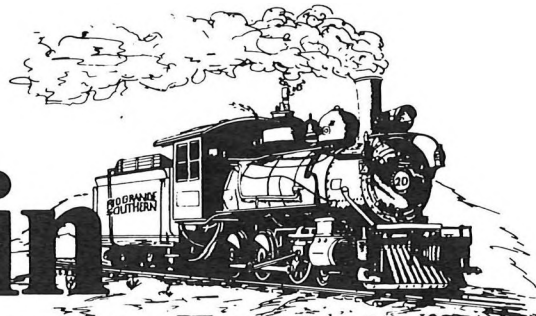


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 10, 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.

COPY DEADLINE ALL copy for publication in the October, 1991 Rail Report is due no later than September 10, 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

September, 1991..... No. 384
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

SEPTEMBER 10 PROGRAM

Once again, by popular request, we will present an "Otto Perry Movies Night."

While Colorado railroads enjoyed most of Otto's attention, he did a considerable amount of 16mm work on other American railroads prior to his death in 1970.

The September program will include considerable footage outside of Colorado during the

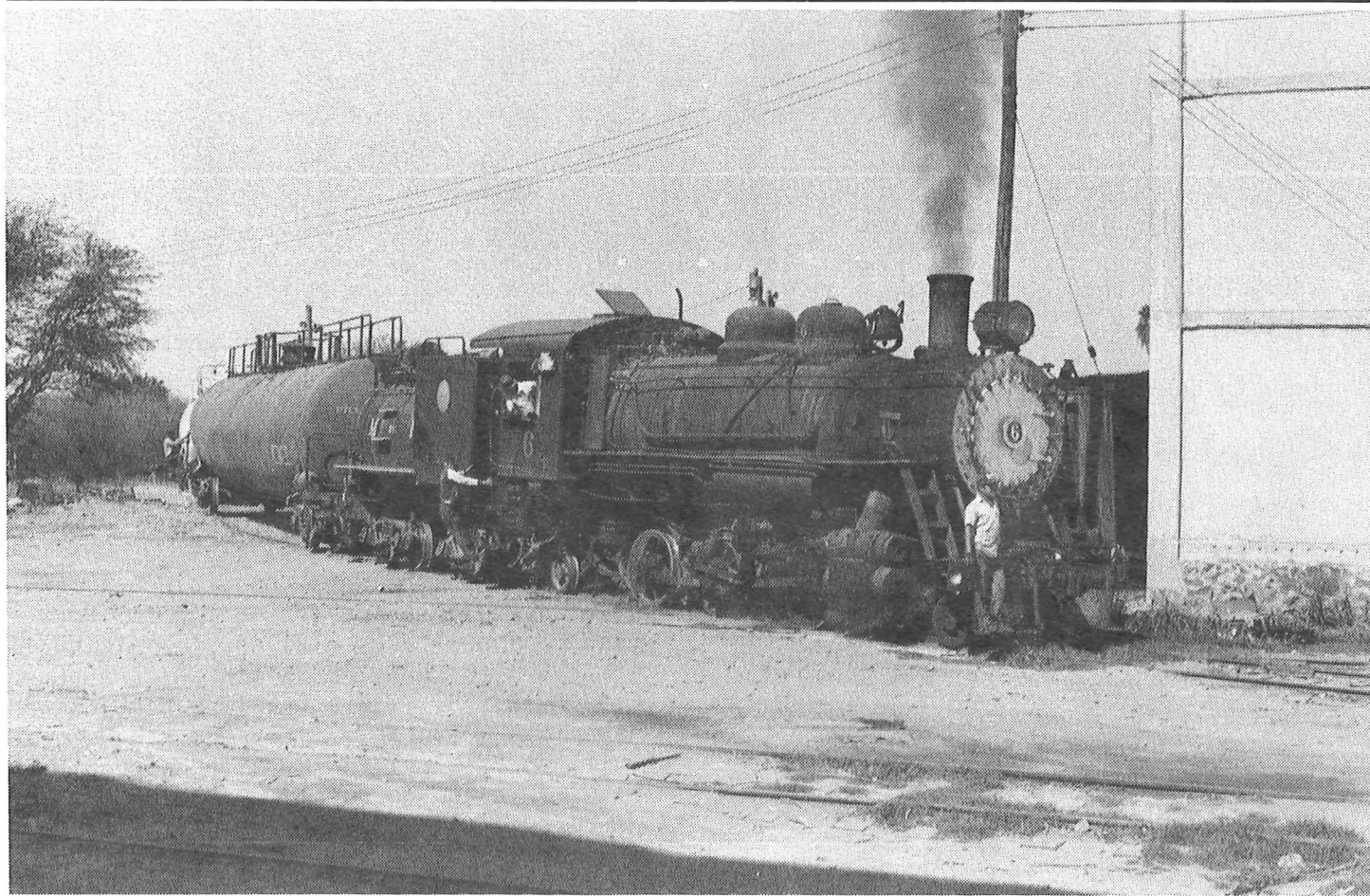
1940's and 1950's and will be enhanced by narration by long-time Club member, Ed Haley.

