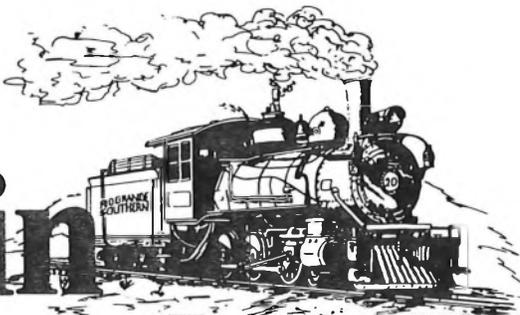


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

August 14, 1990 -- 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 September, 1990 Rail Report is due no later than August 14, 1990!!

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## 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  
Denver, Colorado 80201

August, 1990..... No. 371  
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.

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## 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.

## AUGUST 14 PROGRAM

Club member, Stephen Rasmussen, will present a two-part slide program featuring current railroad operations in the state of Alaska and on the Rio Grande Western Railroad on the "Moffat" and "Tennessee Pass" lines.

An avid outdoorsman, Steve has just returned from Alaska where he shot "Grizzly" bear (with a camera, of course!) and additional new material on Alaskan railroads. One of Steve's favorite pastimes has been to take his faithful dog "Elsa" camping

along the Rio Grande right-of-way to capture that right exposure at the right location.

In the past few years, many of Steve's fine railroad photographs have appeared in TRAINS magazine.

This should be a fine program which you won't want to miss. (Joe Priselac)

## 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

Club members and guests were, once again, treated to a truly fine program by fellow Club member, Jim Ozment. Jim presented a historical look at "Railway Postal Service in Colorado." Besides an oral history of postal service on Colorado's many railroad lines, Jim presented slides depicting the various RPO markings on covers and, when possible, showed photographs of the trains represented by the RPO markings.

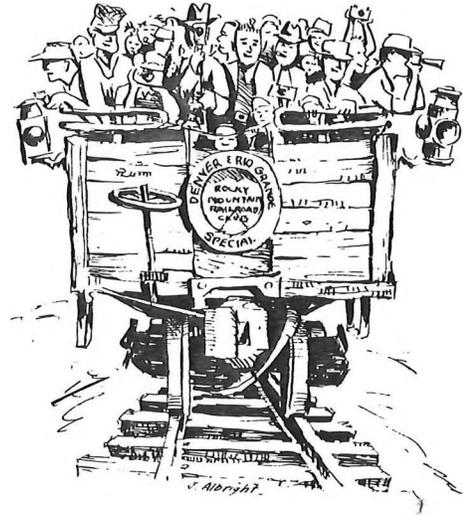
Although the July meeting room was a bit hot, members kept Jim responding to many, many questions after his program had concluded, showing the interest that had been generated.

Our thanks to Jim for yet another excellent program.

## NEW MEMBERS

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

|                    |                     |
|--------------------|---------------------|
| Glenn Christensen  | Highlands Ranch, CO |
| Desmond Sainsbury  | Denver, CO          |
| Robert B. Schaefer | Columbus, OH        |



## 1990 SCHEDULE OF EVENTS

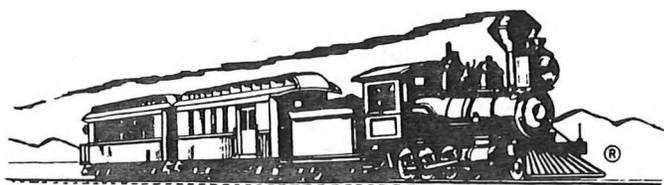
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| August 4           | Platte Valley Trolley Trip                 |
| August 11          | Boreas Pass Field Trip                     |
| August 14          | Regular Monthly Meeting                    |
| August 17, 18 & 19 | Colorado Live Steamers Open House          |
| September 11       | Regular Monthly Meeting                    |
| October 6          | Pike's Peak Moonlight Excursion on the COG |
| October 13         | Regular Monthly Meeting                    |
| November 13        | Regular Monthly Meeting                    |
| December 13        | Elections and Regular Monthly Meeting      |

## PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the July 10, 1990 meeting are as follows:

Sherm Conners / The Diesel Years  
Bill Youder / Colorado Trolleys (2 Booklets)  
Allen Betts / Ticket to Toltec  
Jim Bratton / Cinders & Smoke  
Rich Dais / The Case of Train Number 3  
Dave Salter / Print: The Sunset Limited  
Gary Ellison (NY) / Set of "Tom Klinger" black & white photos  
Tom Keeton / NRHS Wall Plaque  
Sherm Conners / CTC Board (10/78--12/81)  
Hugh H. Wilson / Set of post cards  
Dick Ross / Calendar: Pen & Ink Sketches  
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.



