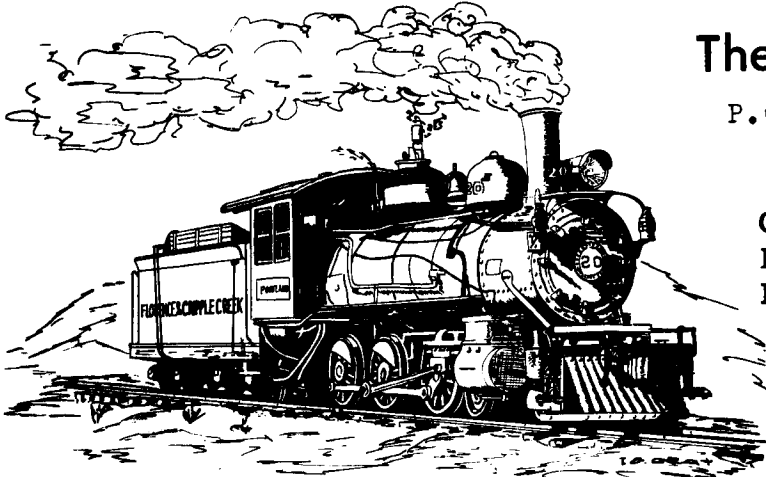


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
 DECEMBER 1966 No. 88

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

Editor Ted S. McKee

MEETING NOTICE: Date Wednesday, December 14, 1966
 Time 8:00 p.m.
 Place Western Federal Savings Bldg. (lower level meet-
 ing room), 17th & California Sts., Denver

PROGRAM NOTES: Tom Gray will present two series of color slides made available
 by member Jackson Thode. The slides show action and more action
 as Rio Grande crews fight to clear snow from the rails over
 Cumbres Pass on the famed Alamosa-Durango narrow gauge line. One
 series records the rotary in action during the winter of 1962,
 while a second set presents contrasting techniques as the company
 brings bulldozers into play to clear the line in 1965.

ELECTION NOTICE: The annual Club election to select officers and directors to
 serve during 1967 will be held immediately following the regular
 business meeting. Voting is a privilege that should be exer-
 cised by every member able to attend. Make our December meeting
 a must and help select the Club's administration for next year.
 NOTE: In accordance with the provisions of the Club's published
 by-laws, this issue of "Rail Report" carrying the annual election
 notice is being mailed 10 days in advance of the meeting date.

* * * * *

SILVER PLUME COUNCIL VOTES TO SAVE OLD RAILROAD
DEPOT; BUILDING MOVED TO NEW SITE ON NOVEMBER 26

The Silver Plume town council has
 voted to give control of the town's
 historic old railroad depot to the

Loveland Basin Ski Patrol for use as a headquarters building (see story, page one,
 November, 1966 "Rail Report"). The group hired a professional house mover and the old
 building's move to its new location near Silver Plume's school was started on Saturday,
 November 26. A hard-working crew of Club members turned out on what proved to be a
 frosty day in the hills to lend what assistance and muscle power they could in order
 to accomplish the move in as short a time as possible.

Construction workers have been dozing, grading and clearing for Interstate 70 on all
 four sides of the old depot in recent weeks and for a while it appeared that the
 building faced demolition. However, according to patrol captain Ed Schroeder, the
 town council has given his group nine months in which to work out a contract covering
 use and preservation of the depot.

But, as Mr. Schroeder pointed out, snow will create additional problems for the patrol
 for it means that its members must postpone restoration work on the station and take
 to the slopes. A few patrolmen will do what they can on weekends during the winter
 but the work will go far more slowly than it should.

Perhaps we could turn out more work parties to help the patrol in the job of preserving this valuable structure. It needs a new roof and lots of inside work. We would be delighted to have Club members participate and any who would like to work a few weekends over the next several months are invited to contact Mr. Schroeder at 10240 W. Eighth Place, Lakewood, Colorado.

* * * * *

HAROLD F. ENO, D&RGW PASSENGER AGENT, RETIRES: Harold F. Eno, Denver & Rio Grande
LONG TIME FRIEND OF RAILROAD CLUB AND SILVERTON Western passenger traffic manager,
long time friend of the Rocky Mountain Railroad Club and guiding light behind the "Silverton", retired on November 25 after 45 years of service with the road.