Enough said!! Come and enjoy!



PUBLISHER'S STATEMENT

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2-6-2 No. 6, a Baldwin product, built for the California Western in 1923, is now operated by the Mexican Pacific in Los Mochis. (Bryan Bechtold Photograph)

AUGUST PROGRAM

Club member, Bryan Bechtold, provided a well received narration of his slide show which covered a trip to Mexico in March of 1989.

The program began with a visual journey from Ciudad Juárez south to Chihuahua on the National Railway of Mexico. At Chihuahua, we transferred to the Chihuahua Pacific Railroad's special First Class Train

No. 3 for a ride through the Copper Canyon area of the Sierra Tarahumana and Sierra Madre mountain ranges.

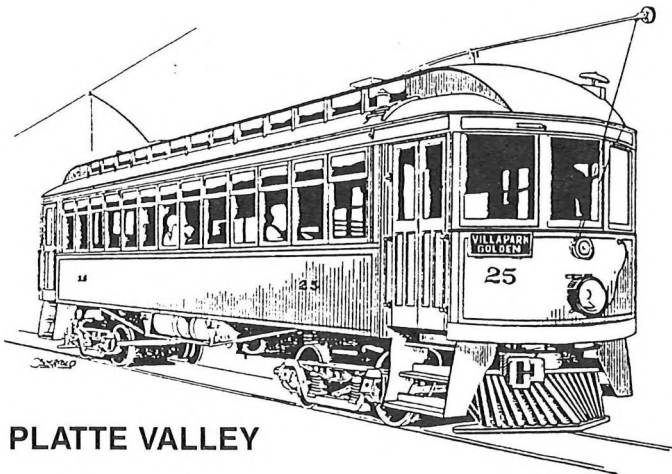
Three days were spent at Los Mochis, the western terminal of the route, visiting the dilapidated, but proud, steam powered shortline--the Mexican Pacific. The M. Del P. serves the needs of its owner--a local sugar factory--with a resourceful flair!

Mainline railroad action was also shown in

nearby Sufragio at the junction of the Chihuahua Pacific and the Pacific Railroads.

Our return trip on the C.H.P. offered views of the Temoris Loops and the varied landscape traversed by this mountain railroad.

Stopping, again, in Chihuahua, the local yards of the C.H.P. were visited as well as the maintenance facility for the line's famous "Autovia" rail cars. The National Railway's yard also provided plenty of ALCO action before our return to the border at El Paso.



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 () _____

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.

BOB RICHARDSON RETIRES FROM THE COLORADO RAILROAD MUSEUM

The dean of Colorado Railroad History and Artifacts has decided to retire from the world famous museum that he founded some thirty-three years ago. During that time, Bob has been the museum's engineer, conductor, fireman, Pullman porter and about everything else needed on the place.

At 81, Bob decided to call it quits, stating that "You get into a rut. Sometimes you just get tired--too much of the same old thing. I really think that new faces, new people can come up with ideas to improve things."

Bob will leave Colorado and relocate in western Pennsylvania where he has family and friends.

The abandonment of the Rio Grande Southern gave birth to what would become the Colorado Railroad Museum. Bob managed to save tons of company papers when the Ridgeway headquarters closed--from coal refill receipts to freight bills to telegrams. Bob said that he filled a Goose, a caboose and some pickup truck loads besides. Buried within were gems of narrow gauge history, unintended humor and priceless tales of the trainman's life.

