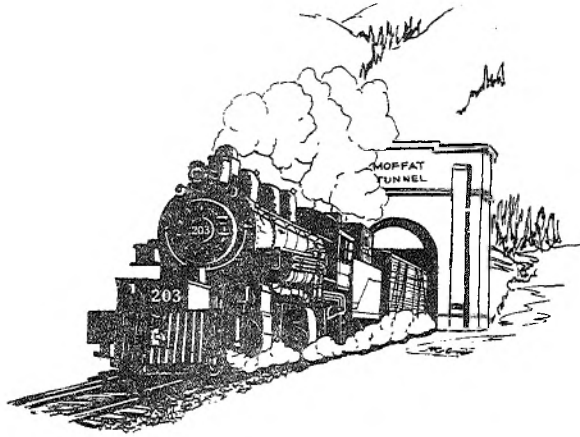


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

DECEMBER 1969 No. 123  
CURRENT NEWS AND HISTORICAL NOTES OF  
ROCKY MOUNTAIN RAILROADING PUBLISHED  
MONTHLY FOR ITS MEMBERS BY THE ROCKY  
MOUNTAIN RAILROAD CLUB

EDITOR - - - - Ed SCHNEIDER

MEETING NOTICE: DATE: DECEMBER 10, 1969  
TIME: 8:00 P.M.  
PLACE: WESTERN FEDERAL SAVINGS BLDG., (LOWER LEVEL MEETING ROOM), 17TH & CALIFORNIA STS., DENVER.

ANNUAL BUSINESS MEETING AND ELECTION OF OFFICERS THE BY-LAWS OF THE CLUB PROVIDE THAT THE ANNUAL BUSINESS MEETING AND ELECTION OF OFFICERS FOR THE SUCCEEDING YEAR WILL BE HELD AT THE DECEMBER MEETING. IN ACCORDANCE WITH THE BY-LAWS OF THE CLUB, THIS IS YOUR OFFICIAL NOTIFICATION OF THE ANNUAL ELECTION OF OFFICERS, AND IS BEING MAILED AT LEAST TEN DAYS PRIOR TO THE MEETING. THIS IS YOUR CHANCE TO SELECT THE OFFICERS YOU THINK CAN BEST MEET THE CHALLENGES PRESENTED DURING THE COMING YEAR.

PROGRAM NOTES: CLUB MEMBERS E. J. HALEY AND R. H. KINDIG WILL PRESENT A PROGRAM OF 35MM SLIDES ENTITLED "RIDING THE SOUTH PARK TO LEADVILLE." SLIDES WERE MADE FROM PHOTOS TAKEN BY, OR IN THE COLLECTIONS OF HALEY, KINDIG AND M. C. POOR. BY MEANS OF THIS SERIES OF SOUTH PARK RAILROAD VIEWS, TOGETHER WITH ED HALEY'S COMMENTS, THEY HOPE TO TAKE YOU ON A NOSTALGIC WINTER TRIP FROM DENVER TO LEADVILLE BACK IN THE 1930'S.

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DENVER, SOUTH PARK & PACIFIC TWENTY YEARS AGO THIS MONTH, THE PUBLICATION OF MAC POOR'S MONUMENTAL HISTORY, DENVER SOUTH PARK & PACIFIC, ESTABLISHED THE ROCKY MOUNTAIN RAILROAD CLUB AS ONE OF THE FOREMOST PUBLISHERS OF RAILROAD HISTORIES. IN 1955, THE CLUB BROUGHT OUT MORRIS CAFKY'S RAILS AROUND GOLD HILL, FOLLOWED BY THE PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC IN 1959. OUR LATEST PUBLISHING VENTURE, AGAIN AUTHORED BY MORRIS CAFKY, WAS THE RENOWNED COLORADO MIDLAND. ALL FOUR PUBLICATIONS HAVE BEEN FINANCIAL SUCCESSES AND EACH HAS BECOME A COLLECTOR'S ITEM IN SPITE OF LARGER AND LARGER PRINTINGS OF EACH SUCCESSIVE VOLUME.

