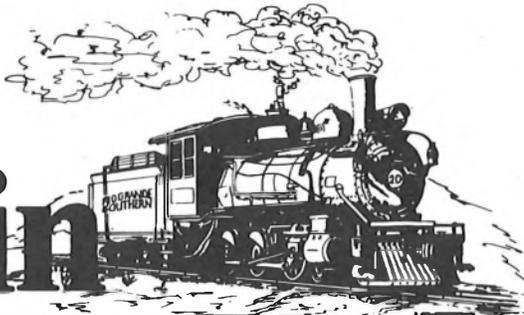


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

July 11, 1995 -- 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  
Mike Johnson..... President  
Roger Callender..... Vice President  
Bill Gordon..... Secretary  
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

**COPY DEADLINE** ALL copy for publication in the August, 1995 Rail Report is due no later than July 11, 1995!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201-2391

July, 1995..... No. 430  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, CO 80201-2391

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 \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, CO 80201-2391. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. 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.

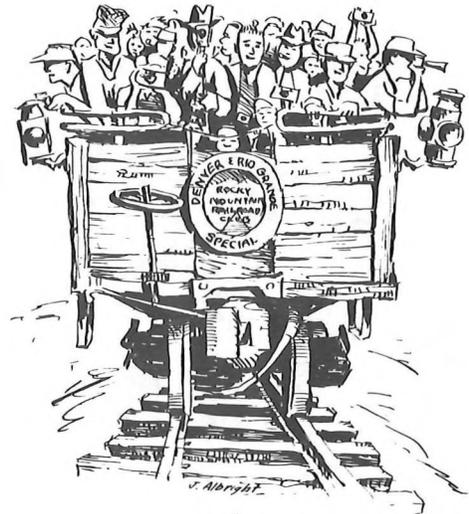
## JULY 11 PROGRAM

RAILROADING IN THE 60's AND 70's: AN END OF AN ERA. The July program will feature a variety of slides taken by Keith Kirby from May of 1965 through the late 1970's. This was the end of the era of the private passenger train in the United States, as well as the beginning of Amtrak.

Locomotives from a variety of railroads will be featured, including E-8/9's from

the Rock Island, the Missouri Pacific, the Union Pacific, the Burlington Route, the Southern and Others. A variety of shots of GG-1's in a variety of liveries will be shown. F-units from the Rio Grande, the Santa Fe, the Northern Pacific, Great Northern and others will be included.

As so many of the railroads many of us remember disappear, it is fun to look back at railroads we thought would always be with us, represented in paint schemes that exist today only in pictures and on model railroads. (Keith Kirby)



## PUBLISHER'S STATEMENT

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## JUNE PROGRAM AND MEETING

Members and guests were treated to a fine presentation by Howard Noble, Operations Manager, representing the Pike's Peak Historical Street Railway Foundation. Mr. Noble started out with a slide presentation and then proceeded to give an informative talk on what has occurred thus far and what plans are in place for the future. In addition to general information about re-introducing trolley service to Colorado Springs/Colorado City/Manitou Springs, we were apprised of restoration of the Club's Birney, #22.

We certainly enjoyed Howard's presentation and came away impressed with the Foundation's accomplishments and plans for the future and look forward to seeing how they bring it all together. Club members were invited to check in any weekend to see the work being done, especially to #22.

Our Thanks to Howard. We look forward to an update in the future.

## 1995 SCHEDULE OF EVENTS

July 11	Regular Monthly Meeting
July 11-16	Smithsonian Private Car Trip
July 22	Denver Post/Cheyenne Frontier Days Special
August 8	Regular Monthly Meeting
August 12	Como/Fairplay Area--DSP&P Field Trip
September 12	Regular Monthly Meeting
September 29-October 8	Arizona/New Mexico Sojourn
October 14	ANNUAL BANQUET
November 14	Regular Monthly Meeting
December 1-3	D&SNG RR Winter Trip
December 12	ELECTIONS and Regular Monthly Meeting

\*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

## NEW MEMBERS

There were no new members to announce this month.

## PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the June 13, 1995 meeting were as follows:

Ardie Schoeninger / Set of Amtrak Timetables

Paul Holger / Set of small postcards

Paul Holger / Set of large postcards

Bob Tully / The Railway & Locomotive  
Society Bulletin #98 (4/58)

Bud Lehrer / BN hat pin

Harold Churches / Historical Guide to  
North American Railroads

Franklin Collins / Steelways of New England

Tom Peyton / Vanishing Markers

Don Kramer / Conrail Power 2 [Editor's note:  
Don and his wife were visiting  
from Camarillo, CA]

Russell Clay / Set of TRAINS magazines, 1985

Neal Miller / Lehigh Valley Railroad

Bob Tully / A Railroad for Tomorrow

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

## A CORRECTION FOR THE TIMETABLE COLLECTORS MEET

Jim Ehernberger wishes to clarify the location of the Timetable Collectors "Open House" on July 21, 1995.

The Open-to-the-Public, free admission, "Open House" will be held from 11:00 a.m. to 2:00 p.m. at the Travellodge North: 200 West 48th Avenue (Just north of I-70 and I-25 intersection).

Dealers will be set up at this location to offer "paper" merchandise that will include Colorado items. Jim suggests that this may offer fellow Club members an opportunity to pick up some items that they have been looking for.

## DSP&P FIELD TRIP— COMO/FAIRPLAY AREA

It's time, once again, for the Rocky Mountain Railroad Club's annual Field Trip on a historic railroad grade. This year's outing will follow the famous Denver, South Park & Pacific in the South Park area. It will be held on Saturday, August 12, 1995.