It was Eno who, nearly 20 years ago, worked with Club trip chairman Ed Haley and won approval from D&RGW's administration for our first narrow gauge excursion, operated out of Salida. Since then he has worked diligently on behalf of the Club whenever we wanted to schedule an excursion over the road.

He joined the Grande in 1921 as a messenger in the accounting department, later transferred to passenger operation and remembers a happier era when railroad passenger agents were the aristocrats of the travel business. "That," he says, "is when airplanes were only a challenge for the venturesome, buses didn't have super-highways or regular schedules and people were only beginning to stretch out automobile trips." When he took over as general passenger agent in 1939 his department handled 24 daily trains. Rio Grande ticket offices up and down the line were open seven days a week.

"The passenger trains were the only way of getting around the country safely and in a hurry in any weather," Eno recalls. "They became veritable rolling palaces because they had the field all to themselves. Now they are passing into legend and the Rio Grande makes its money -- lots of it -- hauling freight on precise, swift schedules through the Rockies, not around them."

Today the D&RG has but eight passenger trains, and only one -- The Silverton -- makes money. The California Zephyr is in trouble (See "Rail Report," November, 1966 and July, 1966), the Prospector has lost its mail contract west of Grand Junction. According to Eno, "The train is losing about \$727,000 a year now. When the rest of the mail comes off -- and I say when, not if -- the railroad will be losing about \$1-million a year on this one train, and no one can justify such an operation. The situation is nearly as bad on the Rio Grande's other passenger routes, and some times when our train from Denver to Salida arrives only the crew gets off."

Despite all this, Eno says that the future of railroad is brilliant, "even though we've lost the passenger business for all intents and purposes. Railroads of today are facing the future with more confidence than ever. They have taken on the essential task of carrying the great mass of the country's freight, and they are doing it as no other carrier can."

We know that Club members everywhere wish Harold Eno well in his retirement. Trip chairman Ed Haley put it this way in a recent letter to Eno: "An awful lot of water has run down the Arkansas River since that day almost 20 years ago when I was first ushered into your office to state my proposal for a narrow gauge trip. I have not forgotten the friendly reception I received, nor all the pleasant business relations through the ensuing years. And speaking for the Rocky Mountain Railroad Club members, a sincere 'thank you' for the countless hours of pleasure afforded our members and their guests on the wonderful excursions that would never have been run if it were not for Harold Eno. We deeply appreciate this, and we hope your retirement will be a long, active and happy one."

Amen.

* * * * *

ALAN SWALLOW, NOTED PUBLISHER
OF WESTERN HISTORY, DIES IN DENVER

Dr. Alan Swallow, nationally known poet, critic and publisher died of an apparent heart attack early Thanksgiving Day at his home in Denver.

He was 51.

Swallow was deeply interested in Western Americana and rail history, and Club members across the country know him for several of the works he published on Colorado rail-roading ("Pikes Peak by Rail," "The Gilpin Tram," "The Argentine Central" and others.) He formerly headed the University of Denver Press, and also served the school as an associate professor of English and director of the creative writing program. He left the university in 1954 to devote full time to his publishing business.

Published titles (under various corporate names such as Sage Books, Big Mountain Press, Swallow Paperbooks and Alan Swallow Publisher) include a wide variety in the fields of poetry, art, Western history and frontier lore. He also published such works of current interest as the Colorado Mountain Club's "Guide To The Colorado Mountains," and a series of Rocky Mountain rock, gem and mineral guides by Prof. Richard M. Pearl of Colorado College.

Swallow became interested in publishing while studying for his doctorate at the University of Louisiana under famed novelist Robert Penn Warren. Swallow's first publishing venture was an anthology of writings by Warren's students.

We are saddened by Swallow's untimely death -- and grateful for his great contribution to the printed record of Colorado railroading and history.

* * * * *

RAIL SERVICE NOTES The November "Rail Report" carried a story on the discontinuance of the Rock Island's Rocky Mountain Rocket that just seemed to disappear without much furor. Club member Byron Cowart, a former Army transportation officer and currently Director of Industrial Development for the Colorado Springs Chamber of Commerce, hastened to provide for the record a number of news clippings on the city's fight to save the train. Various agencies, spearheaded by the chamber, mounted a lengthy campaign to show rail and ICC officials the tremendous inconvenience that would be brought about by the discontinuance of the Rocket. But, as we reported, to no avail. The battle was well fought and we are grateful to Byron for bringing it to our attention.