IN THE ENSUING YEARS MANY REQUESTS HAVE BEEN RECEIVED FROM PERSONS WANTING THE CLUB TO REPRINT THE ORIGINAL SOUTH PARK BOOK. FOR VARIOUS REASONS THE CLUB HAS DEEMED SUCH A REPRINT IMPRACTICAL. BECAUSE OF THIS, THE CLUB HAS BEEN SUBJECTED TO MUCH CRITICISM. THE ANNIVERSARY OF THE BOOK'S PUBLICATION SEEMS LIKE AN EXCELLENT OCCASION TO INFORM OUR MEMBERS OF THE CIRCUMSTANCES UNDER WHICH THIS FIRST PUBLICATION WAS ACCOMPLISHED. BACK IN 1947, MANY MONTHS WERE SPENT IN SEARCH OF A PUBLISHER FOR MAC POOR'S MANUSCRIPT AFTER THE RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY HAD TURNED IT DOWN BECAUSE IT WAS TOO LARGE A WORK FOR THEM TO HANDLE. WE TOO WERE TURNED DOWN BY MANY PUBLISHERS BECAUSE OF ITS SIZE AND IN DESPERATION OUR DIRECTORS AND OFFICERS VOTED TO ATTEMPT THE JOB ON OUR OWN WITHOUT THE AID OF A PUBLISHER AND THE SERVICES OF LOU DOUGHTY AND HIS WORLD PRESS WERE ENGAGED. A DEAL WAS MADE WITH MR. DOUGHTY IN WHICH HE AGREED TO PRINT UP A TWO COLOR BROCHURE FOR ABOUT \$500 ANNOUNCING THE BOOK FOR SALE ON A PRE-PUBLICATION BASIS, AND SHOULD THIS SALES PROGRAM FAIL HE WOULD ACCEPT HALF THE LOSS AND WE WOULD OWE HIM \$250. AFTER A FEW MONTHS WE HAD TAKEN IN AROUND \$6,000.00 WHICH WAS ABOUT \$3,000.00 SHORT OF WHAT WAS REQUIRED TO PRINT, BIND, PACKAGE AND MAIL 1,000 COPIES.

ALTHOUGH THEY HAD NO IDEA OF WHERE THE REQUIRED MONEY WAS TO COME FROM SHOULD WE FAIL, THE FOUR CLUB OFFICERS AND FIVE OF THE SIX DIRECTORS SIGNED A CONTRACT FOR THE PRINTING, AND THE GREAT PROJECT WAS LAUNCHED.

THE WORLD PRESS WAS A RELATIVELY SMALL COMPANY AND WAS UNABLE TO TIE UP THE CONSIDERABLE WEIGHT OF TYPE METAL REQUIRED FOR SETTING THE VERY EXTENSIVE TEXT. THUS THE TYPE SET FOR EARLIER SECTIONS OF THE BOOK WAS MELTED DOWN AFTER PAGES HAD BEEN RUN, TO PROVIDE TYPE METAL FOR THE LATER SECTIONS OF THE BOOK. BECAUSE OF THIS ONE FACT, THE CLUB HAD TO DECIDE WELL IN ADVANCE HOW MANY COPIES TO HAVE RUN WITHOUT KNOWING THE BOOK WOULD BE A GREAT SUCCESS. ALSO BECAUSE OF THIS, WE WERE UNABLE TO PRINT ANY ADDITIONAL COPIES WHEN THE BOOK DID SELL OUT IN THE FALL OF 1950. THIS MAY SOUND LIKE A "SHOESTRING" OPERATION, AND THAT IS EXACTLY WHAT IT WAS. WE WERE NOT IN THE PUBLISHING BUSINESS THEN, AND WE ARE NOT IN IT TODAY.

WITH EACH SUCCESSIVE PUBLICATION, THE CLUB INCREASED THE QUANTITY OF BOOKS PRINTED, WITHOUT DECREASING THE QUALITY. THERE WAS MUCH WRANGLING AMONG THE DIRECTORS AND OFFICERS BEFORE WE WERE ABLE TO ARRIVE AT A FIGURE OF 2,750 COPIES OF RAILS AROUND GOLD HILL, WITH SOME MEMBERS STATING PUBLICLY THAT THE CLUB WOULD NEVER SELL THAT MANY. THE 4,000 COPIES OF THE PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC WAS CONSIDERED A VERY BOLD VENTURE AT THE TIME. BY THE TIME COLORADO MIDLAND CAME ALONG THE DIRECTORS AND OFFICERS DARED TO GAMBLE ON 6,000 COPIES AND THIS BOOK WAS IN STOCK AND AVAILABLE FOR THE VERY REASONABLE PRICE OF \$14.00 FOR APPROXIMATELY THREE YEARS. IT SHOULD BE POINTED OUT THAT THE COST OF SUCH A VENTURE IS IN THE NEIGHBORHOOD OF \$70,000, WHICH IS A GREAT DEAL OF MONEY AND RESPONSIBILITY FOR A GROUP OF AMATEUR PUBLISHERS TO BE CONFRONTED WITH.