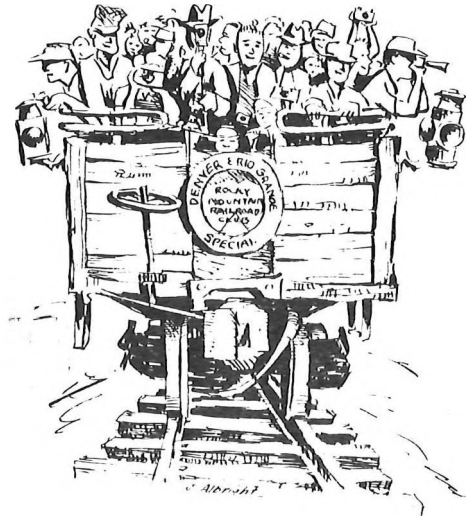
In addition, Richardson also paid \$800 to salvage a lonely little steam engine that used to run on the RGS rails. Today, that engine, No. 346, a 110-year-old relic is the Museum's prize possession.

Bob moved his growing collection of narrow gauge material to Golden in 1958 with the financial backing of Cornelius Hauck, an avid rail fan from Cincinnati. The Museum opened a year later, and within five years, the two men had organized the Colorado Railroad Historical Foundation to run the show as a non-profit institution.

The Rocky Mountain Railroad Club moved its equipment from Alamosa where it had been on display at Bob's Narrow Gauge Motel. It became a part of the Museum's display and we have enjoyed a close relationship with Bob and the Museum ever since.

We will all miss Bob and hope he visits us on a regular basis. We certainly offer our thanks for his foresight and energy in preserving our Colorado Railroad Heritage. We would also like to extend our best wishes for a happy retirement in good health!!

(Jim Trowbridge)



1991 SCHEDULE OF EVENTS

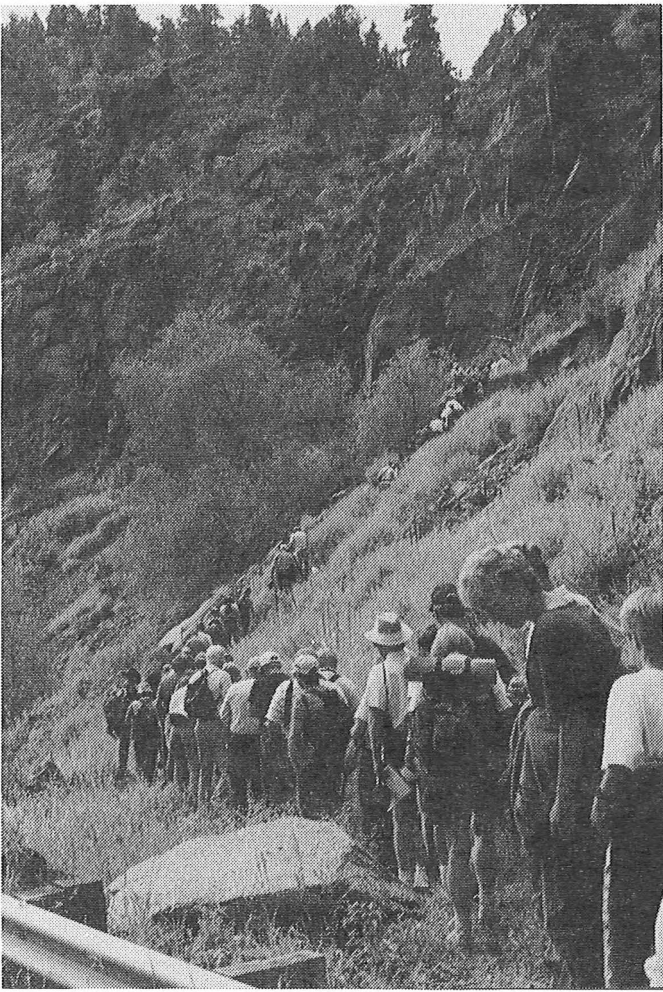
September 10	Regular Monthly Meeting
October 5	Platte River Trolley Trip
October 11	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting

1992 PROPOSED EVENTS

While schedules are not firmed up at the time of this writing, we can announce the following proposed events for 1991:

- Colorado Midland Field Trip (continuing west from Ute Pass)
- Mt. Pleasant, Iowa Steam Extravaganza
- Pueblo-Alamosa Trip on D&RGW Ski Train
- Wyoming/Colorado RR Trip
- Georgetown Loop Railroad Excursion
- Burlington Northern Shop Tour
- Colorado RR Museum Picnic
- High Country RR Outing

REPORT ON THE COLORADO MIDLAND FIELD TRIP



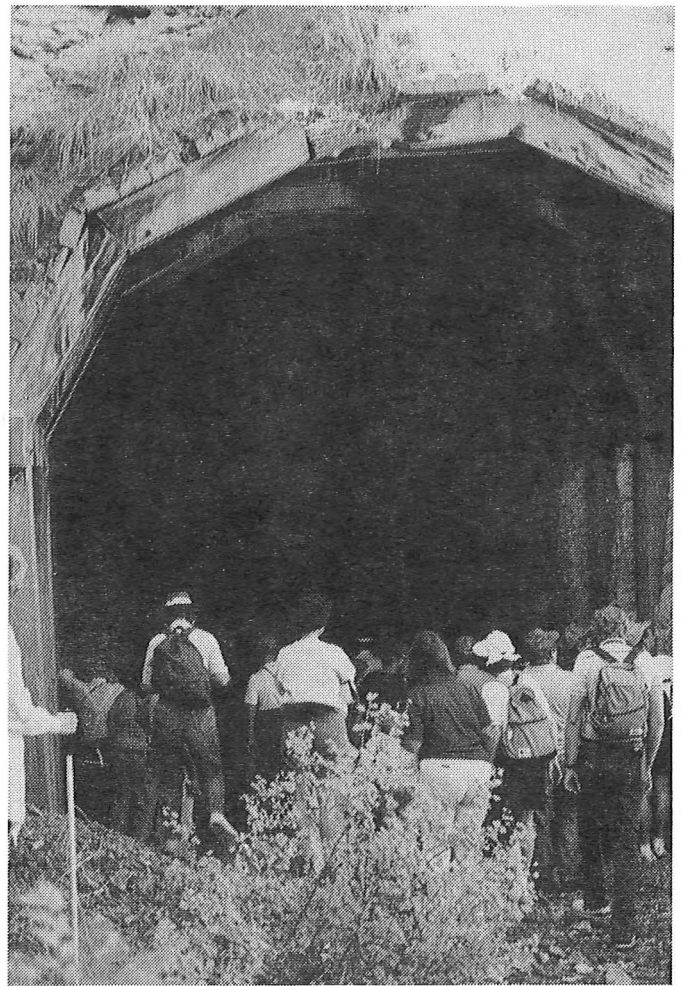
110 Club members, family and friends begin the climb up to the old Colorado Midland/Midland Terminal grade in Ute Pass. The location is at the site of Tunnel No. 8 which has been blasted away to make room for the current Ute Pass highway. Once on the roadbed, the group will turn left (east) and proceed through tunnels 7 through 3.

(Jim Trowbridge Photo)

A nice turn-out of 110 people met in Ute Pass to begin a wonderful day of following the Colorado Midland and Midland Terminal railroad grades from Colorado Springs to Victor and Cripple Creek.

Lead by Rich Dais and Tom & Cathy Lawry, the group began their day by hiking up a steep grade to the old Colorado Midland/Midland Terminal railroad grade in Ute Pass where we hiked from the site of Tunnel No.

8 to halfway through Tunnel No. 3. At this point, the weather was beautiful and the temperature was near perfect as we inspected each tunnel and Ord's Spur (also known as Jones Spur). Many were surprised at how long and dark two of the tunnels were. Tunnel No. 4 is 505 feet long and Tunnel No. 3 is 510 feet long.



At the west portal of Tunnel No. 3, the group inspects the fantastic wood lining before proceeding into the tunnel. Considering that these tunnels were constructed in 1887 and have been abandoned since 1949, they remain in remarkably good shape.

