

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

### MEETING SCHEDULE:

August 13, 1991 -- 7:30 p.m.

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

Jim Trowbridge..... Editor  
Les Grenz..... Associate Editor  
David W. Salter..... President  
Joe Priselac..... Vice President  
Bill Gordon..... Secretary  
Bert Bidwell..... Treasurer

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

**DEADLINE** ALL copy for publication in the September, 1991 Rail Report is due no later than August 13, 1991!!

### MEMBERSHIP INQUIRIES

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

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

August, 1991..... No. 383  
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.

### AUGUST 13 PROGRAM

The August program, presented by Club Member, Bryan Bechtold, is entitled "Traveling by Train--Adventures South of the Border."

Bryan will present his 1989 trip to Mexico through the Copper Canyon to Los Mochis on the Mexicano Del Pacifico to visit a sugar cane plantation which still uses steam

locomotives.

The program will cover three mainline railroads and one shortline (steam).

Plan to be with us for something different at the August meeting.

### **PUBLISHER'S STATEMENT**

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

### **JULY PROGRAM AND MEETING**

Joe Priselac provided the verbal narration by Ed Haley and Dick Kindig that was prepared for the Billie Bowen 16mm film that the Club owns. It has been quite some time since we last enjoyed this film from the Club's archives, and, many, wish they could see it much more often!!

The scenes were taken during the mid-40's and includes many wonderful depictions of both standard and narrow gauge operations at that time including a trip over Marshall Pass, switching a mix of standard and narrow gauge rolling stock at Salida on 3-rail trackage by both narrow and standard gauge engines, switching in Durango with such engines as the 375 and 453 with a mixed train to Silverton pulled by #453, a triple-header steam-powered passenger train over Raton Pass, and Daylight trains on the Southern. The list goes on and on!

Our thanks to Joe for arranging this program and his narration. Additional thanks to Ed Haley and Dick Kindig for their work to provide the written narration.

In addition to the regular monthly program, Keith Kirby presented a slide promo for the upcoming Ft. Collins Trolley Trip. The material covered the opening of the line as well as current operations with views of members enjoying the ride.

### **NEW MEMBERS**

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

Greg Bezdek	Wilmette, IL
Robert Gotthelf	Colorado Springs, CO
Edward Jakubowski	Denver, CO
Luke Matthew	Kissimmee, FL
Kenneth R. Wilson	Aurora, CO

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

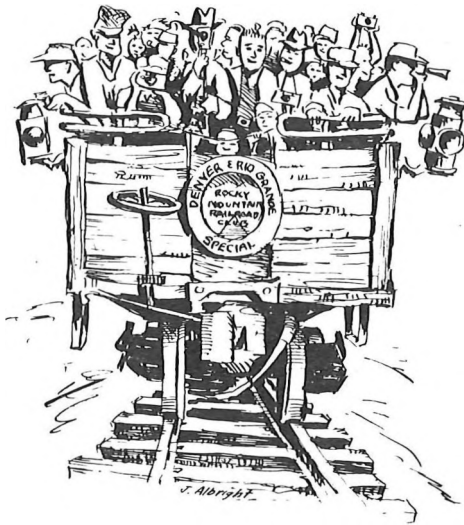
Edward (Ned) Mahoney . Ft. Worth, TX

Edward (Ned) Mahoney, an early member of the club (1947), died at his home in Ft. Worth, Texas, at age 90 on June 13, 1991. Ed was a very active member during the years he lived in Denver, going on all the club's excursions and missing very few meetings. He went to work for the Santa Fe Railroad in April 1919, prior to his 18th birthday and retired in June, 1945. Ed recently wrote about his experiences while travelling on an A.T. & S.F. business car as an "on line" secretary to a division superintendent from 1919 to 1922. His travels included the states of Colorado, Kansas, Oklahoma and Texas. This entertaining account was published in the Colorado Railroad Museum's Rail Annual No. 18, 1990.  
(Ed Haley)

