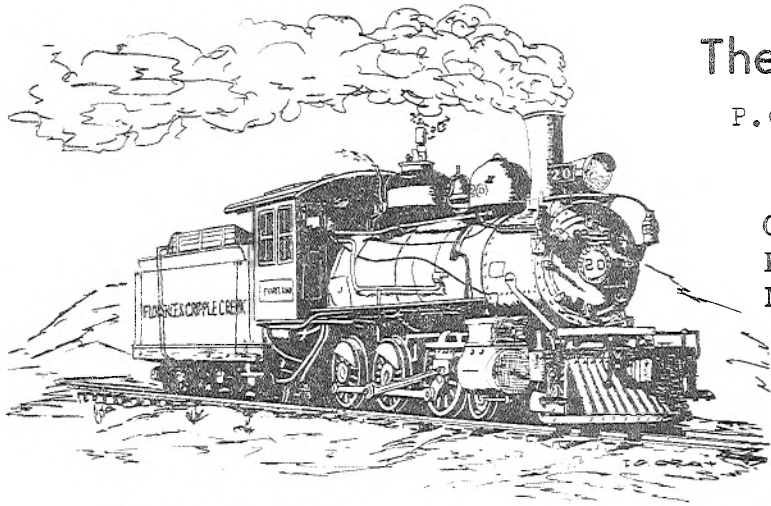


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391      Denver, Colorado 80201

May 1968

No. 105

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

Temporary Editor - Ed Schneider

MEETING NOTICE:    Date . . . . . Wednesday, May 8, 1968  
                          Time . . . . . 8:00 p.m.  
                          Place . . . . . Western Federal Savings Bldg., (Lower  
  level meeting room), 17th & California  
  Sts., Denver

PROGRAM NOTES:    Our program this month will be presented by Neal Miller.  
                          His program will be 35mm slides of the G.W. engines (all of  
                          them!), 8 mm movies of the 90 in action on some of the Club's  
                          trips, then - a 16mm film of a Hoot Gibson Railroad "Meller-  
                          Drammer".

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MEMBERS'    A previous announcement mentioned that the first 1000 members to pay  
BOOKLET    their 1968 dues would receive a copy of the booklet, "Disaster at  
                          Fountain." We have run into some delays in the production of this  
                          short history of an explosion on the D. & R. G. many years ago, but those  
                          members who get their dues in on time will eventually receive their copies.

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EXCURSION NOTES    The coming Union Pacific Steam Excursion will be the Club's  
                          85th train or trolley trip. It all began on August 27, 1939,  
                          not long after the Club had been organized, with a trip to the top of Pikes  
                          Peak by about 30 of the Club's members on the Manitou & Pikes Peak Cog Road.  
                          Since that date we have operated excursions over the following rail lines:  
                          Denver Tramway, Denver & Intermountain (both narrow and standard gauge), Rio  
                          Grande Southern, Denver & Salt Lake, Midland Terminal, Colorado & Southern,  
                          Great Western, Union Pacific and the Chicago, Burlington & Quincy.

Of the 85 trips, 29 were on narrow gauge rails. nine were electric powered,  
one used the famous Galloping Geese of the Rio Grande Southern, only four have  
been diesel powered, and twice we have had to be rescued by diesels. All the  
rest were standard gauge steam. The above represents an aggregate of 126 days  
on the rails and almost \$200,000 in revenue for local railroads.

The Club's biggest excursion was the standard gauge circle, Denver to Denver  
via the Moffat Tunnel, Dotsero Cutoff, Tennessee Pass, and the Royal Gorge.  
The 17 car train, with double-headed steam power part of the way, carried  
555 passengers from all over the country.

It has been the Club's rather dubious honor to have operated many last runs. To name a few of these: last steam passenger train on the Coalmont Branch of the Union Pacific; to Golden; to Lyons; to Trinidad; and to the top of Pikes Peak. We used Union Pacific No. 9000 and Colorado & Southern No. 638 on their last runs. The Club ran the last street cars ever to operate on the streets of Denver, the day after all official operations ceased, July 2, 1950. We also ran the last passenger runs on both the Denver & Intermountain standard and narrow gauge lines to Golden, March 8, 1953. Our passenger trains were the last ones into Cripple Creek, Cimarron, Telluride, Crested Butte, Villa Grove and Monarch and the last ones to operate over Marshall and Poncha Passes and through the Black Cañon of the Gunnison.

