

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 11, 1984 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Darrell Arndt..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

DUES ARE DUE

You will note that this newsletter is wrapped with a dues notice. Please send your dues in as soon as possible to make like easier on membership chairman, Mary Carlson and, please....note any address corrections on the mailing label!!!

December, 1984..... No. 303
Club Telephone..... (303) 431-4354
P. O. Box 2391.... Denver, Colorado 80201

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

DECEMBER 11 PROGRAM

Election Night!!! The December meeting is the time for our annual elections of new officers and half of the board members. In addition, a short program is always presented.

The program will not be announced this time as Erwin Chaim, program chairman, says it is a secret and even the presenter is unknown! (Editor's note: Let's face it-- when Erwin keeps such vital information secret, there must be something going on! What could he be up to? Will we be forced to hear all the balance of "calendar jokes" he hasn't already given to us? Will we see more blurred "Chicago" slides of telephone poles from a speeding train? OR, could a "roast" of some prominent Club member be in the offering? Well, I guess that we will just have to be there to find out.)



NOVEMBER PROGRAM

An enthusiastic crowd was present for the November Auction Meeting and many fine items were sold, some at bargain prices!

Erwin Chaim did his usual fine job as our auctioneer and our thanks go to those who backed him up in running items to buyers and keeping track of buyers and sellers.

Not only does everyone have a good time, are able to sell unneeded items, are able to pick up wanted items, but, the funds generated by the selling fee goes to the publication fund which seeds upcoming books.

1985 SLATE FOR OFFICERS AND BOARD

The nominating committee has prepared the following slate of candidates for the election to be held at the December meeting:

PRESIDENT: Keith E. Kirby. Keith has been the co-chairman of the Club's archives. During 1984, he led the very successful Club trip to Chicago. His enthusiasm rubs off on to others and at this time he is in the process of organizing an European, sixteen day Club extravaganza for the Club. He has also been very active in other Club projects and has yearly run the concession car on the UP trips.

VICE PRESIDENT: Erwin Chaim. Erwin has so many programs lined up that he just might be V.P. forever. He plans programs, sells Club items, works Club booths at shopping malls and railroad shows, auctioneers at the annual Club auction, and on and on. He is an outstanding model railroader and, on rare occasions, somewhat of a wit. We feel most fortunate that he has agreed to another term.

SECRETARY: William J. Gordon. Bill has grown up with the Club. His father was president in 1944 and 1945. Bill followed his footprints by being president in 1957 and 1958. Bill has been very busy with Club equipment, setting up the meeting room, handling the Club mail and serving as Secretary. He has agreed to continue as Secretary for another year.

TREASURER: Ardie J. Schoeninger. Ardie has been a valuable officer as treasurer and has agreed to continue for another year also. Ardie keeps a meticulous set of books for the Club and we are in great shape financially.

BOARD OF DIRECTORS: (Three are held over and three new members are elected every year).

CARL E.C. CARLSON. Carl was Club president in 1972. He is one of the hardest working members of the Club. He is active on Club trips, mailing the newsletter, helping restore Club equipment, mailing books, and on and on. A behind the scenes worker who is a true asset to this Club, is Carl's wife, Mary, who is membership chairman and spends tireless hours keeping track of over 1100 members and their locations.

RICHARD H. DIAS. Rich, in the short time he has been a member, has worked on the Club's archives, equipment and trips. He also helps mail the newsletter. He is very interested in the future of the Club.

JAMES H. RANNIGER. Jim was Club president during 1981 and 1982. He brings with him a knowledge of Club affairs and procedures that is valuable to the board. Without a doubt, however, Jim's (and wife Lil's) greatest contribution to the Rocky Mountain Railroad Club has been for the past few years "Ranniger's Roadbed Commissary". A half-pound hamburger with the trimmings on a Club excursion prepared by his crew, is a moment to savor.

(Jack Morison)

While the above nominations are the selection of a very fine committee, it is only a suggested slate. Members are still allowed to nominate from the floor at the December meeting.

There is one new addition to the board that is automatic, this year being the outgoing president, Darrell Arndt. Darrell has, for many years, put his entire energy into Club activities. As president, he has done a fine job of keeping the Club running smoothly and his continued help will be greatly appreciated.