ONE OF OUR RECENT CLUB PRESIDENTS WAS MOST ANXIOUS TO REPRINT THE ORIGINAL SOUTH PARK BOOK USING THE PHOTO COPY OFFSET PROCESS, THINKING THAT SUCH A REPRINTING WOULD TAKE THE HEAT OFF THE CLUB. SAMPLES HAD PREVIOUSLY BEEN OBTAINED USING THIS PROCESS AND THE QUALITY OF THE REPRINT CAME NO WHERE NEAR THAT OF THE ORIGINAL. ON A COST-PER-PAGE FIGURE ADDED TO PRESENT DAY BINDING COSTS, THE CLUB WOULD HAVE TO PAY FROM \$20 TO \$22 PER COPY. IT WAS DECIDED AT A BOARD MEETING THAT OUR REPUTATION AS AN ORGANIZATION THAT ISSUES ONLY QUALITY RAILROAD HISTORIES WOULD BE LOST AND THAT ONCE THE BUYING PUBLIC SAW WHAT THEY WERE PAYING \$25 TO \$27 FOR, THE CLUB WOULD END UP WITH A LARGE NUMBER OF LOW QUALITY BOOKS (WE WOULD HAVE TO PRINT AROUND 5,000 TO OBTAIN THIS PRICE), A DAMAGED REPUTATION AND A BIG PRINTING BILL.

NONE OF THE PEOPLE INVOLVED IN THE ORIGINAL PRINTING HAVE ANY BOOKS THEY ARE HOLDING FOR LATER SALE AT A PRICE EVEN HIGHER THAN THOSE QUOTED TODAY (AROUND \$400). THE CLUB IS NOT INTERESTED IN WHAT THE PRICE GOES TO SINCE THERE ARE NO BOOKS TO SELL. THOSE INVOLVED IN THE ORIGINAL PUBLICATION ARE ADMITTEDLY PROUD THAT THE BOOK WAS SUCH A SUCCESS. WE ONLY WISH THAT AT THE TIME THE CLUB HAD BEEN SUFFICIENTLY AFFLUENT TO HAVE PRINTED 5,000 COPIES. AS IT WAS, WE WERE EXTREMELY FORTUNATE IN BEING ABLE TO PUT OUT 1,000.

R. H. KINDIG

E. J. HALEY

EDITORS

MAGMA, ARIZONA WE HAVE RECENTLY BEEN INFORMED THAT THE MAGMA, ARIZONA RR HAS GONE DIESEL WITH AN 800 HP ENGINE, A 1952 BALDWIN SWITCH ENGINE THAT CAME FROM THE HENDERSON LUMBER CO. IN OREGON. TO THIS HAS BEEN ADDED ANOTHER 800 HP BALDWIN FROM THE MCCLOUD RIVER LUMBER CO., IN CALIF.

THE 20TH CENTURY FOX HAS BEEN FILMING A PICTURE IN WHICH THE #5 WILL APPEAR, WITH SEVERAL NUMBER CHANGES TO GIVE THE APPEARANCE OF SEVERAL ENGINES APPEARING IN THE FILM.

RAILROAD QUIET, BIDDERS BUSY IS THE CAPTION OF AN ARTICLE FROM THE SILVERTON STANDARD OF OCTOBER 17, 1969. "WHILE WINTER AND THE ABSENCE OF A FORMAL CERTIFICATE OF ABANDONMENT SERVE AS PRESERVATIVES FOR THE DENVER AND RIO GRANDE WESTERN NARROW GAUGE LINKS BETWEEN ALAMOSA, DURANGO AND FARMINGTON, THREE GOVERNMENTAL UNITS AND AN UNKNOWN NUMBER OF PRIVATE INDIVIDUALS CONTINUE TO REMAIN VERY MUCH AWARE OF THE RAIL LINE - BUT WITHOUT SIGNIFICANT RESULT TO DATE.

'THE RAILROAD WAS GIVEN APPROVAL IN JULY TO ABANDON THE LINES, BUT THIS WAS CONTINGENT UPON CERTAIN RATE CONSIDERATIONS RELATED TO RIO GRANDE MOTORWAY WHICH HAVE NOT YET BEEN MET, AND THUS TECHNICAL, COMPLETE ABANDONMENT HAS NOT BEEN ACHIEVED.

'PERHAPS THE MOST SIGNIFICANT SINGLE GATHERING SINCE THE JULY ORDER WAS A MEETING ABOUT A MONTH LATER AT CHAMA N.M., BETWEEN THE STATE GOVERNMENTS OF COLORADO AND NEW MEXICO, EACH OF WHOM HAVE ESTABLISHED STATUTORY COMMISSIONS TO INVESTIGATE AND OPERATE RAILROADS, BUT EACH OF WHICH ARE ON UNFAMILIAR GROUND.

