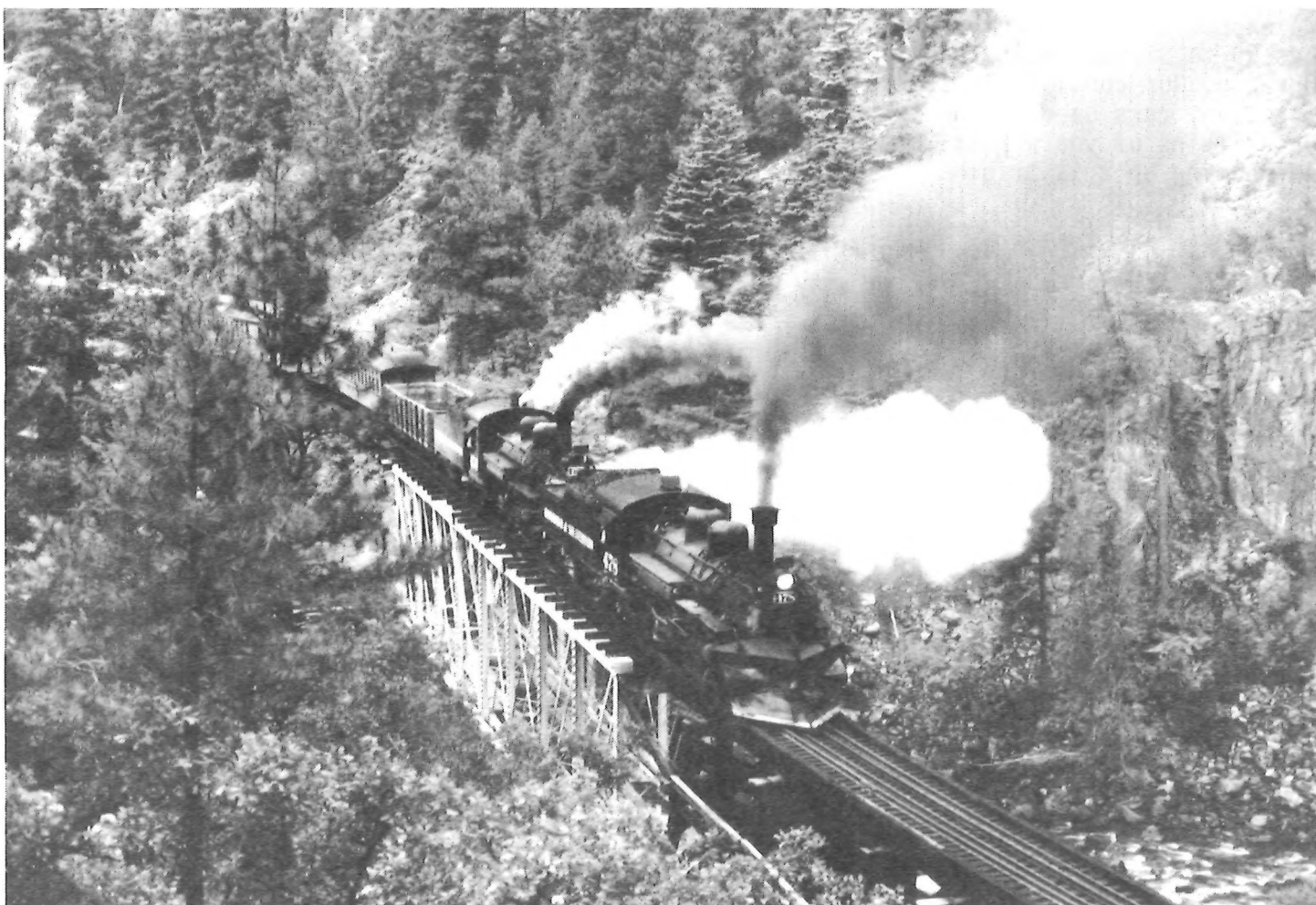
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Please Print or Type. Winners need not be present.

Please Print or Type. Winners need not be present.



Helper engine No. 478 and road engine No. 476, both class K-28's pull the Second National Narrow Gauge Convention's special across Tacoma Bridge on the Durango & Silverton Narrow Gauge Railroad in September of 1982. The consist is similar to what riders can expect on the RMRR's excursion on June 25, 1988. (Jim Trowbridge Photograph)

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

We continue to head toward our 50th Anniversary celebration and the Club's two-week railroading extravaganza is probably the highlight of the year's activities. We plan to highlight at least one of the individual excursions that make up the two-week special event.