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Anderson Allyn, Sr.	Chardon, OH
Thomas C. Byrnas	Denver, CO
Warren Chambers	Wichita, KS
William Davis	Audubon, PA
Michael Elkin	San Diego, CA
D. L. Glenn	Denver, CO
John E. Knadler	Spring, TX
Jim Lingnfelder	Sugar Land, TX
Reid McNaught	Houston, TX
Donald W. Paul	Littleton, CO
Myron Smith	Greeley, CO
Dick Unzelman	Chicago, IL
Gay Warren	Englewood, CO
William Z. White	Lakewood, CO

PRESIDENT'S MESSAGE

As the last days of 1984 draw near and many of us reflect on our experiences of the past year, I think that those of us in the Rocky Mountain Railroad Club can look back with much satisfaction at the successful year our organization has been blessed with. Our membership level remains healthy, the response and participation to our meetings and newsletters continues to grow, our equipment and film preservation efforts continue to progress and our other endeavors have experienced positive responses. Our excursions this year included several new ventures, all of which were successful and received gratifying support. It is exciting to see newer members step forward to become more active, while personal involvement continues from our more experienced members, some whose efforts with Club activities can be traced back to the days of the organization's inception. Of course, whether your contribution includes working directly on projects, attending Club functions, or just maintaining contact by correspondence and sustaining your membership to show your interest, such participation gives us encouragement to continue to strive forward.

I would like to express my sincere appreciation to everyone for the fine support that has been given to the Club throughout the year, and for all the help and

cooperation that I have received during my term as president. To thank each individual in these pages who I witnessed giving that "extra" effort would be near impossible, but I can assure you that I will always remember your time, effort, suggestions and perhaps on occasion, your patience. As we go down the mainline to the future, the Rocky Mountain Railroad Club will be facing new and greater challenges, some sought after, some not. I have every confidence that we will be able to meet those challenges successfully, knowing that our membership will lend its support to our new president, officers and directors. Thank you for a most memorable two years!

RIO GRANDE SALE COMPLETED

The Anschutz Corporation of Denver has bought Denver-based Rio Grande Industries Inc., the parent company of the Denver & Rio Grande Western Railroad, for nearly \$500 million.

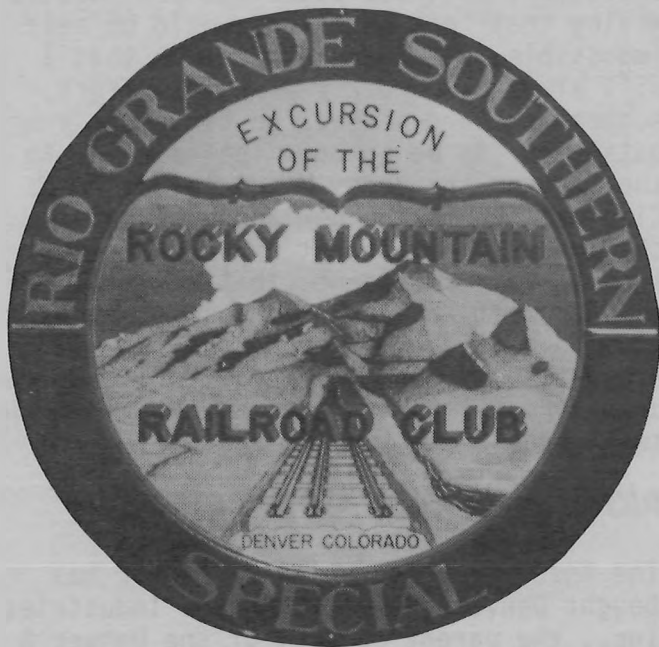
Privately held Anschutz, owned by Denver billionaire oilman Philip F. Anschutz, announced on Tuesday, October 30, 1984, that 82 percent of the Rio Grande shares have been tendered for \$50 a share. The total value of the transaction--which was made through TAC Acquisition Corporation, a newly formed Anschutz subsidiary-- will be worth \$496.5 million once all shares are bought.

It has been reaffirmed that the company's present management will not be changed and the present board of directors will probably be kept.

The deal preserves local ownership of the 105-year-old Western Railroad, so intricately involved in Colorado's history. The Rio Grande, with 2,400 miles of line in Utah, Colorado and Kansas, had been considered a target ripe for takeover by another railroad.

The Santa Fe Southern Pacific Corp., awaiting a merger of the Santa Fe and Southern Pacific railroads, said earlier this month that it had considered making an offer for Rio Grande, but had backed down. The Rio Grande also admitted that it had talked to other suitors, but no firm offers were made.