'AT THAT CHAMA MEETING, D&RG ATTORNEY ERNEST PORTER SAID THE RAILROAD HAD DECIDED THE NET SALVAGE VALUE OF THE LINE WAS \$1.3 MILLION, AND THAT IF ANYBODY WAS THINKING ABOUT WHAT THE RAILROAD WANTED OUT OF THE THING, THAT WAS A GOOD PLACE TO START.

'JACKSON CLARK OF DURANGO, ONE OF THE THREE APPOINTED LAY MEMBERS OF THE COLORADO RAILROAD AUTHORITY, SAID COLORADO GOV. JOHN LOVE ASKED PORTER AT THE CHAMA MEETING IF THE RAILROAD WOULD HOLD OFF ON SALVAGE OF THE LINE UNTIL THE STATE AUTHORITIES COULD ESTABLISH THEMSELVES. CLARK SAID THAT PORTER REPLIED THE RAILROAD WAS IN NO PARTICULAR RUSH, THAT FORMALLY IT WAS UNABLE TO DISMANTLE ANYTHING, AND THAT IT COULD WAIT A "REASONABLE LENGTH OF TIME."

'CLARK, WHOSE TWO LAY COLLEAGUES ON THE COLORADO GROUP ARE REP. CLARENCE QUINLAN OF ANTONITO AND ALAMOSA JOURNAL PUBLISHER KEN GREEN, SAID THE STATE AUTHORITIES ARE CURRENTLY EXPLORING TWO AVENUES AT THE INSTRUCTION OF THE RESPECTIVE GOVERNORS:

1. DEPARTMENTS OF REVENUE ARE LOOKING INTO FORMING A MUTUAL NEGOTIATING COMMITTEE TO HANDLE FINANCIAL ARRANGEMENTS IN THE EVENT THE STATES WISH TO TALK ABOUT BUYING THE LINES, AND
2. THE RESPECTIVE ATTORNEYS GENERAL ARE INVESTIGATING FORMING A COMPACT FOR OPERATION OF THE RAILROAD UNDER JOINT STATE OWNERSHIP.

'MEANWHILE, THE NATIONAL PARK SERVICE IS CONTINUING ITS STUDY OF THE LINES - FRANKLY WORKING CLOSELY WITH A NEW MEXICO CITIZENS GROUP WHICH HAS CONSISTENTLY ADVOCATED THIS AS THE BEST APPROACH. CLARK SAID IT APPEARS THIS STUDY IS ENCOMPASSING THE SILVERTON BRANCH AS WELL, BUT HE SAID PREDICTABLE RED TAPE IS EVIDENT, AND SOME OFFICIALS HAVE REPORTEDLY ACKNOWLEDGED THAT THIS AVENUE COULD TAKE FAR LONGER THAN ANY OTHER APPROACH.

'MEANWHILE, THE RAILROAD HAS AT LEAST ONE OFFER TO BUY FROM A PRIVATE INDIVIDUAL - TOM HINMAN, CALIFORNIA FINANCIER EX-OF-DENVER, WHO WAS AT THE CHAMA MEETING, WHO REITERATED HE HAD MADE AN OFFER TO THE D&RGW AND WHO SAID HE WOULD NOT SAY HOW MUCH HE HAD OFFERED. HINMAN HAS BEEN TRYING TO BUY THE LINES LITERALLY FOR YEARS, AND IS BLUNT ABOUT HIS INTENTION TO OPERATE A TOURIST LINE BETWEEN CHAMA AND EITHER ANTONITO OR PREFERABLY CUMBRES, AND FORGET THE REST OF THE LINE.

'WHAT IS LIKELY IS THAT THERE ARE OTHER PRIVATE OFFERS AS WELL, BUT NONE ARE PUBLIC AT THIS POINT."

THE CHICAGO SUN-TIMES OF OCTOBER 30, 1969, IN AN ARTICLE BY WILLIAM GRANGER INFORMS US THAT "TRANSPORTATION SEC. JOHN VOLPE HAS CALLED FOR THE REVIVAL OF LONG-DISTANCE RAILROAD PASSENGER SERVICE.

'WEDNESDAY HE PREDICTED THAT WITHIN A DECADE, EFFICIENT PASSENGER TRAILS WILL OPERATE FROM COAST TO COAST IN 12 HOURS.

'HE IS ONE OF THE FIRST PUBLIC OFFICIALS TO PROPOSE IMPROVED PASSENGER SERVICE FOR OTHER THAN "SHORT HAUL" SYSTEMS.

