

ROCKY MOUNTAIN RAILROAD CLUB

April, 1964

P. O. BOX 2391

Newsletter No. 56

DENVER, COLORADO 80201

The April, 1964, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, April 8th, in the basement meeting room of the Western Federal Savings skyscraper building, 718 - 17th Street, Denver, at 8:00 p.m. "Resolute Rambles by Road and Rail of a Roving Railfan Reincarnating Recent and Remote Recollections of Railroads in Removed Regions," is the magnificent title of the program to be presented by Vice President Herb O'Hanlon. Herb's wide-ranging travels and intense interest in things railroad form the background for another outstanding and entertaining monthly program for members and friends of our organization.

As promised, the "Cinerama-sized" slides presented by Neal Miller at the March meeting were truly spectacular. Using 2-1/4"x 3-1/4" Ektachrome transparencies masked to be shown on two 70"x 70" screens taped together, Neal treated us to tremendous views of Union Pacific, Great Western, and Colorado & Southern steam, ending with a number of beautiful views of Colorado aspen in the fall. Locomotives and mountain scenery, when portrayed in such fashion on the screen, are highly impressive, and we are grateful to Neal for preparing this fine presentation.

Another outstanding event of the March meeting was the visit and presentation of photo contest awards, by Club member David P. Morgan, Editor of Trains Magazine. Mr. Morgan was accompanied to Denver and the meeting by his gracious wife, Margaret, and George Gloff, Art Director of Trains. Mr. Morgan's long-time interest in the Rocky Mountain Railroad Club and its activities, as developed in his short talk, is most gratifying, and all present welcomed the opportunity to become acquainted with this well-known member of the railfan fraternity.

First prize of \$25.00 cash, awarded by the magazine, was presented by Mr. Morgan to Club member T. G. Gray of Denver for the best photo of a Club excursion submitted in the recent photo contest sponsored jointly by our organization and Trains Magazine. Subscription awards were presented for entries from Charles Ryland, Ed Haley, John Maxwell, Dick Kindig, and Jackson Thode at the meeting; awards for entries from Club members Jack Pfeifer of Salt Lake City, John Briggs of East Orange, New Jersey, Richard Lind of Boulder, and Ed Lewandowski of Denver were accepted by President McKee and by now have been forwarded to these members.

Trains expects to use the photos selected from those submitted in this contest to illustrate an article on the Rocky Mountain Railroad Club, to be published in a fall issue of the magazine, according to Mr. Morgan.

The Club's postoffice box has been full almost to overflowing during the past few weeks -- with ticket orders for the annual three-day Memorial Day weekend excursion over the Rio Grande's narrow gauge lines, as announced in the March Newsletter. More than 100 reservations for this yearly event have already been made, and we hope there will be no disappointment because of last-minute orders which cannot be filled. You are urged to order your tickets as soon as possible.

Arrangements also have been completed by Trip Committee Chairman Ed Haley for another of the Rocky Mountain Railroad Club's famous excursions over the Union Pacific, using steamer #8444 between Cheyenne and Rawlins, to be operated out of Denver on September 13th. Save this date, and be looking for additional details in forthcoming Newsletters.

As mentioned last month, 1964 membership cards are now in the hands of the Treasurer, and have been sent to all whose dues are paid for 1964. If you have paid your dues, but have not yet received your membership card, please let us know.

For the benefit of our members we have tabulated on the last sheet of this newsletter (in amounts rounded to the nearest dollar) an income-expense statement, comparison of income and expenditures, and balance sheet statement for the Rocky Mountain Railroad Club for the years 1963 and 1962. In an operation of this magnitude, too much appreciation cannot be paid to our faithful Treasurer, Ane Clint, for her diligent and conscientious handling of the Club's funds and accounting.

Club funds are divided into separate categories covering administration, excursion operations, publications, and equipment restoration. Total receipts in 1963, from all these sources, were \$15,629, a decrease of \$1,114 under 1962, principally because only two excursions were operated compared to six the preceding year. Expenditures aggregated \$16,623 in 1963, down \$4,493 from 1962, due to lower excursion expense, reduced outlays for the pending Colorado Midland book, and lower expenditures for maintaining the Club's equipment. Thus, losses incurred from all operations in 1963 were reduced to \$995 from \$4,374 in 1962, the deficits being accommodated from funds accumulated in prior years. It is expected that in 1964 results of excursion operations and publication of member Morris Cafky's new historical work on the Colorado Midland will tend largely to recover the deficits incurred in the past two years.