## COLORADO LIVE STEAMERS

### NEW ARTWORK

Beginning with this issue of the Rail Report, you will be seeing many new pieces of artwork in the newsletter. Your editor has been saving railroad cuts over the last few years and Club member, Gerald (John) Albright, has graciously supplied us with a number of original sketches. I particularly wish to thank John for the artwork he has supplied. These sketches are excellent and will dress up the newsletter a great deal.

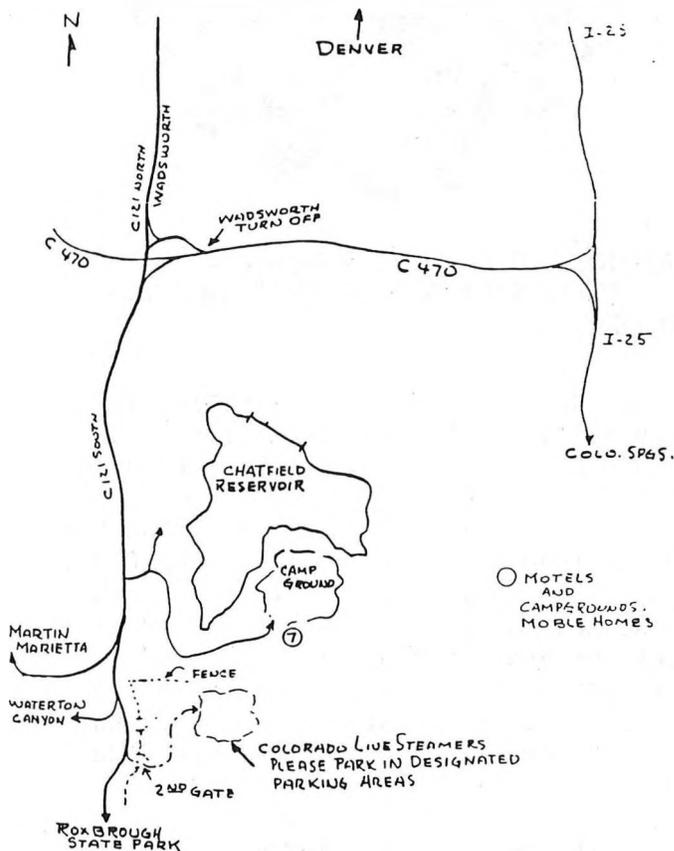
At the last Board meeting (July 7th), an authorization was made to print "slicks" of this new artwork (three pages containing about 45 cuts) for use in the newsletter and other Club material.

Your editor is always looking for new material to be used for this purpose. If any Club members have, or can obtain, artwork of a railroading nature, we would be interested in having copies sent to the attention of your editor:

Jim Trowbridge, Editor  
Rocky Mountain Rail Report  
c/o 502 So. Cody Street  
Lakewood, Colorado 80226

### NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The Durango & Silverton Narrow Gauge Railroad is presenting a Special Photographer's Train on September 23, 1990. This 9-car special train is open to all photographers and railfans. Photo run-bys will be offered in both directions, rain or shine. Tickets, \$37.15 per Adult, must be purchased in advance. Phone (303) 247-2733 for reservations and ask for "Photographers Special". (Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, Colorado 81301)



### COLORADO LIVE STEAMERS EXTEND INVITATION TO RMRRC MEMBERS TO ATTEND OPEN HOUSE

The Colorado Live Steamers cordially invite Rocky Mountain Railroad Club members and their families to attend an Open House on Friday, Saturday and Sunday, August 17, 18 and 19, 1990 at Track site located at Waterton, Colorado.

Steam locomotives will be running on the 3 1/2--4 3/4--7 1/2-inch gauge tracks. Food will be available. As always, this is a great railroading event.

Questions may be directed to Leonard Lilly, Secretary, Colorado Live Steamers, 7613 E. Phillips Circle, Englewood, Colorado 80112. Phone: (303) 771-5005.



### **"MOONLIGHT ON PIKE'S PEAK"—THE MANITOU & PIKE'S PEAK COG RAILWAY EXCURSION**

In this day and age, it is becoming increasingly difficult to plan special excursions in the Rocky Mountain area that are unique and generally not available to the general public. The Manitou & Pike's Peak Cog Railway has long been a favorite of the Club. We have had many great excursions on the Cog Route, including steam, the GE diesel-electrics and the fine Swiss articulated-unit trains. We've traveled through deep snow drifts, the beauty of golden aspen and have seen the sunset from atop Pike's Peak.

