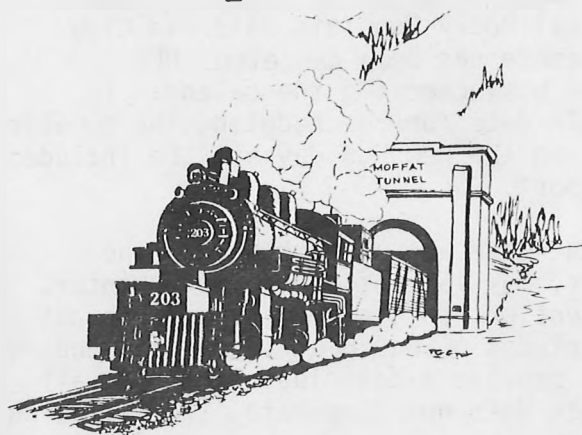


Rocky Mountain Rail Rep



The Rocky Mountain Railroad Club

P.O. Box 2391
April, 1982

Denver, Colorado 80201
No. 271

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

Editor ----- Neal Reich
Associate Editor ----- Steve McCormick

MEETING NOTICE: Date -- Tuesday, April 13, 1982
Time -- 7:45 p.m.
Place - Southeast wing of Christ Episcopal Church, 2900 South
University at Bates. Off-street parking at rear (east)
of meeting hall. Please use building's south entrance.

PROGRAM NOTES: IRV AUGUST PRESENTS

Folks attending the April 13 meeting of the Rocky Mountain Railroad Club should plan to arrive early, as it should be "standing room only." And the S.R.O. sign will be out because the presentation will be one of the best of the year, featuring the 16mm movies of Irv August. For example, the D&RGW's last three (steam) engine train on Tennessee Pass; D&RGW's narrow gauge freight and passenger trains from Durango to Cumbres on June 3, 1956. There will be scenes taken on the Great Western Railway, with steam Locomotives 51, 60 and 90 working the beet rush of 1957, and shots of Union Pacific trains on Sherman Hill and east of Cheyenne, including those taken during a raging snow storm! If that were not enough, Irv will offer a bonus - slides taken on the Midland Terminal in January and February of 1949, with 3-engine freight trains on Ute Pass and the last passenger train to Cripple Creek, the February 25, 1949 excursion of the Rocky Mountain Railroad Club. Don't you dare miss this one!

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The POTPOURRI or 20 SLIDE NIGHT is becoming one of the most popular programs to entertain members attending the monthly club meetings. And, at the March 9 session, the capacity crowd was treated to a myriad of subjects from around the United States and as far away as China. For starters, Ed Haley gave folks an interesting look at the past with an imaginary ride on the scenic Switzerland Trail. And Dick Kindig presented an album of impressive shots of Union Pacific's big Challengers in action in Wyoming. Scenes from a number of Rocky Mountain Railroad Club excursions were shown, including the most recent, the winter ride on the D&SNG in February. The audience was most appreciative of the ample coverage given RAILFAIR SACRAMENTO 1981, plus the wide variety of railroad pictures from around the country. And, to those folks who were not able to exhibit their pictures due to the length of the program, don't give up! Bring those slides back to the next edition of POTPOURRI.

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DUE TO A NUMBER OF CONFLICTING ACTIVITIES, not the least of which is the UP's June operations with Steam Locomotive 3985, the annual Rocky Mountain Railroad Club day on the High Country Railroad at Heritage Square has been canceled. HCR officials and the club's Trip Committee will be busy checking the calendar in the next couple of weeks to determine a suitable date for rescheduling the popular event originally planned for June 20. Details on the new HCR day will be included in coming issues of the Rocky Mountain Rail Report.

And, don't forget the first REAL sign of Spring - the annual work day at the Colorado Railroad Museum in Golden, on Saturday, May 15. After the long winter, the club's rolling stock will need lots of attention, so plan now to come on out and lend a hand in maintaining these historic pieces of equipment. As is standard at Work Day, Rannigers Roadbed Commissary will provide a delicious lunch for all hands. And, in the remote chance the weatherman does not cooperate, the following Saturday, May 22, has been set as the "rain" date.