Referring now to funds for Club administration, shown at the right in the table, gratifying increases in dues, enrollment and other income are shown, 1963 compared 1962. Of particular interest is the enrollment of 113 new members in 1963, our 25th anniversary year, as well as a total of 171 new members in the past two years. In connection with expenses, lower costs are shown for all operations in 1964; aside from the effect of construction of trackage at the Colorado Railroad Museum, encouraging gains were registered from the Club's operations.

It is hoped, of course, that the efforts of your officers and Board Members will continue to meet with this type of approval from the membership; the direction of these efforts, under the vigorous leadership of President Ted McKee, is being concentrated more specifically on objectives aimed at the benefit of all members of the Rocky Mountain Railroad Club.

(Statement and comment by Jackson Thode)

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Club member Arl Cuthbert reported on Wednesday, March 18th, that he had observed three unfamiliar green diesel units working west toward Denver with a Burlington freight that afternoon. A short conversation with another Club member -- John Maher, who works for the Rio Grande -- revealed that these were units 8014-8015-8016 of Oroville Dam Constructors, Inc., who have the contract for construction of the new dam in Feather River Canon on the Western Pacific in California. These three new General Electric U-25-B 2,500-horsepower, general purpose units handled the Burlington's "CD" (Chicago-Denver) symbol freight into Denver, and worked west on the Rio Grande with the evening Ute, reaching Salt Lake City the afternoon of March 19th, when they were delivered to the Western Pacific.

We are advised that these three heavy-duty units are rated for 3,300 tons up the 2% Moffat Tunnel Route grade west of Denver, compared with 2,700 tons for three Electromotive GP-30's of 2,250 horsepower each. However, since the engines are not fitted with dynamic braking, which Rio Grande engine crews use constantly on their own engines, special care was necessary in working these three new General Electric units across the railroad.

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The tabulation below, extracted from the March 2nd issue of Railway Age, illustrates the sad state of affairs of Class I railroad steam power in the United States. Oddly, the ten steam engines shown as owned or leased on January 1, 1964, appear not to reflect the Rio Grande's roster of narrow-gauge steamers, which totals 22 according to the Company's current annual report to stockholders.

	Owned or Leased		Stored Serviceable		Waiting Shops	
	January 1st		January 1st		January 1st	
	1964	1963	1964	1963	1964	1963
Diesel (Units)	27,969	28,170	427	678	1,899	1,930
Steam (Locomotives)	10	21	2	9	5	10
Electric *Units)	430	435	51	39	51	69
Gas Turbine-Electric	38	49	2	6	7	13

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In connection with the Rio Grande annual report mentioned above, it is indeed refreshing to note that a full page of this attractive new release is devoted to recent developments, with illustrations, of passenger business on the famous narrow gauge "Journey to Yesterday," between Durango and Silverton. The table below, taken from the report, will gladden the hearts of many of our members who have been so diligent in supporting this unique operation:

	<u>Trips</u>	<u>Passengers</u>	<u>Psgr. Revenue per train Mile</u>
1947	50	3,444	\$ 1.49
1954	59	14,945	8.23
1959	97	35,588	17.97
1963	150	50,988	18.11

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One of the longest and costliest line relocations undertaken on a U.S. railroad in recent years may be launched by Great Northern and the Army Corps of Engineers in connection with construction of Libby Dam in western Montana. GN and the engineers have come to a tentative agreement on route selection. About 60 miles of the railroad's main line would be involved. Cost is estimated at approximately \$110-million.

Plans call for the relocation to begin near Stryker, Montana, where the present line follows the Stillwater River. The new line would swing south along Fortine Creek, pass through a seven-mile tunnel and then follow Wolf Creek and the Fisher River before rejoining the existing line near Jennings, Montana. The Libby Dam is to be built north of Jennings on the Kootenai River. GN's present main line follows the Kootenai for the greater part of the 60 miles to be relocated.

When the new line goes into service, it will shorten Great Northern's routes by about 15 miles -- thus, grades in both directions will be stiffer than they are on the existing route. The seven-mile tunnel at the Fourteen Creek - Wolf Creek summit will be the longest to be bored for a U.S. road for many years -- but it will still rank second in length to GN's 7.8-mile Cascade Tunnel.

The over-all project, however, exceeds other recent major relocations in both length and cost. Santa Fe's Williams-Crookston, Arizona, line change, for example, was a 44-mile, \$20-million job.