Due to the State's heavy snowpack this year, the field trip has not yet been "scouted;" however, tentative plans include exploring various grades southwest of Fairplay, a visit to the Como Roundhouse, and a walking tour of the DSP&P yards in Como.

Alas! For the first time in many, many years, Jim and Lik Ranniger will be unable to provide us with their trademark luncheon extravaganza; so, plan to bring a picnic lunch instead.

The Club has not visited this area in a long time, so, don't miss this opportunity to join the Club and trip leaders, Keith Kirby and Rich Dais, for a day of exploration in South Park.

The cost of this Field Trip is just \$2.00 per person, with kids under 12 FREE! Please make checks out to the ROCKY MOUNTAIN RAILROAD CLUB, and, send your request for tickets to: Rocky Mountain Railroad Club, c/o Hugh Alexander, Ticket Chairman, 700 South Elizabeth Street, Denver, CO 80209. [Please include a SSAE with your request]

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### DSP&P Field Trip Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

TELEPHONE (      ) \_\_\_\_\_

Enclosed is \$ \_\_\_\_\_ for \_\_\_\_\_ tickets.

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*The above photograph shows the interior of David Moffat's private car, Marcia, in June, 1906. This business car was unique in that it did not have a separate dining room. The table could be extended, and the folding chairs were used to seat the guests.*

*This photograph is similar to some to be included in the Rocky Mountain Railroad Club's new book, David Moffat's Denver, Northwestern and Pacific, which is in the process of being published. (Pullman Company Photograph, Museum of Northwest Colorado)*

## MOFFAT ROAD BOOK -- UPDATED INFORMATION

by P. R. (Bob) Griswold

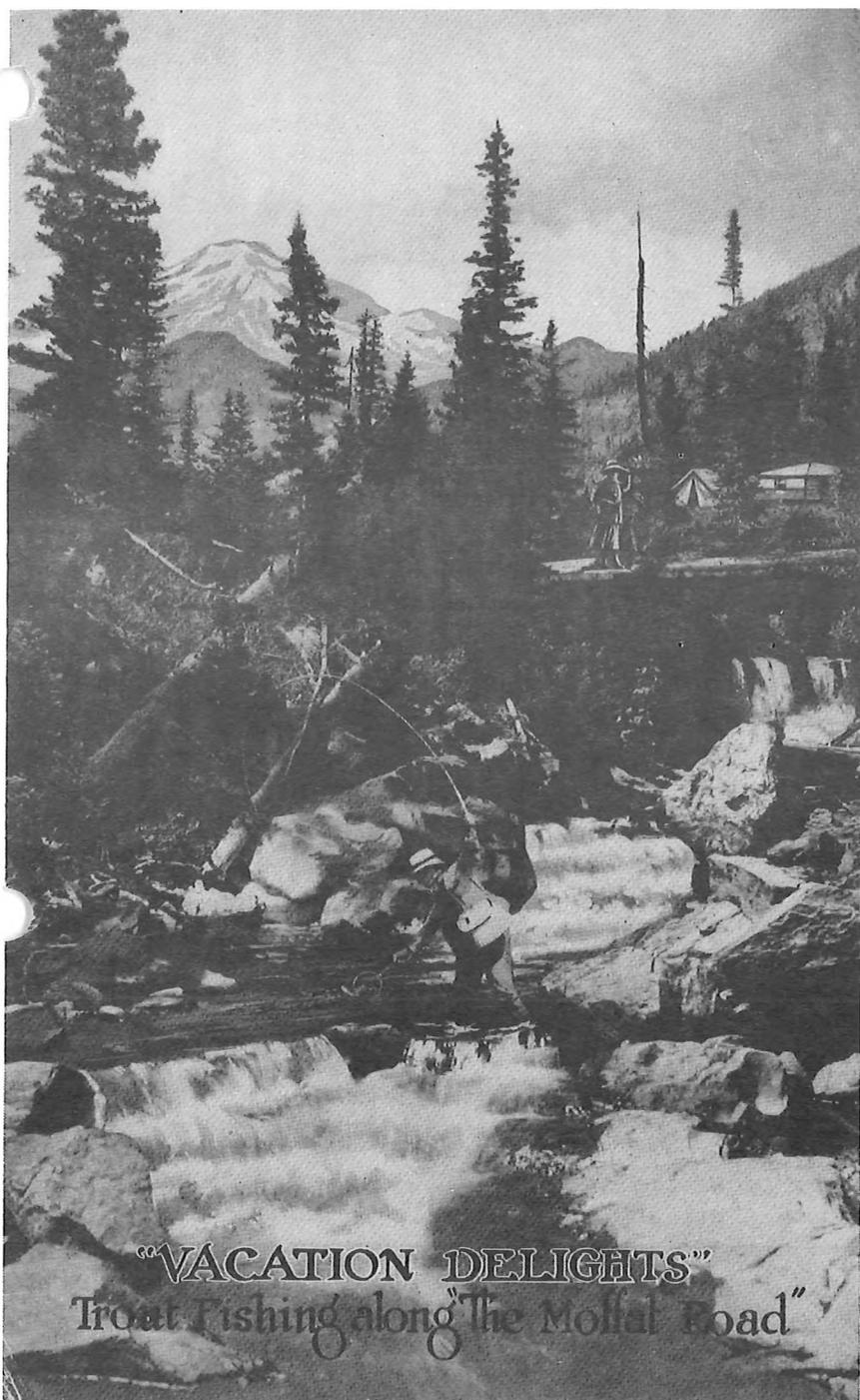
### MOFFAT ROAD PAINTING.