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CLUB TREASURER, ARDIE SCHOENINGER HAS PREPARED the following report on just how the money collected in 1981 Rocky Mountain Railroad Club dues, was spent. Of special interest, is the cost of the ROCKY MOUNTAIN RAIL REPORT, which includes not only the figure charged to NEWSLETTER, but a substantial portion of the POSTAGE expense as well. With total expenses of \$11,749, and some 1,000 members, \$11.75 of each person's dues was put to good use in running the organization. Have you paid your dues for 1982?

ROCKY MOUNTAIN RAILROAD EXPENSES

Insurance -----	\$ 985.00
Meeting -----	741.00
Miscellaneous -----	107.00
Newsletter -----	4,496.00
Postage -----	2,224.00
Storage -----	323.00
Roster -----	998.00
Supplies -----	1,709.00
Taxes -----	33.00
Telephone -----	133.00
Total Expenses -----	<u>\$11,749.00</u>

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THE ROCKY MOUNTAIN RAILROAD CLUB IS PLEASED TO ANNOUNCE that it is making available to the public the fabulous railroad movies of Otto Perry. In a special arrangement with Sundry River Productions, the club is offering for sale the first three reels of Super-8 moving pictures, which have been duplicated from the original Perry films. These 200-foot reels are in both color and black and white, and contain some treasured scenes of steam railroading in the Rockies. As a special bonus, members of the Rocky Mountain Railroad Club will receive a 30% discount on films ordered in this introductory offer. Prices and ordering information are contained in the brochure enclosed with this copy of the Rocky Mountain Rail Report. Films will be processed after a minimum number of orders have been received. Please allow six to eight weeks for delivery. VIDEO TAPES - Persons interested in obtaining video tapes of the Otto Perry films, please direct inquiries to: Rocky Mountain Railroad Club; PO Box 2391, Denver, CO 80201.

