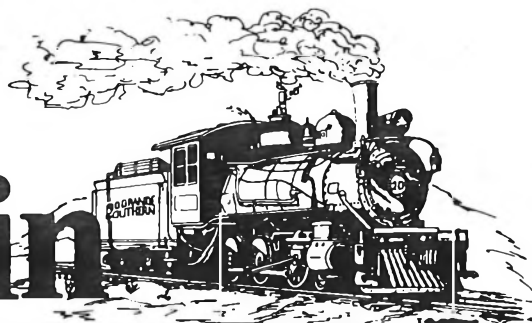


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 10, 1989 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 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
John Dillavou..... President
Carl Carlson..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

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

COPY DEADLINE -- ALL copy for publication is due no later than the 10th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

January, 1989..... No. 352
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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, etc. to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

JANUARY 10 PROGRAM

The January program had to be moved to February and outgoing program chairman and vice president, Rich Dais, was unable to replace it by the newsletter deadline. Thus...we will have a MYSTERY program in January! Now, before you say "I won't go to the January meeting unless I know what the program will be," remember...last time this happened we had Otto Perry movies! You can count on a good program at the RMRRC.



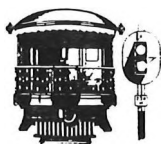
PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report is published monthly by the Rocky Mountain Railroad Club at 223 Union Station, 17th and Wynkoop Sts., Denver, Colorado 80202 for \$12.00 per year which is deducted from member's dues. Application to mail at second class postage rates is pending at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

DECEMBER PROGRAM AND MEETING

A packed house enjoyed two outstanding films. Tocatta for Toy Trains is a fun look at unique and rare toy trains that take the viewer on imaginary trips with an outstanding musical score, while The Railroder keeps one laughing at the timeless antics of Buster Keaton. Keaton was an old man when this piece was filmed, but his timing, expressions and character is just as crisp as when the "General" was made in 1927. Keaton commandeers a speeder and travels across Canada (East to West) providing outlandish comedy while living, eating and sleeping aboard his speeder.

The finale was good food and conversation with old (and new) friends.



ELECTIONS

Officers and Board Members for 1989 are as follows:

John E. Dillavou, President
Carl E. C. Carlson, Vice President
William J. Gordon, Secretary
Elbert E. Bidwell, Treasurer

Holdover Board Members:

Joe Niklas
Joe Priselac
Sidney J. White

New Board Members:

Thomas F. Lawry
Robert Griswold
William N. Gould

NEW MEMBERS

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

Scott Anderson	Durango, CO
Mike Hengel	Littleton, CO
Jeanne Hickam	Cape Coral, FL
Charlotte Jaidinger	Marengo, IL
Thomas C. McConnell	Colorado Springs, CO
Leland R. Roll	Batesville, AR
Robert Webber	San Rafael, CA
Albert L. Zick	Denver, CO

1989 SCHEDULE OF EVENTS

A tentative schedule of trips and events has been proposed for 1989 and we present that list as follows:

Mar. 18	Rio Grande Ski Train
Apr. 22, 23	Glenwood Springs/California Zephyr Trip
May 13	Work Day at the Colorado RR Museum on Club Equipment
May 20	Alternate Work Day
June 17	UP 3985 Excursion
June 18	Wyoming-Colorado Excursion
July 1-12	Trans Canada Excursion
July 22	Ft. Collins Trolley Trip
Aug. 12	Argentine Central Hike
Sept. 22, 23 & 24	Cedar Rapids Private Car Trip to Salt Lake City
Oct. 7, 8	North Platte, NE/UP Facilities
Oct. 14	Annual Banquet
Dec. 12	Elections

While some items or dates may change, we believe that this will probably be the actual schedule of events. You may want to mark your calendars right-a-way!

MEMBERSHIP DUES

The 1989 Membership Dues Notice was included in the December Rail Report. It would be greatly appreciated if all Club members renewed their membership as soon as possible to make life easier for our treasurer. 1989 Dues are \$15.00



ORDER FORM

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Please send _____ Tickets @ \$26.00 per ticket.

I/we enclose \$ _____ in check or MO.

D&RGW SKI TRAIN EXCURSION

In recent years, the Club has arranged a number of spectacular trips on the D&RGW's Ski Train. On Saturday, March 18, 1989, Club members will venture out on another very enjoyable trip aboard the Ski Train. This year, we've chartered a coach which will allow more Club members to join in on the fun at a very economical price.