The Club's renowned artist, Joe Priselac, has volunteered to paint a picture of a Denver and Salt Lake locomotive for the second of the Moffat Road books to be published by the Rocky Mountain Railroad Club and authored by Bob Griswold. The title of this second book is to be "The Denver and Salt Lake Railroad, 1913 to 1926."

Many of our members have a print of Joe's beautiful painting of Interurban #25. Joe's painting of the Denver and Rio Grande Western locomotive at Salida is equally as fine as the interurban painting. And, how many of you have seen Joe's painting of the trolley on Denver's Sixteenth Street Viaduct?

### OUR GRAPHICS DESIGNER.

David Moffat's Denver, Northwestern and Pacific is being printed through Shadow Canyon Graphics, owned by Dianne Borneman. Mrs. Borneman recently won the Benjamin Franklin Award from the Publisher's Marketing Association for best dust jacket design for Aspen, the Quiet Years by Kathy Daily. You may recall that Mrs. Daily and her two sons were killed by a rock slide in Glenwood Canyon a few weeks ago. The book also has been nominated for the best book in the auto-



biography, biography, and, memoirs category. We might say that this is like winning an Oscar, only it is in the publishing business.

You may recognize the name, Borneman, as Walter authored Marshall Pass back in 1980.

The photograph to the left of this article is a 1912, Denver, Northwestern and Pacific, oversized advertising post card.

Eight decades ago, it was quite proper to draw additional things on a photograph, and, so, the people, the tent, and the cabin were drawn in on this photograph.

This is one of the photographs which will appear in the Rocky Mountain Railroad Club's new publication, David Moffat's Denver, Northwestern and Pacific. (Credit: P. R. (Bob) Griswold collection)

### NEVER BEFORE!!!

Never before has our Club made such an exceptional offer! During the month of July only, we are offering "Georgetown and The Loop" to our members at a 20% discount, or, \$32.00 plus \$2.75 shipping. (The regular price of this book is \$39.95) Also, here is another very special offer:

If you order two or more copies of Georgetown and The Loop, the discount is 25% or \$30.00 per book, plus \$2.00 shipping for each book ordered.

Colorado residents: please add 3% sales tax, and, Denver residents, please add 7.3% sales tax.

Please use the attached order blank to the right. Thank You.