This month we wish to cover the second portion of the narrow gauge back-to-back excursions and cover the double-headed special aboard the Durango & Silverton Narrow Gauge Railroad.

While we traversed across the tops of

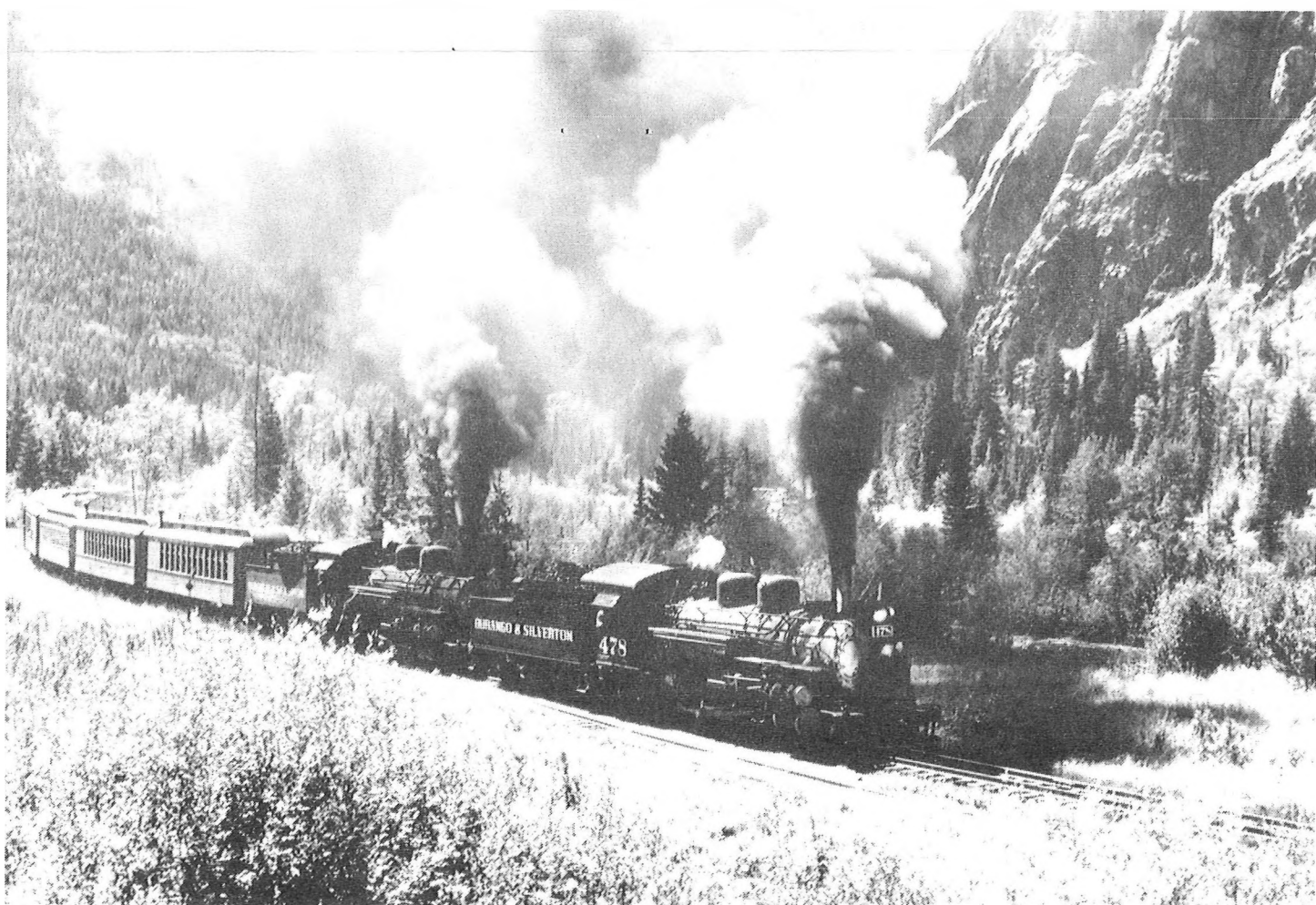
mountains and had vistas looking down and out on the Cumbres & Toltec Scenic Railroad, we find ourselves traveling at river level through the Animas Cañon on our way to Silverton for most of the trip. We begin our excursion out of Durango on the morning of Saturday, June 25, 1988. We travel north through the gorgeous Animas River Valley and up grade before arriving where the train traverses "the shelf" which is some 400' above the Animas River. Along the way to Silverton, we view such magnificent scenes as the Needle Mountains and pass such famous guest ranches as Ah Wilderness and Tall Timber. We arrive in Silverton for lunch and time to look around at the many historic buildings including the Silverton Depot and Silverton Northern Engine House.