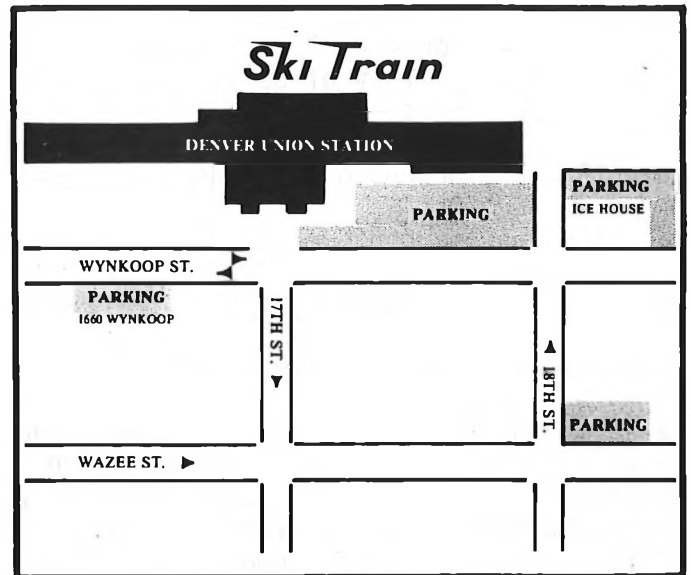
The train departs Denver's Union Station at 7:30 a.m. with an arrival at Winter Park at 9:30 a.m. Food service is available on the train for purchase. Passengers are encouraged to go skiing or visit the town of Winter Park via the free shuttle bus. For those passengers that prefer not to ski, several other activities have been arranged. For those interested, a bus has been chartered to go to Fraser and Tabernash so that photography fans can photograph the train being turned on the wye at Tabernash and the subsequent run to Fraser for the train's layover prior to the afternoon departure. Amtrak's California Zephyr and freight train activity may also "come into the picture" depending on that day's operations.

After lunch (on your own), a railroad movie will be shown in a meeting room at the Winter Park Ski Lodge.

Following the movie, the group will board the Ski Train and at 4:15 the train will depart with an arrival back in Denver at 6:15 p.m.

Tickets may be purchased at the February and March meetings or can be purchased by mail. Send orders along with a SSAE to:

ROCKY MOUNTAIN RAILROAD CLUB
 c/o Mat Anderson
 1117 S. Clayton
 Denver, Colorado 80210



INTERURBAN No. 25 MOVED FROM MUSEUM

The Club's Denver & Inter-Mountain Railway No. 25 was moved from the Colorado Railroad Museum in Golden to an inclosed and heated space (with rails) at the Federal Center in Lakewood on Monday, December 12, 1988. As treasurer, Bert Bidwell, mentioned in his report at the December meeting, about \$2,000 has been spent thus far on the car's restoration and another \$15,000 has been allocated to complete the job. We will be giving more details in future issues of the Rail Report.



GEORGETOWN AND THE LOOP— 50th ANNIVERSARY BOOK

For those of you who have purchased Georgetown and The Loop, you may want to clip out the following errata notice and keep it with your book.

ERRATA

- Page 13 -- The first word at the top of the second column should be "New Hampshire" instead of "Connecticut."
- Page 76 -- The credit line for the map should be "Dan Abbott," courtesy of Centennial Publications.
- Page 151 -- The photo captions are reversed
- Page 154 -- The photo captions are reversed
- Page 241 -- The photo captions are reversed

Sales of the Georgetown Loop book continue to be exceptionally good in spite of our minimal expenditures for advertising. Once again, we remind you to order your copy now if you have not already done so. The cost of the 50th Anniversary book is \$27.50 plus \$2.00 for shipping. Colorado residents should add \$1.75 per copy for sales tax.
(Bob Griswold)

Send orders to:

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201

ORDER FORM

NAME _____
ADDRESS _____
_____ Zip _____

PRESERVATION FUND AND BOOK RAFFLE

Prizes and winners at the December meeting are as follows:

Sherm Conners / The Ulster & Delaware
Ed Haley / Railroading from the HeadEnd
Lorin Weed / Railroads in America--American Heritage
Wally Porter / World Steam Locomotives
Al Jonez / A Century of Locomotives
Barbara Jonez / Georgetown--Over the Loop
Bob Griswold / B&O RR--Standard Plans
Frank Braisted / Print: Howard Fogg--Calif. Zephyr
Gary Ellison / UP, 1976 BiCentennial Calendar
Steve Subber / 25 small post cards
Sherm Conners / Grab Bag
Jim Earhart / Chocolate Christmas Train

A lot of fine prizes are being won by Club members at the monthly meetings and our preservation fund is benefitting from the funds received. Virtually all funds received each month are put into the FUND because of the continuing generosity of fellow Club members who have donated many great prizes. Should you have donations or wish to participate, please contact Roger Callender at: 2573 So. Williams St., Denver, Colorado 80210. If you are out of the Denver area, you may participate by mail. Roger can provide you with details. Again, we wish to thank the many donors as well as participants!!!