And this note from Oklahoma: Club member Roscoe Migliore of Collinsville has been appointed to a citizens committee which will make a study and follow-up recommendations for improved passenger train service in the Tulsa area. The committee was named by Tulsa mayor Hewgley who pointed out that Tulsa is the only city of its size in the entire country currently without either Pullman or dining car service.

* * * * *

SILVERTON TRAIN SETS NEW PASSENGER RECORD; On a happier note than some of the stories above is the current report from the Rio Grande on 1966 passenger operations on the Silverton: another record;

Total passenger count for the official "summer" season -- June 1 through October 2 -- was 80,268, an increase of 11% over the previous record of 72,546 set last year. The count topped 1,000 passengers on nine different days during the season, compared with only five such days last year. The all-time record was set on August 18 when 1,073 passengers enjoyed the spectacular ride.

Railroad officials surprised an Oklahoma City family on July 7 when Mrs. C. A. Gilbert became the 500,000th passenger to ride the colorful train since special tourist service was inaugurated over the line on June 18, 1947. Mr. and Mrs. Gilbert and their young daughter were presented with a large color photograph of the train, were treated to a round trip ride to Silverton on the road's private car, the General William Jackson Palmer, and were guests of the Rio Grande for dinner at Silverton's Grand Imperial Hotel.

Final excursion of the year saw 620 passengers ride an ESA Sorority special October 9 on a Cumbres turn from Alamosa. The 16-car train was pulled by engine 487.

The Grande's report also showed that more than 9,000 passengers took advantage of the new rail-bus plan between Durango and Silverton, riding the train one way and the bus the other. The figure, 9,373, also established a record.

Speaking of the Silverton, we are already receiving requests from members for information on the Club's 1967 narrow gauge excursion and other trips scheduled for next year. Our board of directors at its November meeting authorized both the narrow gauge special and a Union Pacific run, and trip chairman Ed Haley was asked to investigate several other possibilities. But we can publish no information on any excursions until dates have been confirmed by the various railroads. We realize this causes an inconvenience to out-of-town members who would like to schedule their vacations in conjunction with Club excursions -- but rest assured that notices will be in the mail just as soon as we have official word from the railroad.

* * * * *

LIVE STEAMERS HAVE CHANCE TO ORGANIZE GROUP WITHIN CLUB, ADD TO LIST OF MEMBER ACTIVITIES Live steamers of the RMRRC, arise and organize! This thought, presented recently by an interested Club member, Bob LeMassena, seems to be a singularly good one. And we would like to suggest that all Club members interested in live steam make their interest known and give thought to organizing within the Club. Formation of such a group would serve two purposes: give live steamers an opportunity to further their hobby by meeting and working with others, and give other Club members an opportunity to learn more about this fascinating hobby.

* * * * *

We can see other benefits, as well. Such as a "steam up" day at an operating layout for the benefit of steam fans and photographers, Club programs of live steam in action-- plus a general spreading of interest in live steam, and promotion of the hobby among its fanciers. We will be more than happy to give publicity to the group in "Rail Report," and the Club administration will help in every way possible to further this interest.

Why don't we start with a printed roster of live steam fans in the Club, with a listing of their equipment, its gauge and other pertinent information. Then all of you can go from there and see what happens. All those interested in this group should contact Bob LeMassena, 1795 Sheridan Blvd., Denver. He will compile the official roster and pass it on to us with other information for publication. We'd like to see this project get off to a good, solid start -- and continue to grow.

* * * * *

1967 DUES ARE DUE; DON'T LET YOUR MEMBERSHIP LAPSE A gentle reminder that membership dues for the coming year are due and payable any time now. Despite rising costs everywhere, Club dues have been held to the current level for 1967: \$3.00 for Colorado members, \$2.00 for out-of-state. Why not renew your membership right now while you're thinking of it.

* * * * *

CROFUTT'S GUIDE, OTHER GENERAL STORE ITEMS, STILL AVAILABLE FOR CHRISTMAS GIVING All items listed on our General Store order included with the October and November "Rail Report" are still available and we will make every effort to ship in time for Christmas if you wish. "Crofutt's Grip-Sack Guide of Colorado," a reprint of the rare 1885 edition including 80 pages of rare photographs and a special map, is still available -- but at the regular price of \$12.00. We were able to sell this excellent volume at just \$10.00 until November 15, but we will mail copies at the \$12.00 rate as long as orders come in. Prices of all other items remain the same (remember the \$4.95 per volume rate for the popular "Smoke Over ..." Union Pacific series).