Ed. G. Calahan Denver, CO

Also in June, the club lost another from its small group of charter members (the men who organized the Rocky Mountain Railroad Club in 1938) with the death of Ed. G. Calahan, who at the time he dropped out of the club in 1963, held membership card No. 1. Ed, his wife and two children, were passengers on many of the club's trips in the late 1940's and the 1950's.  
(Ed Haley)

[Editor's note: Our thanks to Ed Haley, who always comes through in writing these notices for your editor. While many newer members may not have met these men, they played important roles in the early days of our club and deserve our mentioning]



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

At the July meeting, Roger made a request for railroad books in particular. Should members have books they wish to donate, please bring them to the August meeting or contact Roger, or, your editor at 502 So. Cody Street, Lakewood, CO 80226, (303) 988-2267.



### 1991 SCHEDULE OF EVENTS

August 10	Colorado Midland Field Trip
August 13	Regular Monthly Meeting
September 1	C&TS Double-headed Mixed Train Excursion
September 10	Regular Monthly Meeting
October 5	Platte River Trolley Trip
October 11	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting

### PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the July 9, 1991 meeting are as follows:

- Hugh H. Wilson / UP Centennial Calendar
- John Dillavou / Trackside Prints: City of San Francisco
- Tim Clay / Official Guide of Railways, 4/73
- Mat Anderson / UP System Timetable No. 7
- Hugh H. Wilson / UP System Timetable No. 7
- Bert Bidwell / Set of Model Railroad Books: "Kalmbach 'How To'"
- Warren Hida / Set of timetables
- Bill Springer / Set of RMRRC pamphlets
- Russell Clay / The New York Central
- Alan Wise / Misc. set of posters & prints

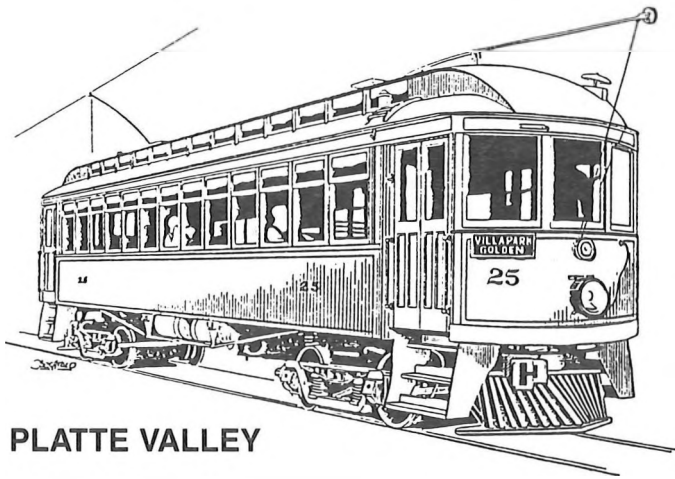
### EQUIPMENT WORKDAY A SUCCESS

I want to thank those persons who showed up at the equipment workday, June 15th, at the Colorado Railroad Museum. We did get a number of things accomplished: Engine No. 20's roof was repaired and re-tarred; the Los Angeles Street Car received some leak repairs and a new coat of white paint on the upper level; the ex-RGS car "RICO" had its end given a new coat of black paint; and, all equipment got a cleaning on the inside with soap and water. Again, thanks to all who gave the Club a helping hand. (Hugh H. Wilson, Equipment & Preservation Chairman)

### A NEW AGE FOR THE RGS

These are exciting times for RGS fans! A US West grant has been used to reconstruct a replica of the Dolores Depot with volunteer help. Future plans include a museum inside the station and negotiations are underway with landowners and government historical grant people to rebuild the 18-mile stretch of RGS track to Mancos. The rebuilt Dolores, RGS Goose would be used to transport tourists over the line.

Also, Telluride has finally attended to its long-neglected station and is financing repair and movement of the depot to a firm foundation about 15 feet from the original site. (Jim Jones)



## PLATTE VALLEY

### TROLLEY EXCURSION

Come along and experience the ride with your fellow club members aboard the Denver Rail Heritage Society's "Seeing Denver" Platte Valley Trolley from Confluence Park along the Platte River Greenway and connecting with the old Denver & Intermountain interurban route 84 to Sheridan Boulevard and return.