(Jim Trowbridge Photo)

After the grade hike, we proceeded to the Commissary site at Manitou Lake Picnic Grounds, some eight miles north of Woodland Park. There, Jim & Lil Ranniger and Carl Carlson (and others) were awaiting our arrival for lunch. As usual, we were treated to a fine meal at the RMRRC/Ranniger's Roadbed Commissary. Our thanks go out to

all who worked so very hard to feed the group!!

After lunch, it was off to Divide where the Colorado Midland and Midland Terminal separated with our group following the Midland Terminal to Gillett with a stop at Cameron to visit the little-known amusement park site where animal (bear) zoo remnant facilities were to still be seen as well as drilling rocks for mining contests.

The weather changed to cold and wet at this point; however, we were able to regroup in Victor where many retraced railroad grades and visited mining town sites. While some spent time in Victor, others visited Cripple Creek, and, still others followed the Good Camp Road (ex-CS&CCD grade) or Phantom Canyon Road (ex-Florence & Cripple Creek) back to the Springs.

All in all, everyone had a truly fine time and we extend our thanks to the trip leaders. (Jim Trowbridge)

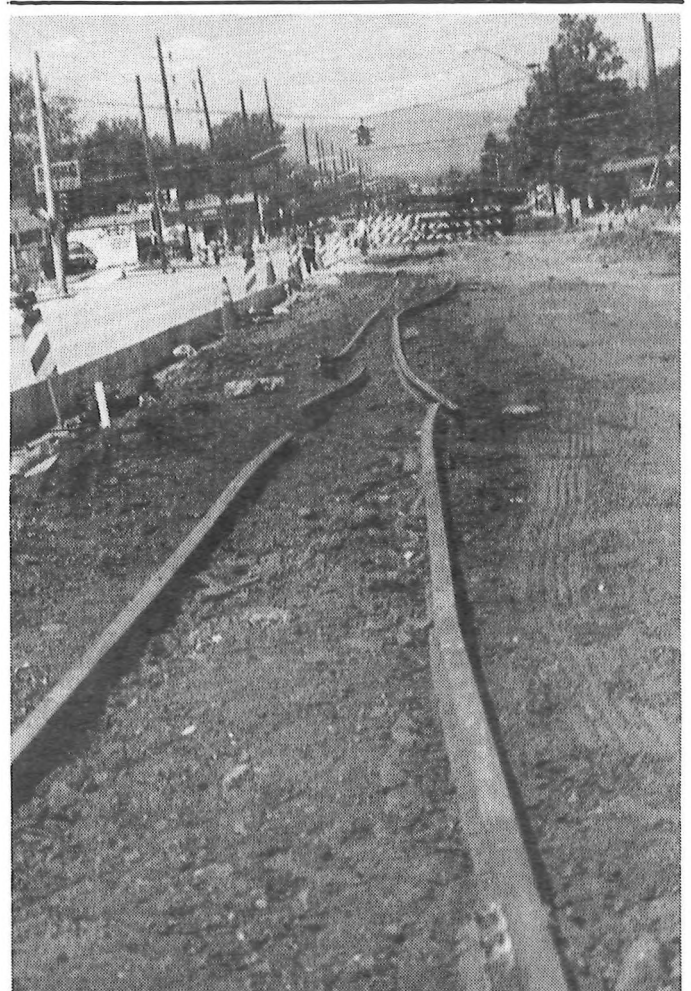
MAJOR ROAD IMPROVEMENTS UNEARTH DENVER TROLLEY TRACKS

Major road building projects in Denver this summer, financed by a \$242 million bond issue approved by Denver voters, is in full swing, causing traffic delays, some irate motorists, and monetary losses to business owners due to detours and street and intersection closures in the Denver area. In the process, long-dormant and paved-over Denver Tramway streetcar tracks, last used in June of 1950, and, after 80 years of heavy usage by the big tram cars, are being unearthed and removed from their resting place and hauled off to the scrap yard.