One of the most spectacular trips, held a few years back, was a complete sell-out--the Moonlight Pike's Peak Excursion!! So, in response to demand, Saturday, October 6, 1990, the Club will have its 2nd moonlight trip. Few people have the opportunity to stand on the summit of a 14,000+-foot mountain, watch the sunset, see the lights of communities from miles and miles in all directions and descend to Manitou Springs in the moonlight.

The special train will depart the Manitou Springs Depot at approximately 5:00 p.m. with about a 1½-hour ride to the summit, arriving just before sunset. We will have ample time at the summit to take pictures and partake of some of the Summit House's stick-to-the-ribs bill-of-fare, including the world famous Pike's Peak Donuts. The price of tickets will include a meal at the Summit House. You will have a choice of three entrees [Traditional Hot Dog, South-

western Chile Dog or Hot Chicken Soup], choice of drink and dessert, consisting of two Pike's Peak Donuts. The folks of the Summit House have graciously arranged to stay open for our group and provide this food service on this special occasion. After everyone has been served, our train will depart from the summit at approximately 7:30 p.m. with arrival back in Manitou at 9:00 p.m.

This is a late season date and weather conditions could affect the trip; however, the trip will be run unless cancelled by the COG Railway due to unsafe weather. In the event of inclement weather and cancellation by the COG Railway, the Club will attempt to have this information on the Club's information phone [303-431-4354]. Should cancellation occur, refunds will be made. If the trip is made, there will be no refunds.

Tickets for this excursion are priced at \$21.00 for adults and \$14.00 for children, ages 5 through 11. Further information may be obtained from Bud Lehrer at (303) 421-0117. Tickets may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB  
c/o Joe Priselac  
5100 Stuart Street  
Denver, Colorado 80212  
(303) 455-0974

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### **TRANSFAIR REPORT**

Bob Griswold reports that this year's edition of Transfair was quite successful for the Club. Three new members signed up and sales of Club books and other items were excellent.

These shows are an excellent medium to promote the Club and its activities. It takes quite a bit of work to organize the displays, pack in the literature and merchandise and man the tables. Our thanks goes out to Bob and the many helpers who made this year's show a success, including Bob & Shirley Wilcoxon, Art Lort, Tom Caldwell, Dave Salter, Hugh H. Wilson, Joe Priselac, Bob Griswold, Allen Betts, Cyndi Trombly, Keith Kirby and Roger Callender.

COG RAILWAY ORDER FORM

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

|                              |          |
|------------------------------|----------|
| _____ Adults @ \$21.00 ea.   | \$ _____ |
| _____ Children @ \$14.00 ea. | \$ _____ |
| Total                        | \$ _____ |

Please include a self-addressed, stamped envelope with your order, or, tickets may be purchased at the meetings.

*Please Print or Type...*

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

PHONE (     ) \_\_\_\_\_  
(Bud Lehrer)



**ANNUAL BANQUET**

Be sure to mark your calendars for the Annual Banquet, to be held on Saturday, October 13, 1990!! This event takes the place of the regular monthly meeting in October.

Bert Bidwell has made arrangements to again use the excellent facilities of the Denver Athletic Club, 1325 Glenarm Place. Those who attended last year's banquet will attest to the outstanding food and service received. You will not want to miss out on this event this year.

Complete details will be made available in the September newsletter. Watch for this information and be prepared to make your reservations as soon as possible.

**CLUB MEMBER HONORED**

Jackson C. Thode (RMRRRC Charter Member, Number 4) recently received the prestigious Fred A. and Jane R. Stindt Photography Award from The Railway & Locomotive Historical Society, Inc.

In a letter dated May 23, 1990, Mr. William L. Withuhn, President and Chairman, Railroad History Awards Panel, informed Jack that he had been selected as the 1990 recipient of the Railroad History Award, in the category of Photography.

The Fred A. and Jane R. Stindt Photography Award was given in recognition of Jack's "magnificent photographic editorial work in assembling the two-volume work, George L. Beam and the Denver & Rio Grande."

In the opinion of the Awards Panel, the merit and significance of Jack's saving, assembling, interpreting, and publishing Mr. Beam's remarkable photographs were such that suitable, formal recognition was due.

The National Convention of the Railway & Locomotive Historical Society was held in Denver (for the first time) on June 8, 9 and 10, 1990. On Saturday, June 9th, the ninth annual Railroad History Awards were presented with Jack receiving his award at the Convention's banquet and award ceremony. The ceremony was held at the Brown Palace with about fifty attendees. The Society is the oldest Railroad History organization in the United States, being founded in 1921.