NAME \_\_\_\_\_

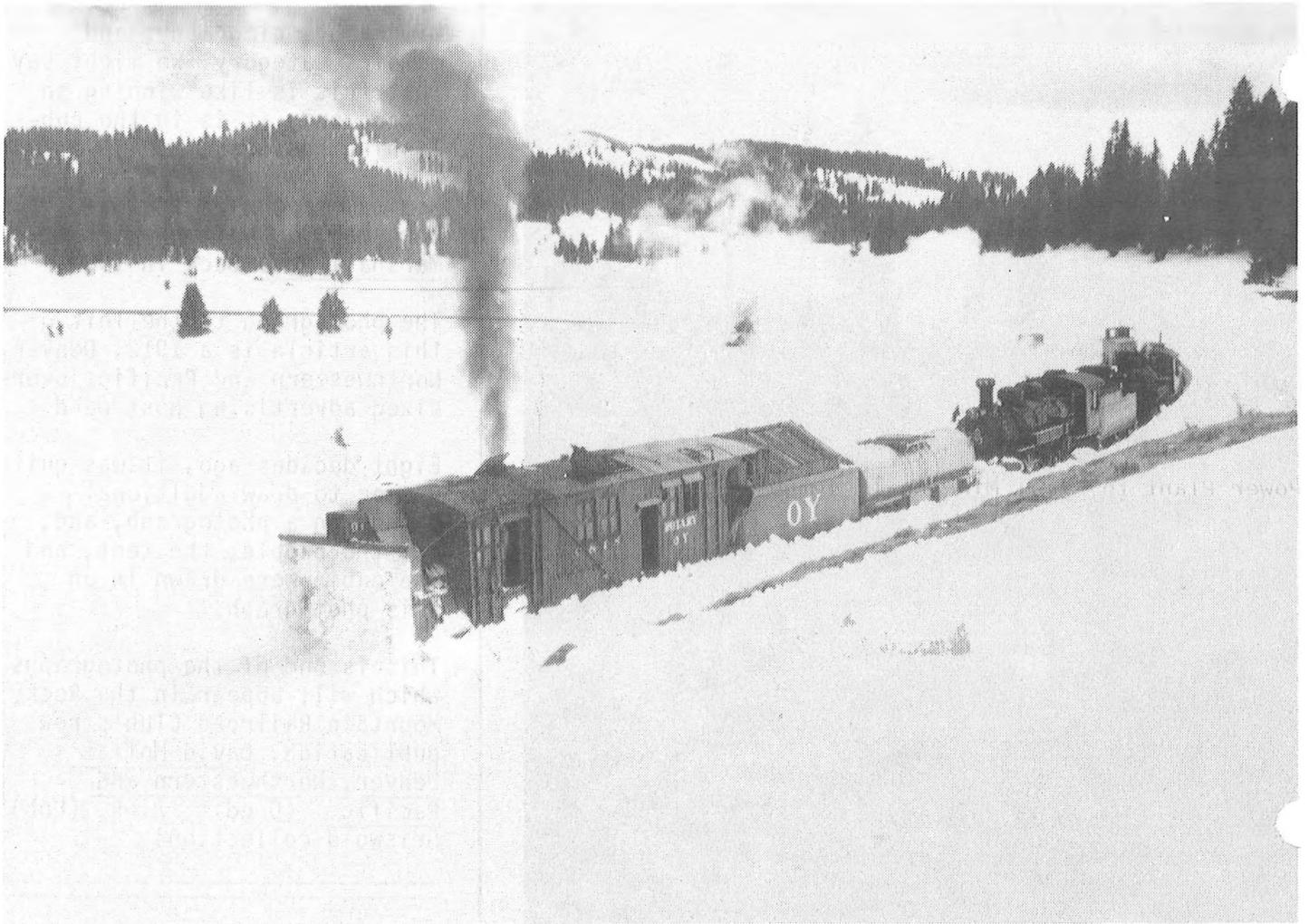
ADDRESS \_\_\_\_\_

MEMBERSHIP NO. \_\_\_\_\_ ZIP \_\_\_\_\_

NUMBER OF BOOKS ORDERED \_\_\_\_\_

AMOUNT ENCLOSED \$ \_\_\_\_\_

\_\_\_\_\_ Zip \_\_\_\_\_



*The winter snows came late to Cumbres Pass, and, once again the railroad men of the C&TS were called upon to fire up Rotary "OY" to clear the line for the Memorial Weekend opening of the tourist line. May 10 and 11, 1995 saw as many as three engines pushing "OY" through snow depths ranging from four to ten feet. Here we see "OY" working east to Los Pinos Tank where it developed some major mechanical trouble. The date of this photograph is May 11, 1995 and shows the rotary outfit at Tanglefoot Curve. (Chip Sherman Photo)*

## **THE COMBUSTION CORNER - - CURRENT RAILROAD HAPPENINGS**

by Chip Sherman

CUMBRES & TOLTEC SCENIC RAILROAD'S (C&TS) ROTARY "OY" BREAKS CLEARING SNOW MAY 11, 1995. The heavy Rocky Mountain snows this year brought out C&TS's rotary snowplow-- the last operating narrow gauge rotary in the United States! The May 10-11 clearing operation, in preparation for the late May season opening, was progressing well.

The Rotary OY with two, sometimes three K-36's, had made it from Chama, NM, to Cumbres Pass summit, CO, on May 10th. This

is normally the most difficult segment with its 14-miles of 4% grade in mountainous terrain. On May 11th, the train began descending the eastern side of Cumbres Pass, around Tanglefoot Curve, and past Los Pinos water tank. The late afternoon of May 11th found Rotary OY in relatively easy snow plowing east when trouble hit.

The Rotary OY's axle rod broke on the fireman's side and a steam piston head was cracked, disabling the rotary. The hard-working C&TS crew was then forced to suspend snow clearing operations and return the train to Chama. [Editor's note: Earl Knoob, Operations Officer (and RMRRRC member) advised your editor that about another half mile of drifts were cleared by "cats"

after bucking the drifts with engine plows failed to do the job]

The rotary will be undergoing repairs this coming winter. (Chip Sherman and Jon Bockelman)

BN REROUTES INTERMODAL TRAINS OVER COLORADO & SOUTHERN LINE. Burlington Northern moved its intermodal train off the Central Corridor routing through Alliance, NE, in mid-May, 1995. This was accomplished to relieve train traffic from the crowded corridor.

MORRISON KNUDSON (MK) #501 HAS ELECTRICAL FIRE AT PINECLIFFE, CO. SP train Drake Power Plant to Axial Mine Coal, symbol 01-DKAIC-29, was westbound when an electrical fire erupted on MK model MK5000C #501. The flames from the 501 could be seen erupting from the top of the unit. The train was promptly stopped and the fire extinguished. The other power on the train were four AC4400's. The 501 has been sent to MK's Boise, Idaho, site for evaluation and repairs. (The SPy)

BN ALLIANCE DISPATCHERS MOVED TO NETWORK OPERATIONS CENTER AT FORT WORTH, TX, BY JUNE 7, 1995. BN's continuing effort to consolidate all its dispatchers to Fort Worth, TX, continued with Alliance dispatchers moving in May and June, 1995. The 49 Alliance dispatchers packed and were moved to the Network Operations Center (NOC)

AMTRAK REMOVES GENIES FROM CALIFORNIA ZEPHYR ROUTE. The Amtrak Genies, GE model AMD-103 or P40BH #800-845, 4,000 horsepower units have been removed from California Zephyr service for other Amtrak duties. Around June 1, 1995, the F40PH's, #200-415 (series is not solid, gaps exist) became the standard power on all Amtrak trains serving Denver. (Andy W. and The Colorado Zephyr)

NEW SANTA FE SD-75M COMES TO DENVER, JUNE 6, 1995. Santa Fe's Barstow, CA, to Denver (symbol HBADV) had SD-75M #208 when it arrived in Denver on June 6th. The #208 was on the point of a six-unit, southbound train with two C30-7 pushers departing Denver at 12:18 p.m.

The 208 is part of the first 25-unit order of EMD-built model SD75M's, 200-224 series,

rated at 4300 horsepower. Another 25 units, 225-249, have been ordered. (Andy W.)

UNION PACIFIC CENTENNIAL SETTLES INTO DENVER TO NORTH PLATTE, NE, RUN IN EARLY JUNE, 1995. UP's only operating DDA-40X, #6936, has visited Denver numerous times, starting in late May, 1995. On June 7th, it was running the North Platte to Denver train, symbol NPDE07. The train usually arrives in Denver after dark (9:40 p.m. that evening) and departs Denver around 9:00 p.m. the next day, laying over at the UP's 36th Street Yard. (Don Z. and The SPy)

## GIFT ACKNOWLEDGEMENT

A belated "Thanks" to all of you who have donated items for use by the Club for its monthly book raffle, annual drawing, etc. Sometimes (actually, quite often) yours truly forgets to write down the names of donors and properly thank them. All donations and participation by Club members are appreciated and essential for the success of the Club.