This does, indeed, cause delays in new construction of roadways and intersections as the rusty, corroded rail, in poor shape due to its long sleep, must be sawed or cut by torch into smaller sections for removal. In addition, old wood ties, some still in excellent shape, are also being removed. This construction delay problem was encountered at the intersection of West 44th Avenue and Lowell Boulevard. The city provided the contractor with maps showing the tracks laid south to north (Route 37) buried under the asphalt and two turn-out sets of

tracks from north to east on 44th Avenue (Route 28). When the contractor dug deep under the many overlays of asphalt, he discovered another turn-out from south to east from Lowell to 44th Avenue. When all the trackage, ties, switches and switch service boxes were dug up and laid bare for removal, it was an impressive site and certainly would have been a trolley-watcher's paradise long ago in time.

East Evans Avenue is another area where street replacement and widening has exposed old rusty streetcar tracks on the Number 8 Route from South Pearl Street east to the South Milwaukee Wye. Older Denverites remember in their youth when Milwaukee and



Old Denver Tramway Route No. 8 streetcar tracks await their final disposition during the re-construction of East Evans Avenue, near the University of Denver campus. Route No. 8 saw heavy usage by the tram cars, especially during the D.U. home football games, until operations ended in June of 1950. (Joe Prisela Photograph)

Evans held long lines of tram cars awaiting the end of Denver University home football games at Hilltop Stadium to return fans to their destinations. 15th Street, downtown, from Court Place to Curtis Street, a major east/west streetcar route, in and out of downtown Denver to the Central Loop, is presently begrudgingly giving up its historic tracks to a new concrete roadbed as RTD buses snake through the construction area. It will be interesting to see what they find under the street when construction reaches Arapahoe and Lawrence Streets, where the tram cars turned in the Central Loop.

DRCOG (Denver Regional Council of Governments), RTD will soon start construction of its \$67 million Light Rail line called the "MAC" (Metro Area Connection) from the Auraria Campus on a northeast route to 30th and Downing Street, allowing trolley buffs to become sidewalk superintendents watching the "Rails" being put back in. It may not be the best routing according to public opinion; but, as the saying goes, "You have to start someplace." If only RTD could accommodate restored historical trolleys, wouldn't it be wonderful to see the Rocky Mountain Railroad Club's restored interurban No. 25 operate on this future light rail line?!--Sacramento does it!--San Jose does it!--Some dreams become reality!! Sometimes!! (Joe Priselac)

On a positive note, with the approval of



Modern RTD buses snake through the re-construction of the 15th Street roadbed between Stout Street and Champa Street in downtown Denver as old rails and ties from the streetcar era await their removal. Just out of the Central Loop, the old Route No. 64 streetcars turned north onto Stout Street in the background. (Joe Priselac Photograph)



There were so many displays of railroad equipment, but, this 2-2 $\frac{1}{4}$ " scale live steam ten-wheeler caught our eye. Who wouldn't want this little beauty in their back yard?!

(Bud Lehrer Photograph)

REPORT ON THE CALIFORNIA RR MUSEUM/"RAILFAIR '91" EXCURSION

May, 1991 was a month that was eagerly awaited by railfans from everywhere. Needless to say, after a year of planning and organizing, the Rocky Mountain Railroad Club was poised and ready for one of rail-dom's great extravaganza--Railfair '91 in old Sacramento. This 10th Anniversary celebration of the opening of the California State Railroad Museum was to be the greatest gathering of significant railroad equipment of the modern era in addition to being a showcase for both the history and the future of the railroad industry.

Sacramento was our destination, in some respects, but our plans included much more.

On Saturday morning, May 4th, our excited group of 35 people boarded the California Zephyr in Denver Union Station, including members from Louisiana, Florida, Missouri and Wyoming.

The Zephyr was crowded with many like ourselves, heading for Sacramento. It was an exciting first day of travel through the spectacular scenery of the Rockies while getting to know our companions. Likewise, our second day of travel was eagerly anticipated as we headed up into the Sierras through Truckee, over historic Donner Pass and through its famous snow sheds, and, through the many small gold rush communities on the western slope of the Sierras on our travel to Sacramento.

Our hotel in Sacramento was across from



These ALCO PA units head up the Napa Valley Wine Train. Club members were thrilled with the equipment and service aboard the train and highly recommend the trip to others.

(Bud Lehrer Photograph)

the rail station and one block from the Rail Fair and museum grounds as well as adjacent to Old Sacramento and the Chinese Cultural Center. Everything within walking distance! For the next 2½ days, we were a driven group to make sure we saw everything; to experience the smell of smoke and steam; and to burn up roll after roll of Mr. Eastman's film.