'THE FORMER MASSACHUSETTS GOVERNOR SAID HE OPPOSED NATIONALIZATION OF THE RAILROADS BUT HE SAID HE WAS STUDYING A CORPORATION CONCEPT WITH THE RAILROADS THAT MIGHT INVOLVE THE FEDERAL GOVERNMENT.

'VOLPE SAID A SPECIAL REPORT ON SAVING THE RAILROADS WILL BE RELEASED BY HIS DEPARTMENT EARLY NEXT YEAR.

'HE SAID, "SOME WRITE OFF LONG-HAUL PASSENGER SERVICE AS DEAD. I DON'T. I HAVE CHANGED MY MIND ABOUT IT WITHIN THE PAST YEAR."

'HE SAID WITHIN FIVE YEARS RAIL PASSENGER SERVICE WILL BE GREATLY IMPROVED. "THE GOVERNMENT IS NOW INVOLVED ON COOPERATIVE RESEARCH ON DESIGNS OF NEW RAIL TRANSPORTATION."

'HE PREDICTED THAT WITHIN TWO YEARS AIR CUSHION TRAINS - USING TRACKS NOW IN EXISTENCE - WILL BE OPERATING IN SOME AREAS.

"PEOPLE HAVE ACCEPTED THE METROLINER TRAINS THAT NOW OPERATE BETWEEN WASHINGTON D.C. AND NEW YORK CITY WITHIN 2 ½ HOURS," HE SAID.

"THIS NATION CANNOT ACCEPT THE LUXURY OF NOT HAVING RAILROAD TRANSPORTATION. WITHOUT IT, I DON'T KNOW WHAT WE WOULD DO IN THE CASE OF WAR INVOLVING LARGE SCALE MOVEMENT OF TROOPS AND SUPPLIES," HE SAID.

'HE ALSO SAID AN IMBALANCE HAS BEEN CREATED BETWEEN MONEY FOR HIGHWAYS AND MONEY FOR RAPID TRANSIT SYSTEMS. HE NOTED THE ADMINISTRATION'S PROPOSED MASS TRANSPORTATION ACT WOULD GENERATE SOME \$15 BILLION IN PRIVATE AND GOVERNMENT FUNDS FOR SUCH SYSTEMS WITHIN THE NEXT 12 YEARS."

AGAIN FROM THE SILVERTON STANDARD OF OCTOBER 17, 1969,

"NO MATTER HOW YOU LOOK AT IT, 1969 WAS ANOTHER RECORD SUMMER FOR THE DENVER AND RIO GRANDE WESTERN'S NARROW GAUGE, "THE SILVERTON."

'RAILROAD FIGURES - FROM THE OFFICE OF FRANK E. LONG, PASSENGER TRAFFIC MANAGER - RECORD THE 1969 TOTAL AS 97,010. THIS IS AN INCREASE OF 6,286 PERSONS OVER THE PREVIOUS RECORD IN 1968.

'THE RAILROAD'S NEWS RELEASE ON THE SEASON, WHICH NOTES THAT THE LINE IS "OFTEN REFERRED TO AS 'THE TRAIN THAT GOES NOWHERE AND TAKES ALL DAY TO GET THERE'" POINTS OUT THE TRAIN OPERATED FROM JUNE 1 THROUGH OCTOBER 5 THIS YEAR, WITH TWO SECTIONS DAILY FROM JUNE 18 THROUGH AUGUST 31 OVER THE ROADBED COMPLETED IN 1882...."

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 LISTING TO THE EDITOR BY THE 20TH OF THE MONTH PRECEDING PUBLICATION.

PENNSYLVANIA RAILROAD SWITCH LAMP (OIL FIRED) HAS PRR EMBLEM USED AND DUSTY, BUT OK. PORCELAIN TARGETS HAVE A FEW CHIPPED PLACES - TARGETS-WHITE AND AMBER LENSES-GREEN AND AMBER \$55 PLUS PACKING AND TRANSPORTATION.  
L. R. ORTON 2724 NORTH CONCORD ST., COLORADO SPRINGS, COLO. 80907

BORROW: WOULD LIKE TO BORROW IN ORDER TO COPY AND USE FOR PUBLICATION ANNUAL PASSES OF THE MANITOU & PIKE'S PEAK RY. BEFORE 1895. OR WILL BUY.  
MORRIS W. ABBOTT, 33 DRIFTWOOD LANE, MILFORD, CONN. 06460

THOT FOR THE DAY MOST FOLKS HAVE PRESENCE OF MIND. THE TROUBLE IS ABSENCE OF THOUGHT.  
H. W. NEWTON.

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