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Last month's Newsletter quoted information from the Sounder, published by the Puget Sound Railway Historical Association, received by the Club on an exchange basis. The current issue of this little paper has the following item, which is of interest: "There is a great and widespread effort among the various fan groups to band together to help save the narrow gauge railroad in Mexico City as a tourist attraction. Anyone interested in helping this worthy cause may write to Miss Cora Van Milligan, Florencia 32, Mexico 6, D.F."

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One of the satisfactions received by Club officers for their efforts and involvement in Club affairs is the steady flow of letters sent to them by members. One of the more rewarding of these communications was an enthusiastic note sent recently by Mrs. William L. Bemis of La Junta, Colorado, who, with her husband, was able to join in the 25th Anniversary excursion and banquet celebration at Colorado Springs last May. Mrs. Bemis tells us that after having viewed their excursion slides many times, and hearing husband Bill carry on in true railfan fashion, she could restrain herself no longer. The interesting and meaningful poem she composed is offered here for the benefit, particularly, of the many "gals" who are closely acquainted with the Club and its members:

My husband is a railroad fan
 From day to day, and every night.
 If I want to please my man,
 I smile, and say he's always right.

Of 2-4-0's and ten-wheelers he dreams,
 And diamond stacks were works of love.
 Those three-foot rails stretch ever on
 Toward those passes -- high above

The narrow gauge, I'm sternly told,
 Means more to him than rich man's gold.
 Pictures by the millions tell the story
 Of my railroad fan in all his glory.

But, I guess I'll sit and listen,
 And hear his tales without a shrug.
 For it was I who talked him into joining
 The Rocky Mountain Railroad Club.

--Trudy G. Bemis - December, 1963

Ted S. McKee, President
 Herbert O'Hanlon, Vice President

Fay L. McKee, Secretary
 Ane O. Clint, Treasurer

ROCKY MOUNTAIN RAILROAD CLUB

Income Statement - 1963

<u>Receipts</u>	<u>1963</u>	<u>1962</u>	<u>Incr/(Decr)</u>	<u>Club Administration (first line at left)</u>			
Administration	\$ 2,766	\$ 2,225	\$541	<u>Receipts</u>	<u>1963</u>	<u>1962</u>	<u>Incr/(Decr)</u>
Excursions	12,036	14,019	(1,983)	Dues	\$ 2,313	\$ 1,990	\$ 323
Publications	190	292	(102)	Enrollments	113	58	55
Equipment Restoration	<u>637</u>	<u>206</u>	<u>431</u>	Other	<u>340</u>	<u>177</u>	<u>163</u>
Total	\$15,629	\$16,742	(1,113)	Total	\$ 2,766	\$ 2,225	\$ 541
 				<u>Expenditures</u>			
<u>Expenditures</u>				Printing	\$ 547	\$ 656	(109)
Administration	\$ 4,093	\$ 1,846	\$2,247	Postage	513	630	(117)
Excursions	11,363	14,014	(2,651)	Rent	-	200	(200)
Publications	990	3,332	(2,342)	Track Constr.	2,767	-	2,767
Equip. Restoration	<u>177</u>	<u>1,924</u>	<u>(1,747)</u>	Other	<u>266</u>	<u>360</u>	<u>(94)</u>
Total	\$16,623	\$21,116	(4,493)	Total	\$ 4,093	\$ 1,846	\$2,247
				Gain or (loss)	(1,327)	379	
<u>Gain or (Deficit)</u>							
Administration	\$(1,327)	\$ 379					
Excursions	672	5					
Publications	(800)	(3,040)					
Equip. Restoration	<u>459</u>	<u>(1,718)</u>					
Net Total	\$(996)	\$(4,374)					

Balance Sheet
December 31, 1963 and 1962

	<u>1963</u>	<u>1962</u>	<u>Increase/(Decrease)</u>
Current Assets:			
Cash in bank	\$ 447.75	\$3,357.83	(2,910.08)
Investment - Savings Account			
Cash in savings account	5,127.63	6,371.44	(1,243.81)
Investment -			
Tools and Equipment	<u>9,934.87</u>	<u>9,912.75</u>	<u>22.12</u>
Total Assets	\$15,510.25	\$19,642.02	(4,131.77)
<u>Liabilities and Members' Equity</u>			
Liabilities	- 0 -	- 0 -	--
Members' Equity	\$15,510.25	\$19,642.02	\$(4,131.77)