There are varied opinions concerning Railfair, but, one thing is certain--everyone agrees that they got their money's worth! There was activity everywhere. All the engines were under steam and were being moved or shifted. It is impossible to describe an exposition like this--it has to be experienced as no photograph or video can depict the whole story.

The stars of the Railfair were the giant steam locomotives: the SP 4449 Daylight, the UP 3985 Challenger, the UP 844 Northern, and the SP 2472 Pacific. The latest in modern locomotive power and technology was able to hold its own in popularity judging from the lines of people at the exhibits.

There were booths of all kinds on the Railfair grounds, housing such activities as tourist railroads, food and memorabilia. One of the most popular attractions was the Pentrex theatre where one's tired body could rejuvenate in the surroundings of cool air remarkable video screenings of what else?--Railroading!!

To coordinate all of this history, was the Railroad Musical Review, depicting 160



The ex-Denver & Rio Grande Western Ski Train heavy weights have been restored to an "opulence that is unparalleled." Here we see Club members enjoying the wide-visions windows, looking out on the Napa Valley. (Bud Lehrer Photograph)

years of American railroad history. Fine music, dancing and acting shared center stage with the locomotives that made this colorful history. It was a memorable scene to view these remarkable pieces of machinery participating on the stage under their own power as a living, breathing actor.

The California Railroad Museum, of course, speaks for itself as one of the greatest rail museums of the world. Sacramento also has one of the newest light rail systems in the U.S. This added attraction provided many of us with a relaxing diversion from all the activity of Railfair.

Railfaired out, we headed for the Napa Valley, about an hour's drive away. After a relaxing walk in beautiful downtown Napa, we boarded the Napa Valley Wine Train for,

what turned out to be, a truly magnificent dining and touring experience. We wish to report that the ex-D&RGW heavyweight Ski Train cars have been restored to an opulence that is unparalleled. The ALCO PA units complete this beautiful train which is capped off with an open platform observation car.

As we rambled up the line on our way to St. Helena at a 15 mph pace, we had the opportunity to view the gorgeous valley with its historic wineries lining each side of the track. And, our meal was the epitome of fine gourmet dining. After our return to Napa, we were the guests of the railroad to visit their shop and yard facilities. We cannot stress enough that you should not miss this experience should you be in the area.

We arrived late afternoon in San Francisco for our two night stay at the Chancellor Hotel, right off Union Square and right on the Powell Street cable car line. Some braved the cold weather to board the cable car line to Fisherman's Wharf to end the day.

The next day saw a crystal clear San Francisco bathed in sunshine and the morning was spent on an excellent tour of the highlights of this great city. After the tour ended, everyone headed their own chosen directions. Some took the Bay tour; some went to Sausalito on the ferry; some rode the Cable Cars; some made a tour of the BART system; some shopped at Ghiradelli Square, Pier 39 and around Union Square; and then, some tried to do it all!!

Early the next morning, we shuttled over to the Oakland Railroad Station to await the Coast Starlight to Los Angeles. Many of us who had traveled through the station in prior years were disheartened to find this beautiful old station closed--devastated by the earthquake of October, 1989. It is now condemned and awaiting the wrecking ball.

Twenty-eight of the thirty-five members looked forward to this particular part of the trip as they chose to ride the private car, Native Son, an ex-UP dome-observation. The group enjoyed eleven hours of being pampered by Dave Rohr and his crew of Golden Spike Tours. In addition to outstanding food and drink, we enjoyed exquisite views from the dome at the rear position of the train.

One of the thrills of the day was traversing the famous Cuesta Grade which drops over 1000 feet in eleven miles through tunnels and around two sweeping horseshoe curves. For the next 104 miles, we traveled along the shores of the picturesque California Pacific Coast. It was a thrill to travel along the ocean side of Highway 101 at high speed, leaving the auto traffic in the distance. From Ventura on, we encountered the metropolitan sprawl of the Los Angeles area, riding through some beautiful areas and then through industrial areas characterized by graffiti, high fences topped with coils of razor sharp barbed wire.