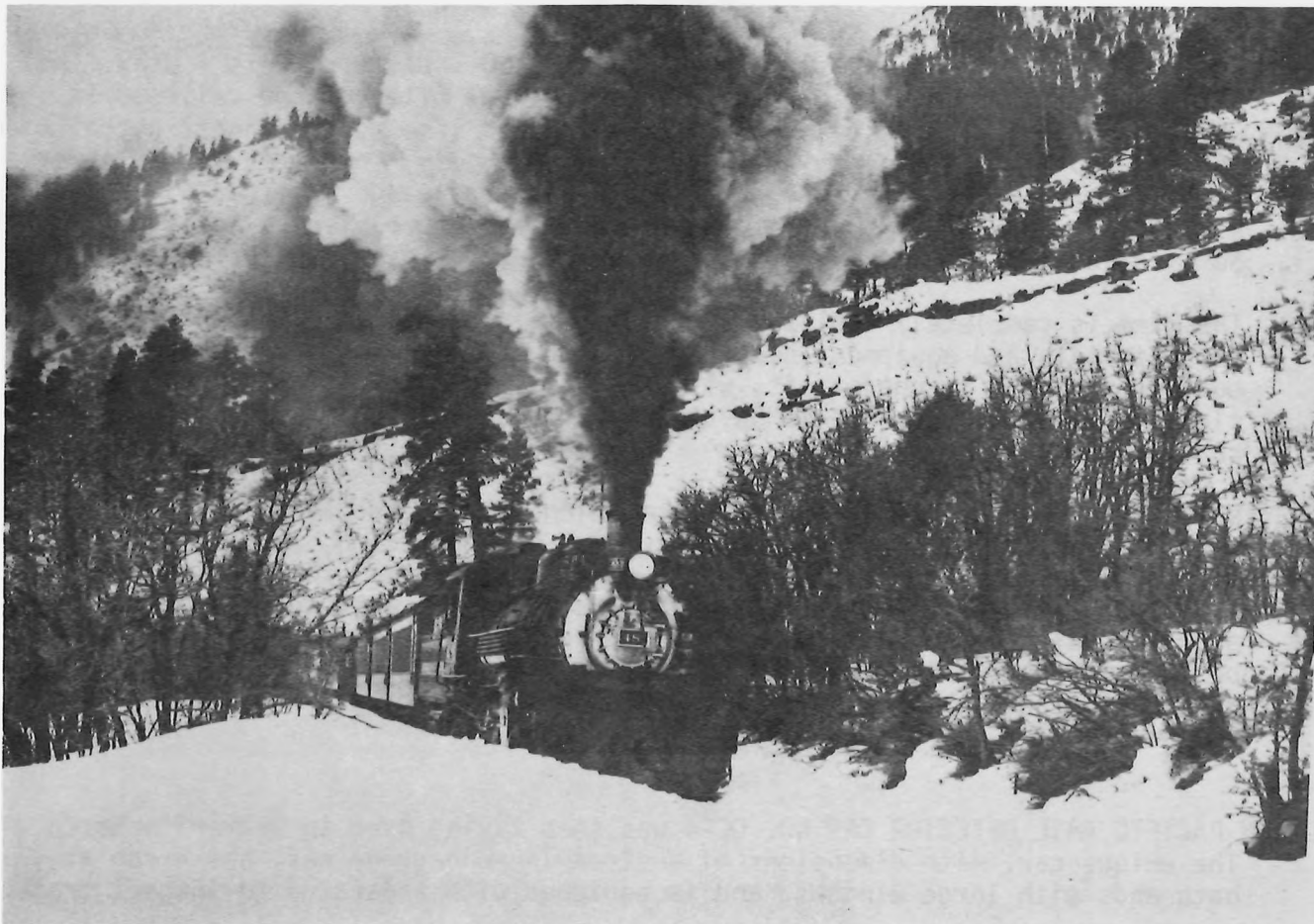
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SOLD OUT! The annual mid-winter excursion to Glenwood Springs has again this year proven to be extremely popular with club members and their guests. Dick Lawrence reports that all available seating is sold out, and a waiting list has been formed. Unfortunately, due to limitations placed on the club by the Rio Grande the number of available seats cannot be increased to accommodate those

now on the waiting list, and the club sincerely regrets that all who wished to attend, cannot be accommodated.

Those who are attending will be able to enjoy some of the results of the remodeling efforts currently under way at the Hotel Colorado. In order to capture a greater share of the ever-increasing Glenwood Springs tourist business, the hotel management is undertaking a major facelift of the venerable structure. Work is now in progress in some of the public areas.

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On February 14, the Rocky Mountain Railroad Club ran its first winter train trip in years, much to the enjoyment of the 300 excursionists aboard the Durango & Silverton Narrow Gauge train. This scene, between Hermosa and Rockwood, is typical of the day's action, as D&SNG No. 481 rambles through the snow on a photo runby.

(Jim Ehemberger)

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IS YOUR U-BOAT BROKEN? No need to call all over, looking for parts now that General Electric's Locomotive Marketing Division has opened its new renewal parts warehouse in Denver's Distribution Park. G.E. reports that the warehouse, which was previously located in Minneapolis, has been relocated to better serve customer railroads in the Rocky Mountain area. In addition to replacement parts, the warehouse will handle exchange assemblies rebuilt at G.E.'s St. Louis and Erie plants.

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The Rocky Mountain Railroad Club, in cooperation with Sunday River Productions, is proud to present:

The Famous Films Of Otto Perry

At last! Now you can own your own Otto Perry Movies. The Rocky Mountain Railroad Club has made a special arrangement with Sunday River Productions for you to purchase copies of three of Otto's best films. As a special benefit to members of the Club, we have arranged with Sunday River Productions for you to obtain these Super 8 films for 30% off of list price.