We have made arrangements to run a Rocky Mountain Railroad Club special on Saturday morning, October 5, 1991, departing Confluence Park at 9:00 a.m. for a two-hour pleasure trip prior to the trolley's regular 11:00 a.m. to 6:00 p.m. advertised schedule.

Our trip will bring back fond memories of the days when the Club had many memorable trolley excursions over the interurban line to Golden until 1953.

The price for the excursion is \$5.00 for adults and \$2.50 for children. Capacity is limited to 50 riders, so get your ticket requests in early. Since the fall "Changing of the Colors" will be close to their peak, several photo runbys are planned along this scenic six-mile round trip.

Confluence Park station is located behind Forney Museum, just south of the 15th St. bridge over the South Platte River where Cherry Creek flows into the Platte. Parking is limited. There is street parking between Platte Street and the river on 15th; also, at Fish Back Landing Park on Water Street near the north end of the Speer Blvd. overpass, just west of the Forney Museum. Use exit 211 at 23rd Ave. off I-25 and go east on Water Street, about two blocks.

Send ticket orders (along with a self-addressed, stamped envelope) to:

ROCKY MOUNTAIN RAILROAD CLUB  
c/o Joe Priselac  
5100 Stuart Street  
Denver, Colorado 80212

Please send \_\_\_\_\_ tickets on the following basis:

_____ Adults @ 5.00 ea.	\$ _____
_____ Children \$2.50 ea.	_____
Total	\$ _____

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

TELEPHONE ( \_\_\_\_\_ ) \_\_\_\_\_

Tickets may also be purchased at the August or September meetings. AGAIN, please send a stamped, self-addressed envelope with your order!!

### 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.

WANTED: Tall, clear-cast D&RGRR Globe with serif type style. Not barrel shape! Doesn't have to be perfect. Bart Kister, 7560 Morningside Dr., Indianapolis, IN 46240.

### TENNESSEE PASS HISTORIC HIKE

The Colorado Trail Foundation has planned a historic hike on the 100-year-old abandoned railroad line on September 15, 1991. Such sights as the old coke ovens and hand hewn wooden bridges will add to the historic narrative. Interested persons may contact Charlotte Briber at (303) 756-0787.



**C&TS DOUBLE-HEADED MIX TRAIN EXCURSION, SEPTEMBER 1, 1991**

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

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

Many outstanding photo locations will be selected for our passengers' pleasure. Some well know sites such as Lobato, Coxo, Los Pinos and Big Horn will be included along with additional locations that will delight every rail fan.

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

The Rocky Mountain Railroad Club and the Cumbres & Toltec Scenic Railroad will assume no responsibility for an inconven-

ience caused by trip cancellation or changes in equipment or schedule.

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

In addition to the Cumbres & Toltec Scenic Railroad excursion, arrangements have been made with the Durango & Silverton Narrow Gauge Railroad for space on their 9:30 a.m. train to Silverton on Monday, September 2, 1991. This will not be a special train. We have booked space on their regular train in open gondolas for those who wish to ride both narrow gauge trains over the Labor Day Weekend and wish to enjoy the company of fellow railfans rather than the general public. Fares for this train are \$38.00 for adults and \$19.00 for children ages 5 through 11. The Club will make reservations for you and supply you with tickets in advance. Motel information will be sent with your tickets. [Should you decide to take the "Silverton", we suggest that you stay in Chama the night before and travel to Durango early the next morning. There will be a number of us traveling to the D&SNG Monday morning. Previous experience suggests that this is the safest arrangement]

*PLEASE... Enclose a stamped, self-addressed envelope with your ticket order!!*

-----  
*Please Print or Type*

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
\_\_\_\_\_

TELEPHONE (     ) \_\_\_\_\_

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

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

\_\_\_\_\_ Children (D&SNG) \$19     \_\_\_\_\_

Total     \$ \_\_\_\_\_

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

## REMINDER

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

### Chama Motel Listing

Branding Iron Motel	(505) 756-2162
Elkhorn Motor Lodge	(505) 756-2105
Foster's Hotel	(505) 756-2296
High Country Inn	(505) 756-2384
Little Creel Lodge	(505) 756-2382
Lobo Lodge	(505) 756-2150
Trail's End Motel	(505) 756-2156
"Y" Motel	(505) 756-2166
Rio Chama RV CG	(505) 756-2303
River Bend Lodge	(303) 756-2264
Shamrock Lodge	(303) 756-2416
Spruce Lodge	(303) 756-2593