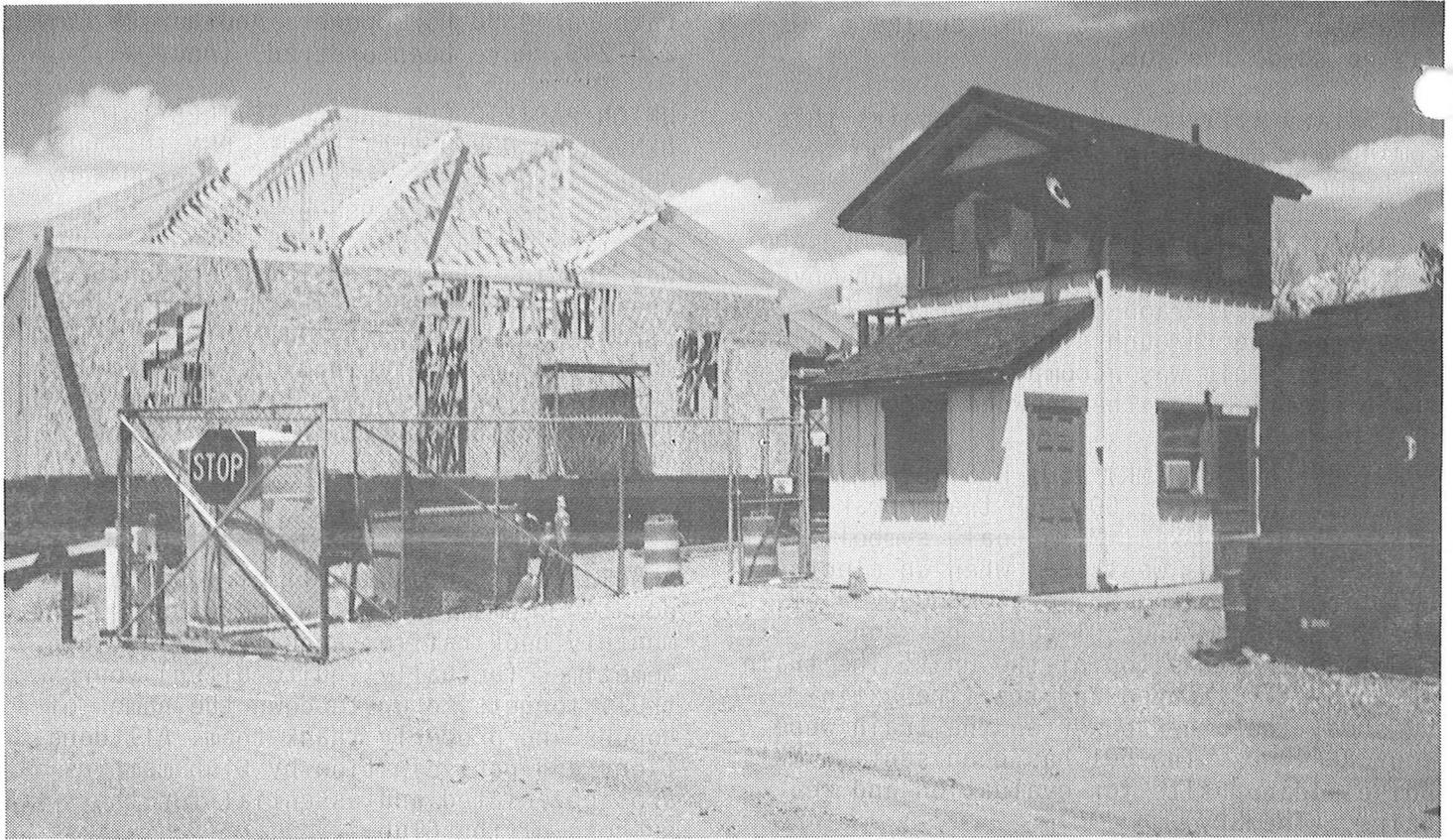
Special "Thanks" to Jerome T. Weiler, a non-Club member who has donated to the Rocky Mountain Railroad Club an impressive library of tapes and 35mm slides. These items are donated in memory of his father, Jerome T. Weiler, Sr. who accumulated same from 1956 to 1979.

Mr. Weiler, Sr. was Comptroller of National Carloading from 1940-1962 and V. P. of Universal Carloading from 1962-1978. Also, a book "Car Builders CYC 1940" was donated in the memory of his grandfather, Frederick A. Weiler who was a sheet metal foreman on the N. H. RR. If anyone has an interest in cataloging the donated tapes and slides for the Club, please contact Brian Bechtold, Archivist, or Roger Callender. Thanks again to Jerome Weiler for this donation to the Rocky Mountain Railroad Club.

(Roger Callender)

## REQUEST FROM THE COLORADO RAIL ROAD MUSEUM

Don't forget last month's request from the Colorado Railroad Museum for donations of RMRRRC trip flyers, on-board handouts, tickets and similar printed matter, particularly from events prior to 1963. Can you help them out!?