The films offered are as follows:

OP I (Reel No. 1) Otto's first reel made in 1941. Scenes include Rio Grande Narrow Gauge 475 on a passenger train to Santa Fe, D. & R.G.W. 489 and 480 on Cumbres Pass, C.B. & Q Missouri Flyer and 6300, More Rio Grande, both Narrow and Standard Gauge Steam, Tiny Town, the 638 at Leadville, Rock Island and MoPac in Eastern Colorado, G.W. Steam and U.P. Steam near Green River. This is a Black and White Reel. Regular List Price is \$47.20. Available to Club Members for \$33.05

OP II (Reel No. 34) Made in 1949, includes several shots of R.M.R.R.C. Excursion to Monarch and Villa Grove with D. & R.G.W. 499, C.R.I. & P. and Rio Grande around Denver, Steam on the "Royal Gorge", the "San Juan" and 3 Engine Freights on the Narrow Gauge, Denver Street Cars, and Rio Grande 319 on the R.G.S. This is a Kadachrome Reel. Regular Price is \$44.20, but is available to members for \$30.95.

OP III (Reel No. 48) This reel, made in 1950 is Black and White, and Includes U.P. 2899 at Platteville, Rio Grande 800, U.P. Steam on the "City of St. Louis", A.T. & S.F. 4016, Double Heading on the "Royal Gorge", D. & R.G.W. 464 on the R.G.S., 490's on Cumbres, the "San Juan", Scenes around Villa Grove, Rio Grande Standard Gauge Steam on the "Colorado-New Mexico Express", Santa Fe and Rio Grande around Denver, and the Craig Train with a Rio Grande 800. Regular Price is \$51.00. Available to members for \$35.70

To Order, please use the order form on the other side of this sheet. Please forward, together with check or money order for the full amount of the order to:

Rocky Mountain Railroad Club
Post Office Box 2391
Denver, Colorado 80201

ORDER FORM
OTTO PERRY MOVIES

Please send me the following Otto Perry Super 8 Movies:

OP I (Reel No. 1)

____ (No.) of Super 8 Reels at R.M.R.R.C. Membership
Price of \$33.05 each \$ _____.

OP II (Reel No. 34)

____ (No.) of Super 8 Reels at R.M.R.R.C. Membership
Price of \$30.95 each _____.

OP III (reel No. 48)

____ (No.) of Super 8 Reels at R.M.R.R.C. Membership
Price of \$35.70 each _____.

Total Order \$ _____.

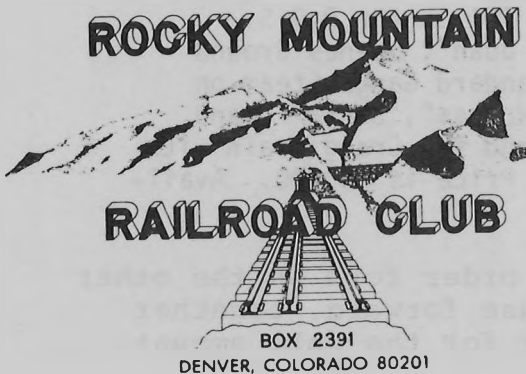
Send Films To: Name _____

Address _____

City _____ State _____ Zip _____

R.M.R.R.C. Club Membership Card No. _____

Allow 6 - 8 Weeks for Delivery. If you are interested in video tapes of the Otto Perry Films, please contact us for information.



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FIRST CLASS MAIL

ALONG WITH THIS NEWSLETTER, YOU WILL FIND A FORMAL ANNOUNCEMENT of the upcoming club excursion to Reno, Nevada and surrounding points of interest. This trip is the most ambitious yet in the now famous series of "Fall Rail Spectaculars." After reading the flyer, we think you'll agree that this is a trip not to be missed under any circumstances.

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A SLOWDOWN IN BUSINESS HAS FORCED THE SANTA FE TO temporarily close its rail welding plant in Amarillo, Texas.