The Awards Panel consisted of Messrs. George W. Hilton (UCLA), Herbert H. Harwood (Chessie System-ret.), Albro Martin (Bradley University-Emeritus), John H. White, Jr. (Smithsonian Institution), Arthur L. Lloyd (AMTRAK), Robert C. Post (Publisher, Railroad History), George H. Drury (Kalmbach Publishing Co.), Don L. Hofsommer (Lexington Group), H. Roger Grant (Ed., Railroad History), Mark Smith (Ed., Locomotive & Railway Preservation), James A. Boyd (Ed., Railfan & Railroad), and William L. Withuhn (Chairman). Jack's election was by secret ballot of the panel.

## OBSERVATIONS

Referring back to June's article, I had mentioned that while in the town of Cerillos, New Mexico, Amtrak made a sudden appearance. The cameras were in our car and we watched as the train glided through town with two locomotives, four head-end cars, coaches, diner and sleepers and, on the end, a private, ornate observation car, the "North Star".

Here, in Denver, for every one Amtrak ticket sold, three potential riders are turned away. That seems to be true in most all of the western states. I know that in Denver we could use another east/west train and certainly one north/south train from Montana to Texas to make better connections. We used to have two or three of those every day just thirty years ago. I think a lot of people have finally discovered that you do not have to be in a hurry to get some place any more and want to take in the scenery at a slower pace. After all, what can you see at 33,000 feet? Some day, we will probably have some 200-MPH trains which can keep pace with the planes without having to wait two to three hours at each end of your trip; waiting on luggage and other transportation.

None of our Representatives or Senators, at least from Colorado, think much of Amtrak. Neither does a president or two. Each year seems to see higher revenues on Amtrak and less government subsidy is needed. Perhaps this scares people in Washington--something in government making money. I seem to remember that after they took over Conrail, it began to make money and they didn't know what to do. One thing Amtrak does need, however, is more equipment to carry the increasing passenger load.

Well, back to that Amtrak train in New Mexico. The number of head-end cars surprised me. I understand that more and more mail is going by rail. A friend said that he was under the impression that things have come full circle with mail back on the rails. Over thirty years ago, I moved to Colorado and could mail a letter in the morning which would be kicked off a Rock Island Rocket in the early afternoon

the next day in the small Iowa town of Malcom. My parents could read the letter later that day. Now my mother is lucky if she gets our letters in four days. Perhaps, if the U.S. Postal System would go back to the rails, we could see all-mail trains again?

Do you suppose we would see the resurrection of RPO cars and mail sorters on board? Do you suppose we might see the return of little mail bag holders where mail is picked up on the fly as well as tossed off to better serve our communities? A 30¢ stamp might be worth it if we saw this come about. Maybe someone is trying to tell us that the railroads did a pretty good job with people and mail after all. (John Dillavou, edited by Jim Trowbridge)

## MANY INJURED IN WHITE PASS RAIL WRECK

Club members Barb and Al Jonez passed on the following information about the White Pass & Yukon Route Railroad:

At least 40 cruise ship passengers riding the historic railway to the summit of White Pass, above Skagway, were injured June 27, 1990, when a locomotive crashed into a stationary line of passenger cars.

None of the passengers was seriously injured, authorities said. According to a statement released by the White Pass & Yukon Route Railroad, the accident happened at 3:00 p.m. when a train loaded with 170 people reached the top of the 2,800-foot peak in Southeast Alaska.

Paul Taylor, the railroad's vice president for Alaska operations, said the locomotive of Train No. 6 was being switched from the front to the back in preparation for the 20-mile return trip to Skagway. The engine apparently failed to slow down for recoupling and collided with the line of cars it had just been pulling, Taylor said.

According to the Skagway News, at least one passenger car window was blown out from the force of the rear impact. Taylor said there were no fatalities, and the train eventually returned to Skagway under its own power.

The White Pass & Yukon Route Railroad is a narrow gauge railway built in 1900, during the region's gold rush days, to connect Shagway with the Canadian border town of Whitehorse. Officials say roughly 70,000 passengers a year ride the train to White Pass. The route winds up the mountain and features spectacular drop-offs as it goes. At the summit, however, where the accident occurred, the track is more level.