*You will note a new addition to the D&SNG yards on your next visit to Durango. The railroad has built a new commissary warehouse, named the "Dixie Cup Depot. It is located just across from the Durango Depot and next to the Dispatcher's Tower, just behind McDonald's. It was still under construction in this 5/26/95 shot. (P. R. "Bob" Griswold Photograph)*

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

by P. R. "Bob" Griswold

On May 27, 1995, I had an interesting visit with our former editor, Neal Reich, now the dispatcher for the Durango & Silverton NG Railroad in the Durango Tower. One of our topics of conversation was the construction of the new commissary warehouse, locally known as the "Dixie Cup Depot." The 61-foot by 44-foot frame structure is behind the McDonald's restaurant and north of the dispatcher's tower; the architecture will be the same as the old Durango depot.

The passenger diesel/railbus #1001 was doing the switching to make up the 7:45 a.m. special for Saturday morning. That was the day of the Iron Horse Classic bicycle race from Durango to Silverton. The special would operate from Durango to Cascade to give the passengers a good view

of the racers as they began the strenuous race. On Sunday, the 8:30 train was to operate in two sections to handle the Memorial Day weekend crowds. On Friday, Neal had his crews scheduled for the next several days.

On Saturday, the clouds rolled in, the rains came, and the snow fell. Fortunately, this early in the season, most of the passengers reserved seats in the enclosed coaches. The scene was different than that expected by passengers. The high peaks were obscured by the low hanging clouds, but the passengers were treated to the spectacle of new fallen snow glistening on the pine trees. Aspen at the lower elevations glowed in a bright yellow-green of new leaves, but higher up the aspen were a barren gray with no leaves. Because of the winter weather remaining at the higher elevations, the deer were still grazing at the lower elevations.

The railroad had been plowed out by April

30, 1995, when drifts from ten feet to fifty feet remained on the rails.

The Durango & Silverton still offers the private car service in the Cinco Animas and the Nomad as well as the first class accommodations in the Alamosa parlor car. Also, the Railcamp service to the Cascade Canyon Wye is offered through September 25th.

Locomotive #42 is ready for renovation with its boiler approved. The small locomotive, most recently from Golden's Heritage Square can handle a five-car passenger train. The rebuilding is scheduled for this summer. [Editor's note: The #42 is an ex-Rio Grande Southern locomotive and will be plying the rails in familiar territory]

ADDITIONAL NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD concerns a special excursion train by the Club's own rail barron, Mr. Ed Gerlits!

Ed will be running his annual Animas Cañon Express, a Steam & Fall Foliage Extravaganza to be run on Saturday, September 16, 1995.

This special, private train will traverse the famous and very spectacular Las Animas Canyon with incredible views of the San Juan Mountains. Several photo runbys will be provided with a stop in Silverton for visiting the shops and restaurants.

Roundtrip train fare, including a buffet lunch with beverage, will be \$70.00 per person. (Please, no children under 12 on the train) The special train is limited to 200 persons on a first come, first served basis. (No cancellations after August 16, 1995)

Checks may be sent to: Ed Gerlits, 1540 Routt Street, Lakewood, Colorado 80215. Phone: (303) 232-9262.

## SOUTHERN SAN LUIS VALLEY RAILROAD

The Southern San Luis Valley appears to be dead. All of the aggregate operations have been moved to Antonito. The diesel/mechanical locomotive, D-500, remains on the loading track next to the shed, one mile south of Blanca. This one-of-a-kind locomotive would make a fine Colorado museum piece. The orange and gray paint

applied by John Newell and Yours Truly several years ago has held up remarkably well. (P. R. "Bob" Griswold)



## ANNUAL BANQUET UPDATE

While complete details will be made available in the August issue of the Rail Report, we would like to announce a few details at this time for members to begin making plans.

This year's banquet will be held at the Regency Hotel, I-25 and West 38th Avenue, Denver. Ample free parking is available at the Regency. The cost will be reduced from the \$25.00 fare of past years to somewhere around the \$20.00 level. A special reduced rate will also be available for rooms at the Regency for out-of-town members and guests.

The program will feature Margaret Speas Coel, author and speaker. Her program will be entitled "Goin' Railroading."

Margaret is the daughter of a Colorado & Southern railroader, Sam Speas, who is the inspiration for this program. Margaret has been the recipient of the Colorado Authors League's 1985 "Best Non-Fiction" award for her book "Goin' Railroading" along with many other honors for her books about Colorado and the American West.

This program, along with the pricing, should be considered for family participation as children will enjoy Margaret's presentation. We encourage our membership to make this a family night "out on the town."

## 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 Rail Report, 502 South Cody St., Lakewood, Colorado 80226-3048.



*San Luis Central #71, a 600-h.p., 1955 Cooper Bressner product, is shown accomplishing its switching duties at Sugar Junction on May 30, 1995. (P. R. "Bob" Griswold Photograph)*

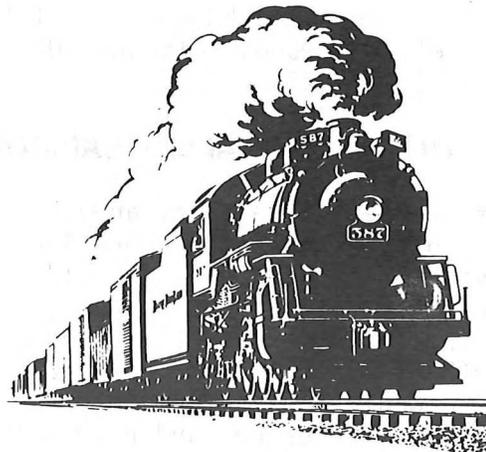
## **SAN LUIS CENTRAL RAILROAD UPDATE**

The San Luis Central continues to haul an amazing amount of freight for a ten-mile railroad. J. D. Gray has been the superintendent for several years, and Carla Clutter is the rip track clerk. Karen Widger is the agent at Sugar Junction (she has to be the prettiest railroad station agent in Colorado).