### **THE "PIONEER" AMTRAKS WYOMING!**

You can remove Wyoming from your list of states without Amtrak rail passenger service effective June 17th as on that date daily service began between Ogden, Utah and Denver, Colorado through Wyoming after a hiatus of eight years.

East of Denver, the train will continue to be operated as a part of AMTRAK's Trains 5 & 6, the "California Zephyr" to/from Chicago. Formerly the "Pioneer" was split from the "Zephyr" in Salt Lake City for its run to Portland and Seattle. This change not only gives Wyoming much desired service, but it also will enable better arrival and departure times from Seattle as the route through Wyoming is considerably faster than the connection through Salt Lake.

As President of the Rocky Mountain Railroad Club, I was invited to ride the Inaugural Train that ran between Ogden and Denver on June 14th and 15th as a guest of AMTRAK. I chose to board the train in Laramie Friday

morning, June 15th, for the ride into Denver and must admit that it was difficult to tell who was the happier with the return of passenger service to the "Overland Route" --the residents of Wyoming or AMTRAK! Both seemed to almost out-do themselves!

I arrived in Laramie at 8:15 a.m., thirty minutes prior to the scheduled arrival of the Inaugural Train, to find the station area to be a bee-hive of activity. The Laramie Marching Band was gathering; people were signing up for chances on five free Denver/Laramie roundtrips and 1 free Chicago, Portland, or Seattle roundtrip; red, white, and blue AMTRAK balloons were everywhere; and packets of "everything that Laramie has to offer" were freely given to guests. Shortly, the band was settled in and began playing such tunes as "The Old Gray Mare Ain't What She Used To Be" and "I've Been Working on the Railroad" (--or was it "The Eyes of Texas are Upon You--certainly not!) with a great jazzy, marching band beat. It all added up to a very festive atmosphere to greet the return of AMTRAK.

Promptly at 8:45 a.m., the "Inaugural Train" flying United States and State of Wyoming flags arrived and made its usual two station stops. The first was to be photographed breaking an AMTRAK banner arriving in the station, and, the second was to off-load and load guests. Welcome speeches were given by local dignitaries and returned by AMTRAK officials. The Train was scheduled to depart at 9:05 a.m. but was delayed several minutes because of the ceremonies.

The eight-car train, consisting of all Superliner equipment, including coaches, full lounge, diner and two sleepers and powered by two F-40 HEP units was typically "Claytor-AMTRAK." It was spotless inside and out and the interior was decorated with red, white and blue streamers that added to the festive atmosphere. A continental breakfast was offered guests as were Bloody Marys and champagne from the bar and AMTRAK employees could not have been more courteous and solicitous. Dignitaries roamed through the train giving out Wyoming commemoratives, native crafts, and packets of local interests. There were musicians, some of which changed the words of the old spiritual,

"This Train Is Bound for Glory" to "This Train is Bound for Cheyenne" and an instrumentalist that did a rousing rendition on the banjo of "Orange Blossom Special." Just as in Laramie, the train itself was a beehive of activity with local and state dignitaries, "Miss Wyoming." and local author Bob Budd who gave our free autographed copies of his book A Wide Spot in the Road. All of this, coupled with the glass-smooth ride of the Union Pacific's mainline, made for a very delightful and memorable trip.

Arrival in Cheyenne at 10:40 a.m. was again on the "dot," as AMTRAK thoughtfully padded the schedule to handle a reasonable time overflow for ceremonies such as was the case in Laramie. There was a good crowd to greet the train in Cheyenne, although both AMTRAK and local officials were somewhat disappointed in the turn-out. They believed the "lack of interest." if there was one, to be attributed to the fact that the "Pioneer" will not directly serve Cheyenne, but will again use Borie as the stop and offer AMTRAK bus service between the Cheyenne ticket office and the trains.