We expect to have a number of photo runbys up to Silverton and back down to Durango. Our consist will be all passenger with many cars used on the famous San Juan trains of years past. Darrell Arndt is heading up this trip.

This trip is just a part of the many events that make up the composite two-week extravaganza. We suggest you arrange your vacation time to do it all, but, if you can't, try to take in as much as possible.

SCHEDULE

SATURDAY, JUNE 18 -- Union Pacific 3985
SUNDAY, JUNE 19 -- Georgetown Loop RR
MONDAY, JUNE 20 -- Pike's Peak Cog RY
TUESDAY, JUNE 21 -- Cripple Creek trip, including CC&Victor NG RR
(or) Cadillac & Lake City RR
WEDNESDAY, JUNE 22 -- travel to Chama
THURSDAY, JUNE 23 -- Cumbres & Toltec Scenic RR Excursion
FRIDAY, JUNE 24 -- travel to Durango
SATURDAY, JUNE 25 -- Durango & Silverton Narrow Gauge RR



A truly beautiful sight as K-28, Nos. 478 and 476 thunder through Elk Park, not too far south of Silverton, Colorado. The hillside overlooking the park and the wye at this location makes a superb location for photo runbys. It was at this location that the final scenes were filmed for the movie "Denver & Rio Grande." You may recall "bad guy" Sterling Hayden having a flat car brought up from the tail of the wye, pushed sideways off the track and "jacked" over to another track (actually the main line), loaded with dynamite and shoved towards a "fort-like" bulwark where the "good guys," led by Edmond O'Brien, were standing them off to preserve the D&RG's "Royal Gorge" trackage. Far-fetched, but a lot of fun and excellent train scenes including the crash of two engines at Tall Timber. This will undoubtedly be the site of one of our photo runbys. (Jim Trowbridge Photograph)

SUNDAY, JUNE 26 through SATURDAY, JULY 2 --
Field trips ranging from the Rio Grande
Southern to Marshall Pass to Alpine
Tunnel on the Denver, South Park & Pacific.

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



50th ANNIVERSARY UPDATE

With the many events to be held during
1988, the Anniversary Committee wants you
to particularly mark your calendars for
these two special occasions: 1) 50th
Anniversary Banquet on April 16, 1988,
and 2) Classic Train Movies at the
Paramount Theatre on October 15, 1988.
(Cyndi Trombly)

ELECTIONS

December is Election Night at the Rocky
Mountain Railroad Club. Nominations can
still be made to the hold-over board
members who comprise the nominating com-
mittee: Mat Anderson, Alan Greene and
Bud Lehrer. You can reach these men at the
November meeting or via the Club's post
office address: Nominating Committee, c/o
Rocky Mountain Railroad Club, P. O. Box
2391, Denver, Colorado 80201, or, leave a
message on the Club's telephone answering
machine, (303) 431-4354.

RESULTS OF THE CADILLAC & LAKE CITY EXCURSION

Information has not been written up for the
Rail Report, but we understand that about
eighty-five folks were aboard the special
train to Limon with great weather, good
food and a fun time. We hope to have more
complete information by the December Rail
Report.

RMRRC 50th ANNIVERSARY CALENDAR

As announced through a separate flyer with
October's newsletter, the Club has decided
to produce an Anniversary edition Calendar,
depicting memorable excursions on Colorado,
New Mexico and Wyoming rail trips as re-
corded by seventeen separate Club members.

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

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

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

CALENDAR ORDER FORM

NAME _____

ADDRESS _____

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

Send your order to:

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

FROM THE PRESIDENT

Keep it Simple????

In the days of the old west, if you stole somebody's horse and you were caught, there was an immediate trial. No "if's or but's"; the verdict was a hanging by the neck until dead. Most everything else back then was handled in a swift clean clean pattern when it came to public improvements and construction and accomplishing projects that benefited people in general. Someplace over the years, those simple decisions and solutions fell by the way side and it takes from six weeks to six years to have anyone come up with a decision on anything.

Throughout the Denver metro area we have a number of abandoned railroad right-of-ways. Now more abandonments are coming about. Our RTD is looking at several of these as rapid transit corridors. Very simple, right? Wrong! It seems that all of a sudden, residents in some of these corridors are jumping up and down and screaming that they do not want rapid transit. They do not want smelly, dirty, noisy, unsafe rapid transit, as it will deteriorate our neighborhoods.