Diesel #70 is sick with a burned-out traction motor and some worn-out bearings. The problem is to find replacement parts for this 1952 Electro Motive locomotive. Diesel #71, a 600-horsepower, 1955 Cooper Bressner, is handling the freight consisting mainly of the old Railway Express Agency express refrigerator cars and covered hopper cars. Regular shipments from the Staley Starch Factory add to the consists that go out on the former D&RGW,

now Southern Pacific branch from Alamosa.

With the good demand for lumber, shipments from the sawmill at South Fork, mostly in San Luis Central cars, add to the freights on this branch. (P. R. "Bob" Griswold)



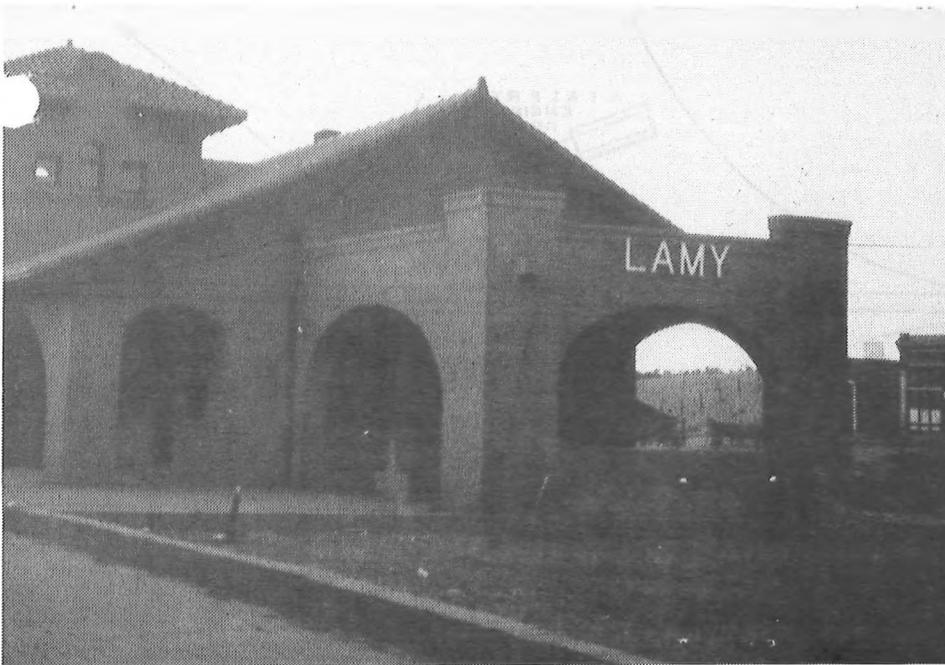
## ARIZONA/NEW MEXICO SOJOURN -- UPDATED INFORMATION AND NOTES OF INTEREST

The flyer that accompanied the May, 1995, Rail Report contains complete information about this trip, and, additional copies may be obtained by writing or calling the Club.

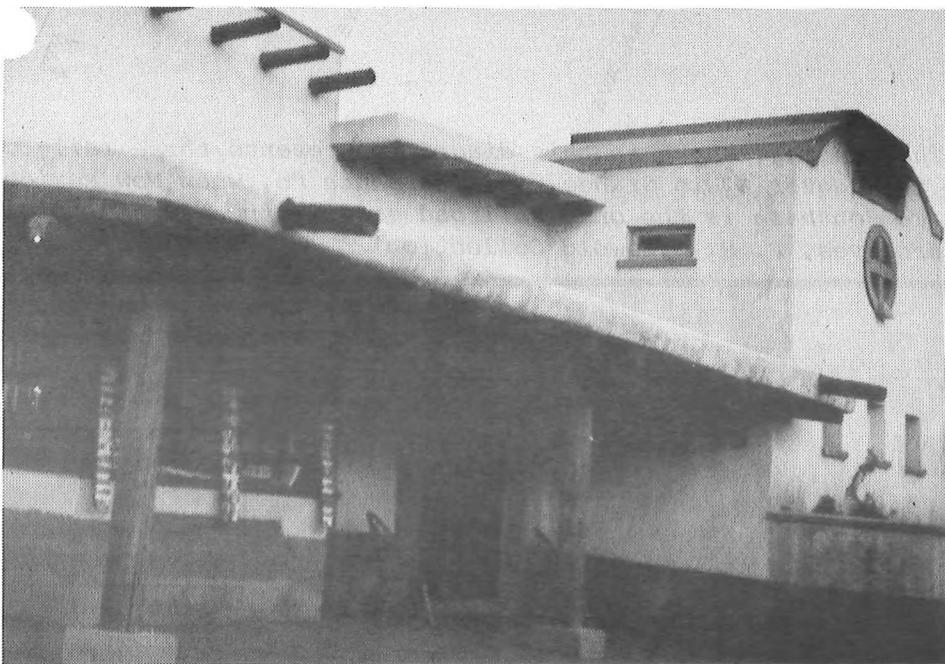
The trip committee does wish to make a couple of corrections to the text of the flyer to make it less confusing. The trip aboard the Grand Canyon Railway will be on Sunday--not Saturday as stated in paragraph #3. In paragraph #4, it should have said that the tour of the west rim would be on Monday--not Wednesday! These errors were not caught prior to printing the flyer. They extend their apologies for the confusion that they created.