Both AMTRAK and the city would prefer direct service, and there appears to be plenty of pad in the schedule to do this; however, without utilizing some sort of a loop for turning the train in Cheyenne, a long back-up move would be required, which both the Union Pacific Railroad and AMTRAK prefer not to do.

Many new guests entrained at Cheyenne including an alias "Horace Greeley," who, unfortunately, had to go south to get to Greeley from Cheyenne; the State of Wyoming flag was exchanged for a State of Colorado flag; and the train was pulled backwards by Union Pacific power to the junction on the mainline for Speer--which gave an indication of what would be involved in a "back-up" move into/out of Cheyenne. A buffet lunch was served in the diner and the bar's offering added piña colodas. Incidentally, a special "Pioneer Beer" was available until the supply ran out and the last few bottles were given only to guests as souvenirs.

Arrival in Greeley was promptly as advertised at 12:45 p.m. and Greeley was in no

way to be outdone by its Wyoming counterparts with its festivities. The crowd awaiting the train at the station seemed like a "mini" Stampede and a big placard on the former Union Pacific depot proclaimed "AMTRAK--Welcome to Greeley..... the Star Spangled Stop!" There were the usual ceremonies and tables were set up for people who desired to purchase lunch from some of the local restaurants that had set up under canopies on the depot grounds.

Arrival in Denver at 2:30 p.m. was again "O.T," although somewhat unique. The train used one leg of the wye formerly used by through UP passenger trains in their back-up move into Union Station; but, instead of utilizing the other leg of the wye to back into the station, it continued onto the BN's tracks which were then used to back into the station.

All in all, the trip was extremely enjoyable, and it is encouraging to see how receptive the area(s) were to the resumption of AMTRAK service on the "Overland Route." Many of these communities feel that they are no longer isolated and if receptions given to the Inaugural Train are an indication of future patronage, the new routing of the "Pioneer" from Denver should be an excellent move and improve AMTRAK's ridership. Upon arrival in Denver, AMTRAK officials and other guests were still talking about the "Hole in the Wall Gang" and the big party thrown in Rawlins--as well as the outstanding reception at the other cities to be served.

There were only two "glitches" of which I am aware. One, is that on the new schedules published by the "Pioneer" effective June 16, 1991 (from Chicago and Seattle), AMTRAK reflects that the "Denver & Rio Grande Western" will be the host railroad from Denver through Wyoming, Utah, Idaho, and Oregon to Portland. This oversight can easily be corrected in the next issue of the timetable. The other was that the name tag issued to Bert Bidwell was noted as "BEST" Bidwell. Unless AMTRAK is privy to information that is not general knowledge, I'm afraid that the rest of us will have to suffer with this for the remainder of our lives! (David W. Salter)

## BOOK, VIDEO & AUDIO REVIEWS

ROTARY TO THE STARS. Video. One hour, color. \$29.95. Back Track Videos, 2788 West Iliff Avenue, Denver, Colorado 80219. (Todd Rollheiser)

Due to heavy snow still covering the C&TS Railroad this May, a special Rotary Train was operated on May 4 & 5, 1991. Back Track Videos captured the operations and have produced Rotary to the Stars.

Rotary OY, along with K-36 Mikados #487 and #488, water car, crew cars and caboose make up the consist. The tape features the operations from Chama to Cumbres on Saturday and the special excursion train that followed the Rotary on Sunday. In spite of the many spectators sometimes ignoring photo lines, some fine scenes are depicted of snow-clearing and certainly give a good sense of the excitement of watching and hearing this equipment clear the line. The contrast between clear skies, white snow and black engines sometimes makes for dark pictures of the equipment, but, overall, narrow gauge fans should enjoy this video.  
(Jim Trowbridge)