In the past year I have attended a seminar in each San Francisco and Washington D.C. I never used a bus in getting around in either location. I used their rapid transit systems (BART and METRO) totally. It was inexpensive, very, very clean, secure and vandal free, and, most important, quiet and fast. In the heart of these cities it is a subway system. Power is by 3rd rail electrical power. I decided to ride to the end of the line one day in each of the two cities. The acceleration and braking factors are great. Stations in the cities were located at $\frac{1}{4}$ to $\frac{1}{2}$ and 1-mile intervals; generally while in the suburbs the distances increased. In Washington D.C., it took 60-seconds to accelerate, brake and stop again between a 1-mile station. An RTD bus can't come close to that kind of service any place in metro Denver, plus all of the pollution spewed out by a bus.

When the lines came out from underground,

they were either on grade or elevated on architecturally pleasing structures so that there were no grade crossings and stations were excellently landscaped. Grades were no problems. Many were located in the medians of 3 to 4 lane or interstate highway systems. Many had parks adjacent to them and access to neighborhoods via hike/bike trails. What a joy to look out the window at 60mph+ in the median of an interstate highway into Virginia while some three lanes of traffic was backed up 3-miles because of a minor accident. All on a quiet, air-conditioned and very clean transit line.

We needed to start construction of our rapid transit system 20 years ago just to have had it today when we need it the most. I wonder if it will be another 20 years before we ever see it here. Hopefully not as perhaps the first leg of a metro system will be built from the Denver Tech Center to Downtown Denver around a 20-mile distance. Seems simple, doesn't it? I would hope so.

You know, this same type of rail line ran from west central Denver along this right-of-way (on the same track that is in place out to the Federal Center) all the way out to Golden where it circled the downtown area. Then began its route back to Denver. It had an overhead wire for electrical power, was fast (maybe not so clean in its last days), but it ran in all kinds of weather. It was abandoned in the early 1950's. Keeping it simple, back then, when people did not complain, we called it a street car. (John Dillavou)

SHIFT OF BN TRAINS TO UNION PACIFIC HAS GREELEY UPSET

The Union Pacific announced tentative agreement with the Burlington Northern to lease track through Pierce, Ault, Eaton, Greeley, Evans and LaSalle which would add from four to six daily freight trains through these communities. The announcement has upset city councilmen in Greeley.

City councilman Jack Cochran was quoted as saying that the UP officials had promised last March not to take any action without first contacting Greeley officials.

Burlington Northern spokesman, William N. Joplin, said that four small freight trains are being considered and will be run at odd hours, therefore not upsetting city traffic to any great extent. (Denver Post)

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: 60-minute cassette of N&W 2-6-6-4 No. 1218 and N&W 4-8-4 No. 611 operating during the summer of 1987 for NRHS excursions. Price: \$7.95 post paid. Allow 4-7 weeks for delivery. Nate Busted, 404 Rubens Drive, Nokomis, Florida 34275.

FOR SALE: From the Harry Root estate: One 4-8-4 live steam locomotive and one 4-6-4 live steam locomotive (1"-scale), \$2,000.00. Two passenger cars. 750-feet of 5/8"-high duralloy rail (with ties), \$200.00. A 12"x36" metal lathe, vertical milling machine, and, other miscellaneous tools. Contact Don Morgan, 5117 W. Hinsdale Cr., Littleton, Colorado 80123. (303) 979-4660.

FOR SALE: Pictorial Supplement to Denver, South Park & Pacific. Signed and numbered (#3842) In mint condition (never been read). Best offer. Margaret Bandli, 615 South Alton Way, Apt. 6-D, Denver, CO 80231. Phone: (303) 340-4970.

FOR SALE: The ALCO PA4 Locomotive by N. E. Anderson and C. G. MacDermot, 1978. 126-pages. Price: \$20 (or best offer). Jack MacLennan, 3578 Broadway, Boulder, CO 80302. (303) 442-5225.

FOR SALE: Ultra high quality recordings of 3985, C&TS and more on CD or cassette. Call Joe Niklas for details. (303) 455-9100.

WANTED: Kansas City, Mexico & Orient Ry. items, history of railroads, passes, timetables, lanterns, photos of locomotives, etc. A. F. von Blon, 1699 Ewing Ave., Waco, Texas 76707.

FOR SALE: Fairmont Standard Section Car,

class S-2, series E. 99% Complete with aluminum top. Price: \$175.00. Ed Gerlits, 1540 Routt Street, Lakewood, CO 80215. Phone: (303) 232-9262.