RMRR CLUB HISTORICAL FEATURE



The Rocky Mountain Railroad Club's tailplate just after completion, May 25, 1947, ready for its first excursion--May 30th & 31st, 1947, on the Rio Grande Southern R.R., Ridge-way to Dolores, Colorado and return. (Dick Kindig Photo, E. J. Haley Collection)

The Rocky Mountain Railroad Club's Tailplate by E. J. Haley.

A few of the Club's members have expressed an interest in how the tailplate used on the rear of our excursion trains came into existence. Your editor, having heard that I had had a hand in its construction, asked me to do a little writeup on its history for his newsletter.

Back in 1947, the Rocky Mountain Railroad Club was a very small organization with less than 100 members. The annual dues were \$1.00 per year so there was very little money in the treasury and it was needed principally for postage. Charlie Ryland was the Club's president and I was serving as his vice president. We decided that the organization needed a drumhead for the tail end of the steam excursion trains it was beginning to run and we set out to design one. We wanted to have it ready for our first steam passenger run over the Rio Grande Southern Railroad on May 30th, 1947. Since I had drawn up a logo for the Club's letter-

head in 1946, we thought an enlargement of it would be fine for the center of the tailplate. It was up to the two of us to come up with the required material. First, we sawed the 28-inch diameter circular wooden plate out of the 3/4"-thick floor of my youngest daughter's playpen (which she no longer needed--I think). We found three large size bolts which we mounted through the wooden plate, then through a brass bar bolted to the back of the plate. A second brass bar was drilled to fit this assembly, and, held in place by butterfly nuts, was used to clamp the plate to the rear of the train. The brass bars had been expansion joints in the wooden floor on one of the old buildings at the Remington Arms Plant (now the Denver Federal Center in Lakewood, CO).

Next, we were confronted with the problem of getting the Club's emblem enlarged for the center of the tailplate. I went to the studio of an acquaintance, Caesar Morganti, one of Denver's best portrait photographers, and talked him out of a big piece of heavy enlargement paper. Charlie photographed my original drawing of the logo and came up with a good 3-inch by 5-inch negative. We then discovered that Charlie's Elwood Enlarger could not be raised high enough to get the size enlargement we needed because of the low ceiling in his basement darkroom. That problem was solved by putting the enlarger on its side on a table and projecting the logo onto a wall. Charlie had built a temporary developing tank out of a square wooden framework made from 1-inch by 2-inch pieces into which he tacked a piece of oil-cloth table covering. This tank was too large for his darkroom counter, so we placed it on the concrete floor and filled it up with developer. When the logo was in focus, we ran a test strip to get an idea of what the exposure time should be. The enlargement paper was then tacked to the wall and the exposure made. We put the enlargement into the developer and Charlie carefully swished it back and forth--but not carefully enough. Somehow he leaned on the side of his temporary tank and just as the image was beginning to appear on the paper, the tank collapsed and developer cascaded all over the floor. This being our only piece of enlargement paper, we desperately turned it face down in the developer on the basement floor and in a few minutes had a fine enlargement of the Club's emblem.

This enlargement was tacked down in the center of the plate, painted in various colors and then sprayed with clear lacquer (Editor's note: It is unfortunate that we cannot reprint the color photograph Ed gave me to have a B&W negative and print made from. Their painting was indeed a thing of beauty--having shades of blue, green, red, orange and brown, along with black lettering). Next we sawed two 180-degree wooden arcs, 3¼-inches wide, which were painted and lettered and mounted around the emblem at the top and the bottom of the wooden plate. The top half was lettered RIO GRANDE SOUTHERN and the bottom half SPECIAL, in gold on a green background. Red plastic edging was tacked in place around the inside of these arcs and black plastic countertop edging was mounted all the way around the outside edge of the tailplate to hold the two arcs in place. The hard plastic did not hold up well under the rough treatment the tailplate went through in its early years. The outside edge had to be replaced with metal edging and the inside edging by a soft red plastic jump-rope. A small plate to fit above the emblem was lettered EXCURSION OF THE and when this was in place we had a very attractive drumhead that had cost us less than \$10.

In those days, the Club officers had to accomplish a lot more at little or no expense. For example, most of the tickets for the Club's early excursions were made photographically. I would take a Club envelope with the logo in the upper left corner and letter what we wanted on the ticket. Then Charlie would shoot a reduced negative and we would print photographically 60 or 70 tickets and use dyes to color them for half or full fare.