Thirty passengers were treated at the Skagway medical clinic, the railroad said. Another 10 were flown by small airplane to Juneau, about 100 miles south. Anne Schultz, spokeswoman at Juneau's Bartlett Memorial Hospital, said the tourists were all treated and released. (The Anchorage Times)



## **RMRRRC MEMBER HURT IN CAVE-IN AT NEEDLE'S EYE TUNNEL**

A recreational outing derailed Club member and Denver firefighter Thomas Abbott on Sunday, July 15th, when he was pinned waist deep behind boulders after a cave-in at Needle's Eye Tunnel in southwest Boulder County.

Tom, 49, was in serious condition at Denver General Hospital after being air-lifted from the tunnel near the top of 11,600-foot Rollins Pass.

Apparently, Tom decided to run the "wrong" way when he heard the rocks coming loose. "He ran toward the outside wall, and the rubble and debris came down, pinning him to the wall," said Denver Fire Chief Richard Gonzales.

Within minutes of the accident, other firefighters who were with Tom on a four-wheel-drive tour of the mountain pass went into the tunnel and dug him out of the pile of "coffee-table-sized rocks,"

said fire Capt. Nick Nuanes. Nuanes said a group of eight firefighters was on the tour with two of their wives.

The group had been attending a fire department credit union conference in Winter Park and had decided to make the trip to the old railroad tunnel because Tom, an assistant fire chief, has long been a railroad buff.

Nuanes said the group had passed through the tunnel once, and Boulder County Sheriff's Lt. Tom Shomaker said Tom and a guide returned to check out an obstruction that apparently had been caused by an earlier slide. There were no other injuries reported.

Tom was flown by Air Life helicopter to DGH, where he underwent surgery. He was placed in the intensive-care unit afterward with what was described as an open leg fracture or a crushed right leg. Doctors were quite worried about whether Tom would lose his foot, but your editor talked to Isabel Abbott the morning of July 18th and the foot will be saved and Tom was doing very well and in high spirits.

Club members might wish to send Tom a card at his home address, where we hope he will be by the time the newsletter is sent out:

Tom Abbott  
10780 West 35th Avenue  
Wheat Ridge, Colorado 80033

Tom has been very active in the No. 25 project and we wish him well and hope to see him back soon.

**HISTORY:** The historic tunnel was closed for nearly a decade because of repeated cave-ins, and was reopened to automobile traffic in the summer of 1988 after a \$125,000 restoration paid for by Boulder County and the Rollins Pass Restoration Association (which received a \$1,000 donation from the Club and from Tom Abbott as well).

The tunnel, 17 miles west of Rollinsville in the Rosevelt National Forest, is a 150-foot-long hole through granite that was opened in 1904 as part of the Denver North-western and Pacific Railway route. The

trains started using the Moffat Tunnel in 1929, and the rocky Rollins Pass Road and the Needle's Eye Tunnel were abandoned to vehicles. (Denver Post, 7/16/90)

UPDATE: A team of engineers will inspect the Needle's Eye Tunnel (July 17th) to see what caused the historic railroad tunnel to collapse. The inspection team will include engineers from Boulder County and the U.S. Forest Service.

"They will be looking to see from an engineering standpoint what caused the collapse and the likelihood of it happening again," said Forest Service spokesman Lynn Young. The tunnel will remain closed "until we can assure the public that it's safe," Young added. (Denver Post, 7/17/90)

### 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: Railroader's watch, circa 1915-1920, Gold-filled case, 21-jewel Waltham movement, in working condition. Dick Mead, 1340 Steele Street, Denver, Colorado 80206. Phone: (303) 322-7263.



### MORE ON THE LIMON TWILIGHT LIMITED

The Limon Train Ride is off to a good second season leaving the Limon Depot every Saturday night at 7:00 p.m. Kyle Railways is providing the standard gauge diesel power. Passengers can ride aboard a restored Norfolk and Western coach #101 (circa 1924), a Southern Pacific diner car (circa 1940), and an Amber Trails passenger car (circa 1950), or a Union Pacific caboose.

Ticket prices are \$11.45 for adults and \$6.95 for children to 11. The ride features an entertaining narration with prizes and a number of surprises, a scrumptious dessert served by the Hub City Seniors, and live music. The Train has a number of talented country and western singers, barbershoppers, trios, and instrumentalists scheduled as entertainers this summer.

For reservations, call Sarah Everett, Ticket Agent, at the Limon Depot, (719) 775-2819, on weekdays between 1:00 and 5:00 p.m. or (719) 775-2373 anytime. (Limon Railroad Museum & Train Rides)



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## ROCKY MOUNTAIN

SECOND CLASS



## RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

DONALD W. ZIELESCH  
3953 W. ELDORADO PL.  
DENVER, CO 80236