ROLLINS PASS RESTORATION UPDATE

As of September 28, 1987, a sign has gone up on a road just north of the east portal of the Moffat Tunnel, west of Rollinsville. The sign simply said that Moffat Road over Rollins Pass is open.

The restoration of the Needle's Eye Tunnel is complete.

Restoration work, which cost \$125,000 was completed on Thursday, September 24th. The walls of the tunnel were reinforced by 480 10-foot rock bolts, and steel netting was hung through the tunnel and around each approach to contain falling rocks.

The entire route is not yet completely reopened, as two railroad trestles over the 1,000-foot Devil's Slide remained closed to automobile traffic. However, until snow closes the route over the Continental Divide, passage from the tunnel to Rollins Pass can be made over the old Boulder Wagon Trail.

Passage over the wagon route requires a four-wheel drive, high clearance vehicle, although two-wheel-drive vehicles can reach the Needle's Eye Tunnel from the east or Rollins Pass from the west, weather permitting. Pedestrian access to the Twin Trestles will be maintained from both sides of the pass until snow begins accumulating on the roads.

A formal dedication of the Needle's Eye Tunnel will be held on July 3, 1988. (Information supplied by Stu Anderson via the Times-Call)

MISCELLANEOUS

D&RGW SKI TRAIN CARS SOLD

The Rio Grande has sold the 1913 ex-Northern Pacific ski train cars to the Napa Valley Wine Growers in California. The cars left Denver on September 10th. The cars will be rebuilt for the Napa Valley dinner and wine train operation. Considera-

tion is being given to purchasing coaches from VIA Canada or the low profile "TEMPO" cars from "GO Transit" (Government of Ontario).

SANTA FE SOUTHERN PACIFIC RECEIVES BIDS FOR SOUTHERN PACIFIC LINE

The Santa Fe Southern Pacific Corporation announced on Friday, October 16th, that it had received seven offers to buy its Southern Pacific Transportation Company unit. Santa Fe would not say who made bids, but did say some offers were more than \$1 billion. The Railway Labor Association made a bid of \$750 million Thursday, October 15th. (Denver Post)

ABOUT RAILROADING OF THE PAST

Early railroads stocked South Platte with Trout Fry

Nostalgia for the good old days often bring visions of pristine mountain canyons where a rugged fisherman could work miles of stream in near solitude. He'd hook big native trout--all he wanted, and then some.

The South Platte River above Denver sometimes is singled out as having been just such an idyllic spot more than a hundred years ago.

Accounts around the 1880's tell of a single fisherman catching hundreds of trout, but they also note that game and fish officials were working hard to keep catches within the limits of the law.

By the 1890's the limit on the Platte was 20 pounds of trout, and the locals and tourists were riding the trains up the canyon and the river's north fork, and often returning with that huge limit of trout.

Was the river such an ideal fishery that plentiful trout multiplied naturally?

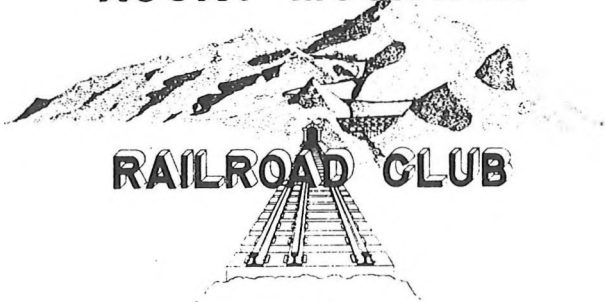
A 1902 newspaper story said state hatcheries had released millions of trout fry in Colorado streams for several years. A 1904 booklet published by the Colorado & Southern Railway boasted that "the railroad company each season plants in this stream (South Platte) from 350,000 to 500,000 young trout".

But the South Platte canyons weren't only being visited by fishermen.

The narrow gauge rails of the Denver, South Park and Pacific first entered the South Platte River canyon and extended up the river's north fork by 1878, then dropped into South Park and over Boreas Pass. Later the line became the Denver, Leadville & Gunnison, and by 1899, the Colorado and Southern.

This opened a weekend and summer vacation land to the growing Denver. Resorts and hotels catered to both tourists and residents, who rode the little "Fish Train" and other excursion trains to fish, hike, picnic, or spend weekends or weeks in the mountains. Passenger service continued until the late 1930's. (Copied from the Water News of the Denver Water Department, September-October issue)

ROCKY MOUNTAIN



RAILROAD CLUB

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