The tailplate fared very well until March 11th, 1956. Club president, Bob LeMassena learned that the Union Pacific's No. 9000, a 4-12-2, would be passing through Cheyenne, Wyoming that weekend enroute to its new home at the Railway & Locomotive Historical Society's museum in Pomona, California. I called Ed Siemers, Chief Passenger Agent for the Union Pacific in Denver and he arranged a one-day trip (Denver-Cheyenne-Denver) on very short notice. The 9000, resplendent in new paint and lettering and all ready for display at

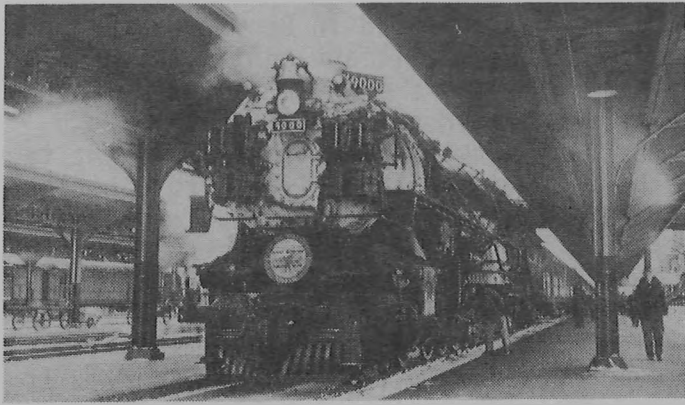
the museum, arrived in Denver, Saturday afternoon in brilliant sunlight. Unfortunately, Sunday's dawn and a big blizzard arrived in Denver simultaneously. On reaching Denver Union Station, I went to the rear of our 10-car train to hang the tailplate and found a rounded end observation car with a lighted drumhead already in place. ROCKY MOUNTAIN RAILROAD CLUB was lettered in bold black letters on a yellow glass background (the only time this has ever happened in the Club's history). It was decided to mount the Club's own tailplate on the short ladder just below the smokebox and headlight of the 9000. It looked very small attached to that giant locomotive. The storm took its toll--ever since that day the paper enlargement of the emblem is bulging and cracked in places.

Fourteen different railroad names have graced the tailplate's upper panel during its thirty-seven eventful years. They are: Rio Grande Southern; Denver & Rio Grande Western; Denver & Intermountain; Midland Terminal; Burlington; Colorado & Southern; Great Western; Union Pacific; Manitou & Pike's Peak Railway; Cumbres & Toltec Scenic RR; Black Hills Central; Durango & Silverton Narrow Gauge RR; High Country RR; and the Georgetown Loop RR.

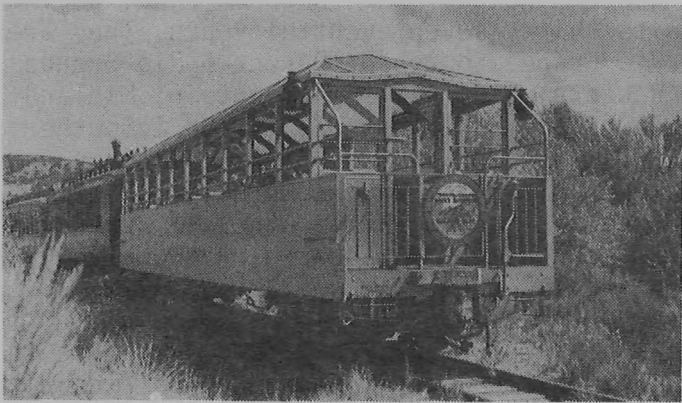
We hope the old tailplate will be able to survive for a few more years and ride with us on many more interesting trips.



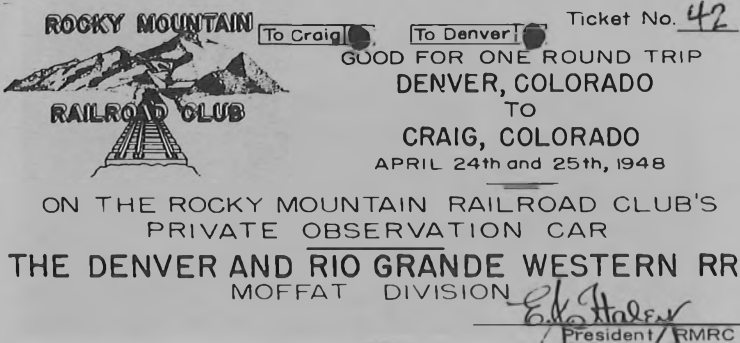
RGS excursion train at Trout Lake, May 30, 1947, with westbound RMRR Club Special. The first time the drumhead is used. (Dick Kindig Photo)



UP 9000, a 4-12-2, with RMRR Club excursion at Cheyenne, Wyoming. Note the tailplate on the ladder. It was this trip that damaged the tailplate. The gentleman walking up the platform at the right is Otto Perry. (Dick Kindig Photo)



D&RGW "Silver Vista" on RMRR Club excursion, September 19, 1948, near Sapinero, Colorado. (Dick Kindig Photo)



A sample of one of the early RMRR Club's excursion tickets. It was printed on photographic paper.