[Editor's note: Todd Rollheiser has made this video available to Club members for a reduced price. Regular price will be \$29.95. Club members can obtain a copy, post-paid, for \$5.00 off or just \$24.95 by giving their membership number with their order. PLEASE NOTE: The initial price was to be \$35.95 and some members purchased a copy at the July meeting for \$30.95. They may contact Todd for an adjustment. Todd called your editor on Saturday, July 13th to advise of the final product price]

### COMANCHE CROSSING MUSEUM STRASBURG, COLORADO

Have you visited the Comanche Crossing Museum in Strasburg? Located at 56060 East Colfax Avenue, in Strasburg, take I-70 to exit 310. North to Highway 36 (Colfax Avenue), three blocks west to museum. Open 2:00 p.m. to 5:00 p.m. June 1st through August 31st. Admission Free. Contributions welcome. Besides railroad equipment, the museum features a complete print shop, blacksmith shop, telephone office, creamery, all fully furnished: pioneer kitchen, dining

room, parlor and bedroom. Plus...much, much more. Give it a try sometime.

### NEW HOME FOR GEORGETOWN LOOP ENGINE #44

On June 21st, 1921 Baldwin 2-8-0 #44 was moved from the Georgetown Loop rail yard in Silver Plume to the front of Georgetown's original Colorado & Southern Depot, now called the "Old Georgetown Station." The engine was moved to Colorado from the International Railways of Central America in El Salvador. It has been operating on a portion of the world famous Georgetown Loop Railroad, making a record number of trips "over the Loop" since 1975. Displayed with No. 44 is a "rail and tie" car and a Rio Grande Southern caboose #0400. The "Old Georgetown Station" (formerly The Alpine Inn Restaurant) has renewed its mission as a cross roads of information for visitors to the area. In addition to providing visitor information, there is also a gift shop and interpretive displays. (Georgetown Loop RR)

### THE FUTURE OF RMRR TRIPS

Last month, Bud Lehrer, Trip Chairman, wrote an article about participation in Club trips and requested your input. Have you responded to Bud's request?

At the July meeting, it was announced that only 20 folks participated in the Limon Trip. This was a rather inexpensive trip and was particularly good for introducing families to the joy of riding trains! The C&TS trip was only at 85 riders with a break-even point at 150. Again, this is a relatively inexpensive trip in today's environment and will provide a most memorable occasion.

If we are to continue to offer railroad trips in the future, we must have the participation of Club members for at least one event each year. With 1200 members, times their family members and friends, it seems strange that participation is at such a low point. If the economy is at fault, then we need to hear from members as to what they would like to see and can afford to do. Won't you take the time to drop Bud a note today? The Trip Committee is already looking at 1992!!

(Jim Trowbridge)





*Cumbres & Toltec Scenic Railroad #484 is seen coming through a rock cut east of Osier, June 29, 1991. The Engine had been relettered for the Rio Grande for Jim Trowbridge's special freight train and also sported a brand new paint job, less than 24 hours old!!*

*(Photo Courtesy of Tongue-In-Cheek Productions)*

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## **U.F.O. SIGHTED IN NEW MEXICO!!**

Railfan News Network Special to  
Rocky Mountain Rail Report

by

Kneedmore Fotoes

TOLTEC SIDING, N.M., June 30, 1991.....

Passengers on board a regular east bound excursion of the Cumbres & Toltec Scenic Railroad reported sighting an U.F.O (Unforgettable Freight Object) early this afternoon. At first glance, the many-eyed

monsters on board the U.F.O. seemed menacing, but a second look proved that these were only multi-camera equipped rail fans.

The two-day, mega-photo stop excursion created by Jim Trowbridge as a last time ever, positively, maybe trip was well attended with over 35 passengers, some from foreign countries as far away as Texas, Australia and California. The freight car consist offered many excellent photo opportunities. Fine weather Saturday and Sunday seemed to ring ebeyone's bell.

A sighting of an elk herd above Cresco, Saturday, brought lots of comment by the passengers except from the Floridians aboard who carped that they had bugs bigger

than that in Florida.