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BLACK MESA AND LAKE POWELL TYPE OPERATION IN COLORADO. Western Fuels - Utah, Inc. has announced plans to construct approximately 39 miles of new railroad in western Colorado and eastern Utah. The proposed line would connect a coal mine, located approximately ten miles northeast of Rangely, Colorado, with a power plant located south of Vernal, Utah. The standard gauge railroad will be used exclusively for the movement of coal to fuel the power plant. Motive power will be by electric locomotives, drawing current from an overhead catenary.

The line is completely isolated, having no interchange with another railroad. All materials and equipment needed to construct the line, along with the locomotives and cars to operate it, will have to be trucked into the site. The closest railhead is on the D&RGW at Craig, Colorado, some 77 miles east of the coal mine.

Unlike the BM&LP which incorporated many innovative (and as it turned out, unsuccessful) methods of track construction and operation, the Western Fuels road will be constructed along the lines of conventional thinking, using 115 lb. welded rail on wood cross ties. Operations will also follow conventional practice, with an engineer and crew in charge of each train movement, in lieu of the computer controlled trains tried on the Arizona line. Western Fuels personnel expect the railroad to be in operation by mid-summer, 1983.

* * * * *

UNION PACIFIC RAIL DETECTOR CAR NO. DC-4 was seen laying over in Denver in March. The unique car, with dimensions of a streamlined baggage car, has a cab at both ends with large windows, and is equipped with apparatus to inspect track.

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FAVORITE PHOTOS - For those who savor looking at fine photographs of western railroading in the days of steam, the April issue of "Trains" magazine should be of interest. The Photography of club member, John Maxwell, is featured in an 11-page article that includes a number of memorable Colorado views .. Another magazine just out, the April issue of "Model Railroader," has a six-page illustrated article about a model layout constructed by a Midwest fan that is based on the D&RGW. Some good modeling is evident and those interested in Colorado's standard gauge, might find it worth while.

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SILVER BANQUET HAS RETURNED TO SERVICE on the Rio Grande Zephyr, and now shares dining car duties with the ex-UP car.

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SOMEDAY?? .. LACE CURTAINS IN THE 5771??!! Until a few years ago, a woman working in the cab of a diesel locomotive was almost unheard of, but in the last decade, a number of women have qualified and elected to enter engine service on a number of roads. On the D&RGW, 1977 was the year that the first woman became a crew member and rode the right-hand side of the cab. In the March issue of the DENVER MAGAZINE, Ann Williamson pens a personal memoir of her experience in becoming the railroad's first woman engineer. The 4-page article is rather interesting reading, and is highlighted on the magazine's cover with the author posing in white coveralls, in front of an artist's rendition of a D&RGW freight locomotive. (Wonder how those coveralls would have looked after a few hours in the cab of a 3600??!!)

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CURRENT PLANS CALL FOR UNION PACIFIC 3985 to depart Cheyenne on Wednesday, June 16, for the trek to Pocatello and Salt Lake City. The big Challenger will visit the Idaho city to take part in UP Family Day on Saturday the 19th, and then make a short turn-around trip to McCammon and Inkom the following day to power UP Pres., John Kenefick's special train. Two NRHS-sponsored excursions are lined up for the weekend of June 26 and 27, with the 3985 pulling a ten-car train from Salt Lake City to Provo and return each day. The locomotive will then leave Salt Lake City on Monday, June 28, for the 2-day run back to Cheyenne. Please keep in mind that the tentative schedule and train consist are subject to change by the railroad.

UP 3985; Staff Car CABARTON: Bunk-diner 904842; Tool car 904304; flat car for steps; 6-8 empty cars for braking; a few loads of coal for the locomotive; and caboose.