EDITOR'S MESSAGE

Since taking over the Rail Report in February of this year, I have had a great deal of fun writing the Club's newsletter and hope you have enjoyed the content.

The newsletter has been made much easier to produce each month because of the many members who have sent in material for me to use. I would like to thank all those who have sent items to me and hope that you will all continue to do so.

I will continue to use as much of this material as possible, although there are times that I must choose not to include an item if space is tight and the item is definitely out of the Rocky Mountain Region's interest.

Photographs are also welcomed, but I would like to mention a few things about photos that will help to get the best reproduction. First, a black & white photo is best! B&W has the contrast needed to get the best detail when we rephotograph the picture into a dot pattern for offset printing. If you have a color photograph, it must be of particularly good quality to get anything off it. It can not be dark! A color slide is better in that we can generally have a black & white negative and print made off of it.

I have gone to using 85-line PMT halftones rather than 133-line negative halftones in the newsletter as this allows more latitude in photo quality, but I would prefer to have a good quality photo to start with. Each process away from an original can lose from 5% to 15% of the original crispness.

I believe the generous use of photos has greatly improved the interest in the newsletter and better tells the story than just copy, especially for the large number of out-of-state members. As long as the Board of Directors allows me to continue with the current budget, I will try to provide the kind of coverage you have seen the past ten months. As you might suspect, your dues are now covering only the newsletter's cost. The board currently feels that this is justified because of the Club's financial

position, but a change in membership or a change in revenue from trips, books, etc., could have an effect on the monies spent on the newsletter. In any event, the Club will endeavor to continue to provide this very important contact with members.

As with any other Club activities, your input is always welcomed. While time to answer each and every letter is generally not available, I enjoy hearing from members and their comments on the newsletter--good or bad. Again, contributions are encouraged.

PLUGGING AWAY

Faced with a December 31st deadline to demonstrate the operability of their Birney car, members of the Ft. Collins Municipal Railway Society continue to work against the clock to complete the car and the first section of track. As of mid-November 2,200 feet of track was in place, including one switch, and the poles from which the overhead wire will be strung were being erected. Progress on the car continues and although not yet completed, presents an imposing scene due to the meticulous restoration effort by members of the Society.

The December 31st deadline was imposed upon the volunteers of the Society by the Ft. Collins City Council as part of their response to the more vocal opponents of the project who live on W. Mountain Avenue. Some residents are afraid that their property values will drop, traffic on the street will increase, the train will be noisy and dirty, their homes will suffer electrical problems because of the trolley, and a variety of other disconcerting results will take place. Consequently, should the current phase of construction not be completed by the end of the year, the Society can be ordered to remove everything they have done. If the deadline is met, then the society has a green light to continue down W. Mountain Avenue to the downtown area.

There are many residents along the route who have no objection to the trolley, and have expressed their feelings as such, tho not as vocally as the opposition. It is going to take their support, and the

support of others to help the Society make up for the lost time incurred from the lawsuit and other delaying tactics that have been employed by the anti-trolley group. To lend a "helping hand", The Board of Directors of the Rocky Mountain Railroad Club has authorized the use of electrical hardware it had saved from the abandoned Ft. Collins system and stored by the Club, with the stipulation that it be replaced at a later date. The Club had already donated the trolley poles needed for use on the roof of the car. In addition, the Club was able to "muster" several groups of volunteers to travel to Ft. Collins and help the Society on the weekends. A big THANK YOU is due our members who were able to donate time to travel to Ft. Collins and represent the Club in this endeavor! As of mid-November they were: Mat Anderson, Bryan Bechtold, Christopher Clark, Tom Caldwell, Merle Dorsett, Darlene Edgerton, Larry Lombard, Karen Pullen, Margaret Pullen, Bruce Ranniger, Ardie Schoeninger, Don Svoboda, Cyndi Trombly, David Waltrip and Darrell Arndt.