Jim Trowbridge's excursions in the past have always had extemporaneous thrills and this trip was no exception. Past trips featured cut-the-train-dash-for-water, cinder ballast dumping, and a coal scuttling bee, were replaced this year by a new spectator sport called "Repairing a hot box while thirty cameras peer over the trainmen's shoulders." This reporter could not substantiate the rumor that Trowbridge was spotted at a previous photo stop adding cinder ballast to the journal box.

After a cool and windy night in Antonito, Saturday, the trip resumed westward, Sunday. The grand finale for Sunday was the "shoot" at the top of Tangle Foot Loop, just below Cumbres Pass. Photographers not thoroughly worn out before then were finished off with the trek to the last stop above Tangle Foot.

While waiting for the brake test at Cumbres, many out-of-state visitors were bothered by Colorado Mountain Mosquitoes. They were comforted to know that these were only the first wave, whose job was to be "Graders," i.e.: Choice, Prime, Cannons, and Cutters. The heavy bombers would arrive later to carry them off into the woods. Fortunately, the brake test was completed and a safe get-away was made to Chama.

(Kneedmore Fotoes)

[Mr. Fotoes is western correspondent for Railfan News Network and movie reviewer for Worm Rancher Magazine]

[Editor's disclaimer: A RMRRC member who rode aboard your editor's private freight train did not wish to have his real name published, but preferred to have his literary moniker cited...and, I believe, with good reason!!]



## THE MANITOU & PIKE'S PEAK RAILWAY CENTENNIAL

Making it to the Top for 100 Years!!

On June 30, 1891, the first passenger train arrived at the summit of Pike's Peak--and on June 28, 1991, Joe Priselac and I, as Vice President and President of the Rocky Mountain Railroad Club, were privileged to be among the invited guests to celebrate 100 years of passenger-carrying, accident-free operations. This celebration was an "invitation only" affair and the railroad was closed to the public for the day.

We at the "Rocky Club" have always had a close attraction to the Manitou & Pike's Peak Cog Railway as in 1938, the Club's first excursion was operated on the M&PP, and, since that time, the M&PP has probably been the source of more Club excursions than any other railroad. Regardless of the number of times that one takes this trip, it seems that each time is almost as exciting as the first and it is easily understood why Katherine Lee Bates was inspired to write the song "America the Beautiful" after visiting the summit of Pike's Peak. Although there are 31 mountains in Colorado that are higher than Pike's Peak, it is probably the best known mountain in the United States because of its easy accessibility by the Cog Railway.

The Centennial Celebration was strictly First Class as one would expect, having dealt with Martin Frick, President and Chief Operating Officer for the Manitou & Pike's Peak Cog Railway. In fact, the Celebration was not only a tribute to the

Railway itself, but, also to Martin and his ability to run a railroad that is not only profitable, but is entirely "debt-free." (Incidentally, Martin retired on July 1st, but will still be affiliated with the railway as a consultant after his return from a visit to Switzerland, his original homeland.)

The ceremonies began sharply at 12 Noon with local and state officials commending the operation on the railway and noting what it has meant to our area. Other officials associated with the Broadmoor and Opryland of Nashville, owners of the railway, were among the distinguished speakers. Representatives of the Swiss Locomotive Works were on hand and presented the railway with a Station Clock that is now positioned on the trackside of the Manitou Springs Depot.

One of the highlights of the Celebration was the "Parade of Trains."

First was Steam Locomotive #4, built by Baldwin in 1897, restored in 1980, and, recently converted to burn oil, along with a restored coach that was built in 1890 by the Wason Manufacturing Company. (Incidentally, Number 4 will be carrying passengers on a one-half mile trip on the last Saturday of every month for the remainder of this year's Centennial Celebration.)

Second was Diesel-Hydrodynamic Railcar #7, built in 1938 to replace one of the steam engine operations. (It required a crew of only two men instead of the four needed on the steam operations.) This railcar served until 1955.

Next was Diesel-Electric Locomotive #9 which was built by General Electric. Its accompanying passenger coach #12 was built in 1955 by the Winter-Weiss Company of Denver and could seat 56 people--as compared to a capacity of 24 in Railcar #7.