* * * * *

SHOP IN SWAP Several items of interest this month -- and a reminder that we will accept non-commercial listings from members who have railroad of historical items to sell or swap, or who need various items or information. Listings should reach the editor by the 20th of the month preceding publication.

PHOTO -- FOR SALE
4 x 6½ photograph of Colorado Springs' Santa Fe depot with city in background. Copy of C. L. Gillingham view. \$1.25. A. F. Von Blon,

1208 Locust, Muskogee, Okla. 74401

RARE BOOKS -- FOR SALE OR TRADE

"The Art of Railroading, or The Technique of Modern Transportation," eight volumes, 3816 pages of classic railroad information, hundreds of diagrams and photographs. Circa 1905. \$55.00 for the set. F. Bauer, 440 Meadowlane Road, Dearborn, Mich. 48124

RAIL -- WANTED

Need 12-lb. rail, new or used, for live steam layout (prefer used sections, possibly from a mine). Lee H. Turner, 3900 Broadway, Great Bend, Kans.

ANNUAL PASSES -- FOR SALE

Have consecutive annual passes for MP, IC, Y&MV for years 1895 through 1951. Write for details and prices, stating road and years wanted. R. C. Palmer, Route 1, Box 296, Weidmann Rd., Manchester, Mo. 63011

* * * * *

NOTE FROM THE PRESIDENT

Since we have served this year as both president of the Club and "Rail Report" editor, we would like to take a little space right here for a few words as this year of 1966 rapidly draws to a close.

This has been my third year as president of what must be the greatest railfan organization in the nation, if not the world. The Rocky Mountain Railroad Club is known far and wide as a vital, progressive group that keeps pace with the times and serves its members well. This is a reputation that has been earned by the sweat, and even tears, of countless members over the past 28 years. They have given our organization its strength, a strength that prevails as strongly today through vast and unselfish efforts by many, many members. I am humbly proud to have been associated with this fine group in an official capacity these past 36 months, and I sincerely hope that the things we have accomplished in 1966 have furthered the aims of the organization and pleased a majority of our members. But, even more fervently, I hope that these accomplishments will serve as stepping stones rather than plateaus, and that the Club will continue to grow and prosper with each passing year.

Those with whom I have worked over the months and years, as I look back now on the spirit and the drive they brought to each project, will be the leaders tomorrow -- and we can all be assured that the Rocky Mountain Railroad Club will grow even stronger in the future.

The officers and directors who have served you during 1966 deserve a special vote of thanks for their efforts, cooperation and hard work during these 12 months. And the various committee chairmen who have gone about their important tasks unstintingly. Many of you know them, but I cannot let the year end without recognizing them here and thanking each for a wonderful year: Ed Schneider, vice president and program chairman, for a year of fascinating Club meetings, Dick "writer's cramp" Kindig, secretary; Ane Clint, treasurer, completing her eighth year in that office; board members Arl Cuthbert, Tom Gray, Bryant McFadden, Neal Miller, Jack Morison and Herb O'Hanlon; committee chairmen Bill Gordon, equipment; Ed Haley, excursions; Bryant McFadden, book circulation; Ed Lewandowski, Addressograph. The year 1966 saw some records set, some innovations, a number of notable achievements, great excursions -- and these are the people responsible.

May I add my sincere appreciation to all Club members, who have shown their support in so many ways. My best wishes for a wonderful and merry Christmas, and for a happy, prosperous and steam-filled 1967.

Ted S. McKee, President

* * * * *

THOUGHT FOR DECEMBER

Here is a little anecdote to ponder, and perhaps act upon: A southern college professor used to start his first class of the semester by writing

two figures on the blackboard -- 2 and 4. "What's the solution?", he would ask. A student would call out, "Six." Another would say, "Two." Several would shout the final possibility, "Eight." Each time the professor would shake his head. Finally he would point out their collective error: "All of you failed to ask the key question -- What is the problem?"

* * * * *

Ted S. McKee, President

Richard H. Kindig, Secretary

Ed E. Schneider, Vice President

Ane O. Clint, Treasurer