It is the Club's ambition to someday make a first run, but we have little hope of fulfilling this wish since abandonments are what most railroads seem to be interested in today.

A welcome exception to the reluctance of most railroads to operate passenger trains is the Union Pacific who not only operate trains for us, but are still willing to furnish steam power and give us diner service. The Club hopes to have many more trips behind Union Pacific steam power.

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PUBLIC UTILITIES COMMISSION  
CHAIRMAN ZARLENCO

On Monday, March 18, 1968, by a vote of 2 to 1, the Colorado Public Utilities Commissioners approved the Denver & Rio Grande Western Rail-

road's application to discontinue passenger service between Denver and Craig. Commissioners Howard S. Bjelland and Edwin R. Lundborg completely ignored the fact that the property owners along the line and in Denver have been, by payment of the Moffat Tunnel Tax, footing the bill for the construction of the tunnel since shortly after the Colorado Legislature passed the Moffat Tunnel Improvement District Bill establishing a lien on all property within the district boundaries during a special session in April 1922. And that they will go on paying until the late 1980's for a tunnel they are no longer able to ride through. The Chairman of the Commission, Henry E. Zarlenco, cast a dissenting vote. It is worthy of note that Chairman Zarlenco rode the train to the abandonment hearing at Steamboat Springs. The other two Commissioners chose to travel by air and due to weather conditions at Hayden Airport were unable to land. Chairman Zarlenco's five page dissenting report is too long to reproduce here in full, but many of his remarks were quite pertinent. He points out that the D&RGW made an annual net profit of \$11,132,487. for 1965 and \$12,895,409. for 1966 and lost \$238,380. in 1965 and \$270,499 in 1966 on the operation of Trains 9 and 10. Even with the losses shown, their profits were very reasonable and an operating ratio of 69.24% for '65 and 68.69% for '66 are much better than average and provide an ample and reasonable return on their investment. No evidence was presented to the Commission to indicate that rates to other customers were raised in order to support this operational loss. After the Commission's previous decision on December 22, 1961, that the railroad must continue to operate the trains, it was suggested that certain improvements could be made in the service offered. In the past six years the Company has done nothing but to continue down the same old "cow path" -- no innovations of any kind were tried and the Company continued to absorb the losses.

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SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into correspondence concerning an item, nor will we appraise items to be offered for sale. Send your listings to the Editor by the 20th of the month preceding publication.

- For Sale - Brass Baggage Racks from the Old Uintah (Ex D&RG) N.G. coach. These have been cleaned, and put in good condition. Del Gerbaz, 5587 Morro Way, La Mesa, Calif. 92041
- Wanted - A "Uintah" marker lamp to match one I have. Del Gerbaz, 5587 Morrow Way, La Mesa, Calif. 92041
- Wanted - D&RGW switch key. Joe Barlow, 1655 East Colorado Blvd., Pasadena, California 91106
- Wanted - Would like to contact someone who has a copy of Ry Equipment Register of the 1920's or before, for date about some frt. cars. A. F. Von Blon, 1208 Locust, Muskogee, Okla.
- For Sale - 2 pairs of Way Car Marker Lights. Brass holders, kerosene type. Very old - excellent condition. Send bids to L. C. Mallon, 1102 Topeka St., Emporia, Kansas 66801
- Wanted - Colorado Annual passes issued before 1915. Will buy and have a few to swap. Mike Koch, 41 Old Army Road, Scarsdale, N. Y. 10583
- Wanted - Pictures of box cars - Denver, Texas & Fort Worth; Kansas City, Mexico and Orient; Colorado Springs and Cripple Creek District Railway. Albert J. Black, 15806 E. Temple Ave., La Puente, Cal. 91744
- Wanted - Pictures, plans, etc. of Coal facilities at Basalt; copy of 1949 DSP&P book. Please send condition and price to Maj. Robert B. Stuart, FR 27443, Box 7148, 41st ICS CMR #2, APO San Francisco, 96235.

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THOT FOR THE DAY You are as young as your faith, as old as your doubt; as young as your self-confidence, as old as your fear; as young as your hope and as old as your despair. Youth is not a time of life ... it is a state of mind, a temper of the will, a quality of the imagination, a vigor of the emotions, a freshness of the deep springs of life.

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Ed Schneider, President	R. A. Cordill, Secretary
Tom Gray, Vice President	Ane O. Clint, Treasurer