Fourth was one of the first self-propelled diesel passenger units acquired in 1964 from the Swiss Locomotive Works--Martin Frick's former employer. These cars have a seating capacity of 76 and are still in regular use by the railway.

Last was the newest Cog railcar--the Diesel-Hydrodynamic Twin-Unit Railcars with

a capacity of 216 passengers. The first of these were placed into service in 1976 and the most recent was delivered in 1989. The latest of these cars have twin headlights and were, incidentally, shipped from the Houston Port of Entry to Manitou Springs via truck because of problems encountered with previous shipments by rail. Mr. Frick advised that the cars were delivered within three days after pickup in Houston and the only difficulty encountered with the truck shipment was the removal of a couple of traffic lights on Academy Boulevard upon arrival in Colorado Springs.

Music was provided by an excellent Dixieland band prior to and after the official ceremonies and a musical tribute by Lee Greenwood with his rendition of "God Bless the U.S.A." brought everyone to their feet. The musical tribute of the Celebration ended with everyone singing "America the Beautiful" (which was second runner-up for our national anthem) and had it been sung on the summit instead of at the lower station level, could probably have been heard "round the world."

Upon completion of the musical tribute, all guests were invited to take one of two of the latest twin-unit railcars to the summit for a Cake Cutting Ceremony at the Summit House. Lunch, catered by the Broadmoor Hotel was provided to guests for their enjoyment on the trip up to the summit. As luck would have it, the trip included a glimpse of a Yellow-bellied Marmot sunning itself on a rock alongside the track, totally undisturbed by the train's passing, and, a herd of Rocky Mountain Bighorn Sheep above the train, near the "Saddle," probably just as it was 100 years ago.

Upon arrival at the Summit House, the Cake Cutting Ceremony, with a large cake that commemorated the 100 years, was held and all guests were given cake and coffee. In addition, those delicious "high altitude" doughnuts were available for the asking--and some asked for several!!

After the normal time allowed at the summit, the trains returned to Manitou and, on the first train, part of the herd of Bighorn Sheep that was near the saddle on the trip up, had positioned themselves on the track near Windy Point and had to be "tooted"

off the tracks.

The weather cooperated beautifully and, yes, we can now tell you where all of those Miller Moths go after leaving Denver! They are smarter than we think, and, with the knowledge that the temperature drops 4°F for each 1,000 feet, they were concentrated approximately half-way up to the summit.

There are now only a few of our members that made that first Fan Trip on the Manitou & Pike's Peak Railway to the top of Pike's Peak in 1938 by the Rocky Mountain Railroad Club, and we were glad to note that Dick Kindig was among those making it to the summit on this Celebration. The Manitou & Pike's Peak Railway Centennial Celebration was certainly a FIRST CLASS affair and we sincerely hope that the second hundred years is as successful as its first hundred years. Also, we wish Martin Frick the best in his retirement!!  
(David W. Salter)



## GRAND CANYON RAILWAY'S SPECIAL RAILFAN WEEKEND

As the newsletter was being "put to bed," we received a notice of a special weekend for railfans which was to include a special train with photo runbys. Space limitations at the time of receiving the notice prevents us from listing all the information here. Interested persons may contact the railroad by calling 1-800-THE-TRAIN or 1-800-843-8724 or calling Roy's Train World in Mesa, AZ at 1-602-833-4353. The date for this excursion is Sunday, Sept. 14, 1991.

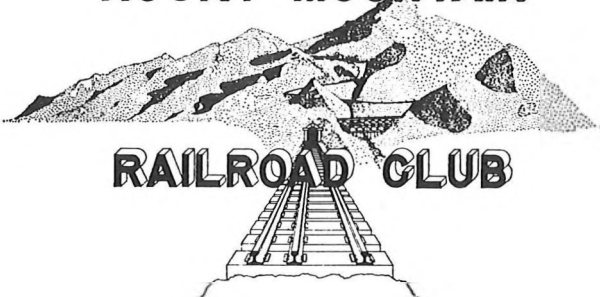
## NEWSLETTER CONTRIBUTIONS

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.

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## ROCKY MOUNTAIN

## SECOND CLASS



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## DATED MATERIAL