This eleven-day excursion will cover four railroads: The Amtrak "Southwest Chief," The Verde Canyon Railroad, The Grand Canyon Railway, and The Santa Fe Southern. All of this is in addition to an extended visit to the Grand Canyon!

Reservations are being handled through Al Miller at Alpine World Travel, 1155 South Havana, Aurora, CO 80012. (303) 752-0900, or, 1-800-878-2468. Be sure to get your reservations in by Friday, July 14th. There is limited availability of seats on this grand trip!

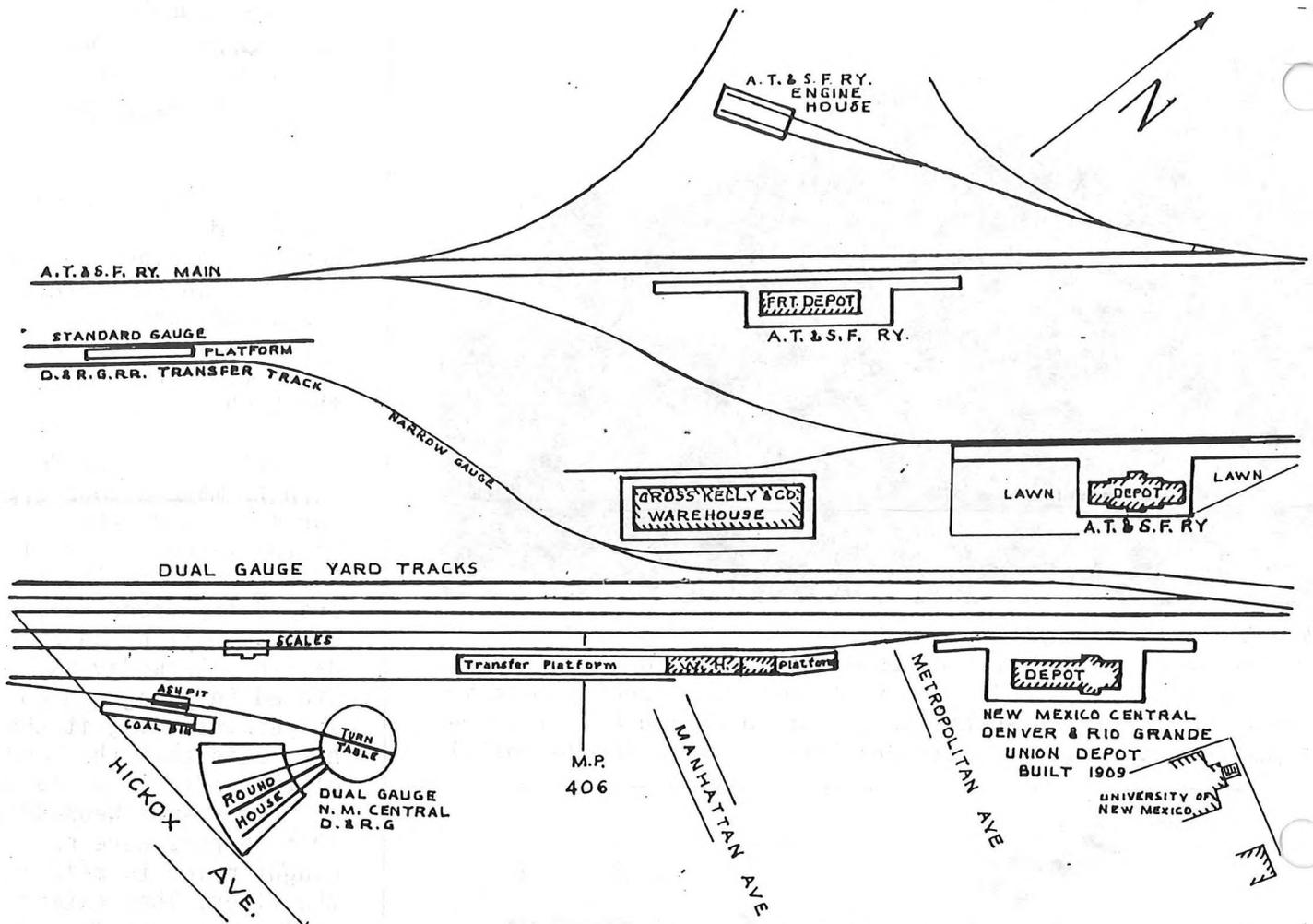


*The above photograph depicts the A.T. & S.F. Lamy, New Mexico depot in November of 1910. Bob Griswold thought that this might be of special interest to those planning to take the Club's American Southwest and Grand Canyon Rail Trip on September 29. (W. D. Hollister Photo, P. R. Griswold Coll.)*



*Bob Griswold submitted still another photograph that might be of interest to those who will be taking the Club's September 29-October 8 Arizona/New Mexico Sojourn (not to mention the rest of us!). This is another 1910 photograph showing the "El Oriz" Harvey House at Lamy, New Mexico.*

*As Harvey House is gone, but the Santa Fe Southern still serves Lamy and Santa Fe. (W. D. Hollister Photograph from the collection of P. R. Griswold)*



Once upon a time in Santa Fe! The trackage shown in this diagram represents three railroads: The New Mexico Central, The Denver & Rio Grande, and The Santa Fe, when New Mexico was a territory. Now the Santa Fe Southern is the only railroad serving the New Mexico Capital. (Denver & Rio Grande Archives, P. R. Griswold Collection)

**ROCKY MOUNTAIN**

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