The Society would be most receptive to continued help as the 31st draws near. Check with Carol Tunner in Ft. Collins at 484-3957 if your schedule allows some time for this most worthy project!

(Darrell Arndt)

MUSEUM DISPLAY

The Museum of Natural History in City Park, Denver, has a special display that will begin on December 3rd and run through January 2nd. It will be a "Toys Through the Ages" display and will include a separate room just for model and toy trains. Erwin Chaim was contacted by the Museum and has made arrangements for many fine displays including modular modeling groups as well as static displays. Erwin has even been invited to speak on model railroading to a group on "members night" on December 3rd.

The Museum is open from 9:00 a.m. to 5:00 p.m. every day, seven days-a-week. If you have the chance, why not visit the displays and take a trip back to your youth...and beyond. It might even interest your kids!

RMRR CLUB "INTERNATIONAL"?!?

This summer, the Rocky Mountain Railroad Club goes "international" and we want you to join us. On June 21, 1985, the Club is planning a 16-day trip to Europe. We plan to visit four countries on this exciting rail-fan sightseeing trip.

After a stop in Chicago, we fly on to Paris with time for sightseeing and shopping. A highlight will be a visit to the French National Railways' maintenance yards. We'll then visit one of the largest railroad museums in Mulhouse, France. We'll take a trip by cog railway to Zermatt at the base of the Matterhorn, in Switzerland. Lake Como, Milan, and a rail trip through Northern Italy are next. After a spectacular ride along the French Riviera, we'll travel to Nice and Monte Carlo. A trip on the "Alpazur", a unique narrow-gauge train that travels the Southern Alps will be a real highlight. Never to be forgotten, will be our 165 mph trip on the famous T.G.V. Train.

The price for this trip (subject to airfare price changes) will be \$2,095.00 per person. This will include roundtrip air fare: Denver/Chicago/Paris, and English-speaking tour guide, 14 nights in 3-star hotels selected for their European charm, all rail transportation, 11 dinners and daily continental breakfasts, several city tours, and many more unique features.

Details will be in the January newsletter. If you would like to join us in Chicago, the price will be \$100 less. For those who still have not had enough railfanning, trains and Europe, side trips to Germany are being planned. This is the 150th anniversary of steam in Germany and for a moderate extra charge, you can help them celebrate.

So, plan now. Make this summer one never to be forgotten. Watch the January newsletter for details and order form. (Keith Kirby)

SKI TRAIN TO ROLL

The Rio Grande Ski Train will roll out of Denver Union Station for its first trip of the 1985 season on Saturday, January 5th. The Grande's famous "F" units, which rolled into town from the south on Sunday, September the 30th after a summer of work service and were subsequently put into

storage at Burnham with the windows boarded up, will hopefully once again take their place at the front of this colorful passenger consist. (Darrell T. Arndt)

A DECORATING PARTY

Continuing a tradition that was begun a number of years ago, the Rocky Mountain Railroad Club will once again provide a Christmas tree for the main concourse of Denver Union Station. On an early December weekend our volunteers will gather and head to an approved cutting area up in the "High Country" to locate, cut and transport an appropriate tree to the depot. The Intermountain Chapter of the NRHS will again insure that adequate decorations are available and will coordinate the "decorating party" to take place on Saturday, December the 15th. Decorating of the tree and station will start about 6:00 P.M. and continue until completed. Other participants will include Amtrak and Denver Union Terminal personnel, and employees of the depot snack bar and gift shop. Refreshments will be provided. Come on down to help decorate, to "supervise" or to just visit and get into the holiday spirit. (Darrell Arndt)

TO SHINE AGAIN

Due to the cooperative effort of several organizations, the large, red neon signs proclaiming "UNION STATION - Travel by Train" that adorn both the front and back of Denver Union Station will once more burn brightly at night, greeting arriving and departing passengers, employees and occupants of the historic structure.

Suffering from age and damaged by hail in the early 1970's, the signs were turned off until recently when repairs were made to the "UNION STATION" sign facing downtown. Repairs to the remaining signs would be prohibitive, costing in excess of \$5,000, but an agreement reached among interested parties is now going to make the restoration possible. Financial support came from the Intermountain Chapter, NRHS, the Rocky Mountain Railroad Club, the Denver Union Terminal Railway Company, Amtrak and other tenants of the building. The signs will be officially activated in December if repairs are completed, and an announcement will be made at our December meeting if possible. (Darrell T. Arndt)