The great Los Angeles Railroad Station looks good from the outside, despite the construction surrounding it. The inside is dirty and worn. This once great station, with its dozens of ticket windows, is now closed with only a few ticket windows open near the baggage area. It is, indeed, sad to see this magnificent structure now a mere shell of its former opulence.

After a quick bus transfer, we arrived in Long Beach for our overnight stay aboard the Queen Mary. The old Queen is not quite like she was in the days of her trans-Atlantic service, but, it is still a thrill to become an overnight "passenger" on one of the great ocean liners of all time.

The next morning was our last day in California and we rose early for breakfast and a whirlwind tour of the Queen Mary, followed by an equally quick visit to view Howard Hughes's gigantic seaplane, the Spruce Goose.

Our train, the Desert Wind, was scheduled to leave the Los Angeles station at 12:00 noon, so, we had little time to spare! Our journey back to Denver, across the desert to Los Vegas and Salt Lake and then across the Rockies, was relaxing and gave us a chance to savor and think back about the extraordinary experience we had in these nine short days. Trips of this nature are truly one of a kind! (Bud Lehrer)

COLORADO RAILROADING NEWS

Club member, Jim Jones, reports the following news:

LEADVILLE, COLORADO & SOUTHERN. The LC&S continues its slow, but encouraging growth. An average of 200 riders per day traversed the scenic remnant of the DSP&P (C&S) in July. Owner/Operator Stephanie Olson has done a marvelous job keeping the track in shape, as a large rockslide had to be cleared before operations began this year. Additionally, LC&S track crews are renovating another mile of railroad towards Climax mine. There are still several weeks to ride and the cost is only \$16.50 per adult. For those wondering if steam locomotive #641 will again run over this ex-C&S trackage, a thorough inspection of the engine has

been made--the lone stumbling block is the \$250,000 Olson would have to raise to make it happen. Continued ridership on all our parts may be just the sort of encouragement she needs.

GEORGETOWN LOOP: The GB&L Loop line has had another terrific year. They are again running Baldwin #40. Those who have wanted to ride something other than the Shays, normally in operation, should call Silver Plume before making the trip to ensure a ride behind that beautiful locomotive. #44 is now on permanent display, along with several pieces of rolling stock, in front of the original Georgetown depot (formerly the Alpine Restaurant).

WYOMING-COLORADO: The Wyoming-Colorado Railroad, now under new management, has had an encouraging year. The El Capitan cars, complete with clean bathrooms and comfortable seats, along with the more than reasonable \$24.00 ride to Fox Park (including lunch), has done wonders for the railroad many thought would have been abandoned several years ago. Tour runs will be made through mid-December and there could be some exciting snow runs with plows awaiting some lucky passengers! Freight traffic is not great, generally on an "as-needed" basis, but, the road has high hopes to obtain several valuable coal contracts which could turn things around. (Jim Jones)

PRESERVATION FUND AND BOOK DRAWING

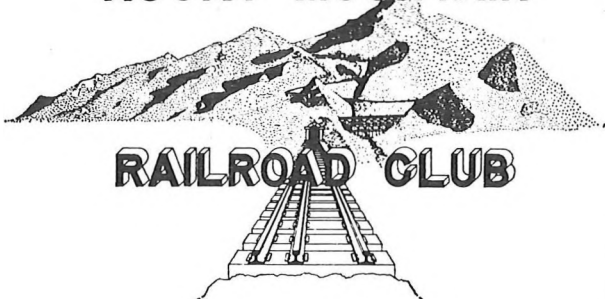
Prizes and winners at the August 13, 1991 meeting are as follows:

- Wally Porter / Steam Trains
Dave Salter / The Official Railway Guide, March, 1974
Russell Clay / Fodor's Railways of the World
George Ek / Railroad Promotion & Civilization
Rich Dais / History of Western Railroads
Gary Ellison (NY) / UP System Timetable #7
Tom Lawry / NRHS Bulletins (set)
Bob Fryml / UP Centennial Calendar
Don Zieles / UP Calendar--1966
Jeff Rothlisberger / S&SNG RR Prints (set of 2)

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.

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

ROGER CALLENDER
2573 S. WILLIAMS ST.
DENVER, CO 80210

DATED MATERIAL