June 16 ----- Cheyenne to Green River
June 17 ----- Green River to Pocatello
June 18 ----- Pocatello (clean up locomotive)
June 19 ----- Pocatello (locomotive on display)
June 20 ----- Pocatello to McCammon (turn locomotive at McCammon)
 McCammon to Inkom (pick up President's special train)
 Inkom to Pocatello
June 21 ----- Pocatello to Salt Lake City
June 22 & 23 ----- Salt Lake City (blow down locomotive & wash boiler)
June 24 & 25 ----- Salt Lake City (steam up)
June 26 ----- NRHS excursion, Salt Lake City to Provo and return
June 27 ----- NRHS excursion Salt Lake City to Provo and return
June 28 ----- Salt Lake City to Green River
June 29 ----- Green River to Cheyenne

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THE WHITE PASS AND YUKON ROUTE RAILROAD HAS ANNOUNCED THAT A series of steam-powered excursion trains will be operated on the scenic narrow gauge line during 1982. Steam locomotive No. 73 has been restored to operating condition and will make its inaugural run from Whitehorse to Carcross, Yukon Territory, on May 29. On the Alaskan side of the railroad, a special train will be operated from Skagway to Lake Bennett, B.C. and return on June 12.

In 1947, Engines No. 73 and 72 were purchased new from Baldwin, the last steam locomotives to be acquired by the WP&Y. The 2-8-2's saw service on the Alaskan line until June 30, 1964, when they were retired and stored, marking the end of regular steam operations on the White Pass & Yukon. Now, after a year of mechanical work, No. 73 is scheduled for a total of 8 excursions out of Whitehorse and Skagway, pulling a train of open platform "parlor cars" dating to the turn of the century. Seating capacity on the excursion trains is limited to 80 people with reservations required. One-way fare is set at \$120. Between excursions, the locomotive will be used at its layover terminal for charter service and local

operations. Each day the steamer will pull the morning passenger trains out of the depot to the edge of town, where the regular diesel locomotives will take over. No. 73 will then meet the afternoon inbound train at the same point, and with much smoke and whistle-blowing, bring the arriving passenger train into town in style. For reservations and information, write: White Pass & Yukon Corp., Ltd.; PO Box 2147; Seattle, Wash. 98111.

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END OF AN ERA - Pullman-Standard facilities in Chicago will be put up for sale by Wheelabrator-rye, which announced it will permanently discontinue the manufacture of railroad passenger cars, a business it inherited with the purchase of Pullman, Inc. in late 1980. It also has temporarily shut down the production of railroad freight cars because of slack demand. (UTU News)

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SWAP 'N SHOP - Personal ads are accepted from club members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

FOR SALE: From the Mac C. Poor Collection - OFFICIAL GUIDES, 21 assorted issues from March of 1936 to March of 1968; will sell individually or the entire lot for \$500.
IRV AUGUST, 1990 Applewood Drive, Lakewood, CO 80215, Phone: (303) 237-2585.

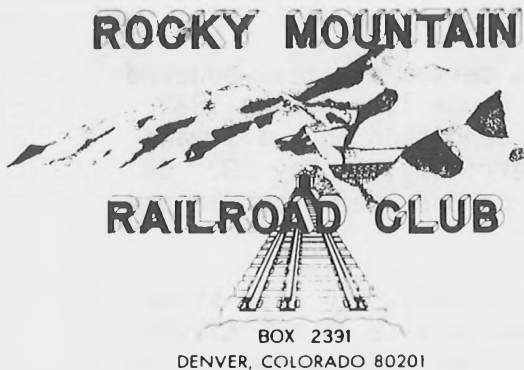
FOR SALE: 2 copies of PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC, by Mac Poor, \$125 each.
2 copies of RAILS AROUND GOLD HILL, by Morris Cafky, \$100 each. No reasonable offer will be refused. Other items available.
FRANCIS RIZZARI, 1716 View Point Road, Lakewood, CO 80215

WANTED: Union Pacific calendars for 1952, 1971, 1974, & 1975; UP Annual Report for 1944; UP common stock certificate, 1940's-1950's; UP 0-gauge Amer. Flyer 4-8-4 No. 572.
CHARLES ALBI, 460 S. Marion St., #306, Denver, CO 80209.

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