ANNUAL NEAL MILLER PHOTOGRAPH

Our thanks goes out to Neal Miller for his annual gift of an 8x10 photograph from Neal's outstanding collection of railroad photography. This year's photo is of GW #90 between Milliken & Johnstown on December 14, 1958. We share this beautiful photograph with the non-Denver area members in this month's Rail Report.



G. W. #90, Between Milliken and Johnstown, CO, December 14, 1958.

Neal R. Miller Photo.

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for Sale or Trade or Wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: COLORADO MIDLAND by Morris Cafkey, Rocky Mountain Railroad Club, 1965, Copy No. 5284 in mint condition--still in shipping carton. COLORADO ON GLASS by Terry Wm. Morgan, 1975, Sundance Publications. Will sell to highest bidder. B. F. Wilson, 1805 South Balsam Street,, Apt. #233, Lakewood, Colorado 80226. (303) 989-8742.

FOR SALE: Ft. Collins Municipal Railway Birney trolley car decals. HO-Scale. 1930 version or 1950 version now available. Complete sets \$8.00 each. Please specify era. (Note: If there is enough interest,

decals could also be made to duplicate the restored car now operating in Ft. Collins, but production would depend on at least 25 firm orders. Also, O-Scale decals are a possibility. Please write if interested) Daryl B. Ryder, Box 792, Kotzebue, AK 99752.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the editor, ROCKY MOUNTAIN RAIL REPORT, 502 South Cody St., Lakewood, Colorado 80226.

FROM THE PRESIDENT

Back in September, we took our grandson (13 months) to the Colorado Railroad Museum. No. 346 was steamed up and he liked the train until they backed up and blew the whistle and let off steam. After we returned home, I put on an Irv August/WB video of UP steam and diesels. Every time the steam locos blew the whistle, he would tend to cry. I brought up from my model layout, a couple of UP PA units to show him--the diesels did not bother him a bit. We skipped the Santa Claus train at the Museum in December in case the steam train might still bother him.

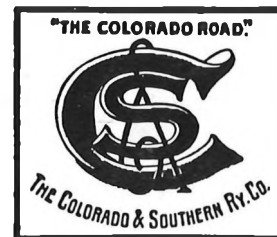
Recently, we had him overnight and put the same video on the VCR. In the meantime, his dad had bought him a small battery-powered train that runs on a small circle of track. The words "choo choo" and "toot toot" are now common daily words. He gets upset when the engine falls off the track or breaks loose and runs into the caboose and starts to push the train from behind. He stills does not understand that the real railroads have "pusher" engines. But he's learning.

Every time he is over to our house, he walks over to the basement door, tries to turn the handle to go downstairs, looks up and says "choo choo," knowing that the layout is always available to have a train run around for him. My son says that I have done a marvelous job of "brainwashing" his son and he will probably disown me for it. My grandson brings up the train books to read instead of Dr. Suess. We are seriously thinking of taking him on a trip overnight to Glenwood next spring on Amtrak.

All of this brings up a point for those who have children or grandchildren of any age--it is never too early to acquaint these children with things in the real world. Most kids today have never been on a train and some have never even seen one! They have no idea that railroads opened up the West or that trains bring them many of the goods that they will use in their everyday life. We tend to take our children on trips to fire stations or even

factories to see how things are made. Why not let them see how things are transported.

And, better yet, like myself, why not look forward to the opportunity for an outing on some hill overlooking a railroad grade, visiting and waiting for the trains to come by, to photograph and marvel at the wonder we call a TRAIN.



HISTORIC C&S NARROW GAUGE ENGINE No. 9 RETURNS HOME

The state of Colorado is receiving a special gift this year as the historic Colorado and Southern Railroad Engine No. 9 comes home to Colorado. The narrow gauge engine, tender, and three cars were donated to the Colorado Historical Society by the Burlington Northern Railroad. The historic equipment is headed for the Colorado Historical Society's Georgetown Loop Historic Mining and Railroad Park. It is hoped that the engine and cars can be restored so that they can be put on display and perhaps run again over the Loop.

No. 9 is a Cooke Engine built in 1884 for the Denver, South Park, and Pacific Railroad (DSP&P), which later became the Colorado and Southern. Its original number for the DSP&P was 72. Its weight was 58,300 pounds on 40-inch drivers, and its original cylinders were 14½ by 18 inches. In 1901 the engine received a new boiler and new 15- by 18-inch cylinders, and in 1917 a new frame.

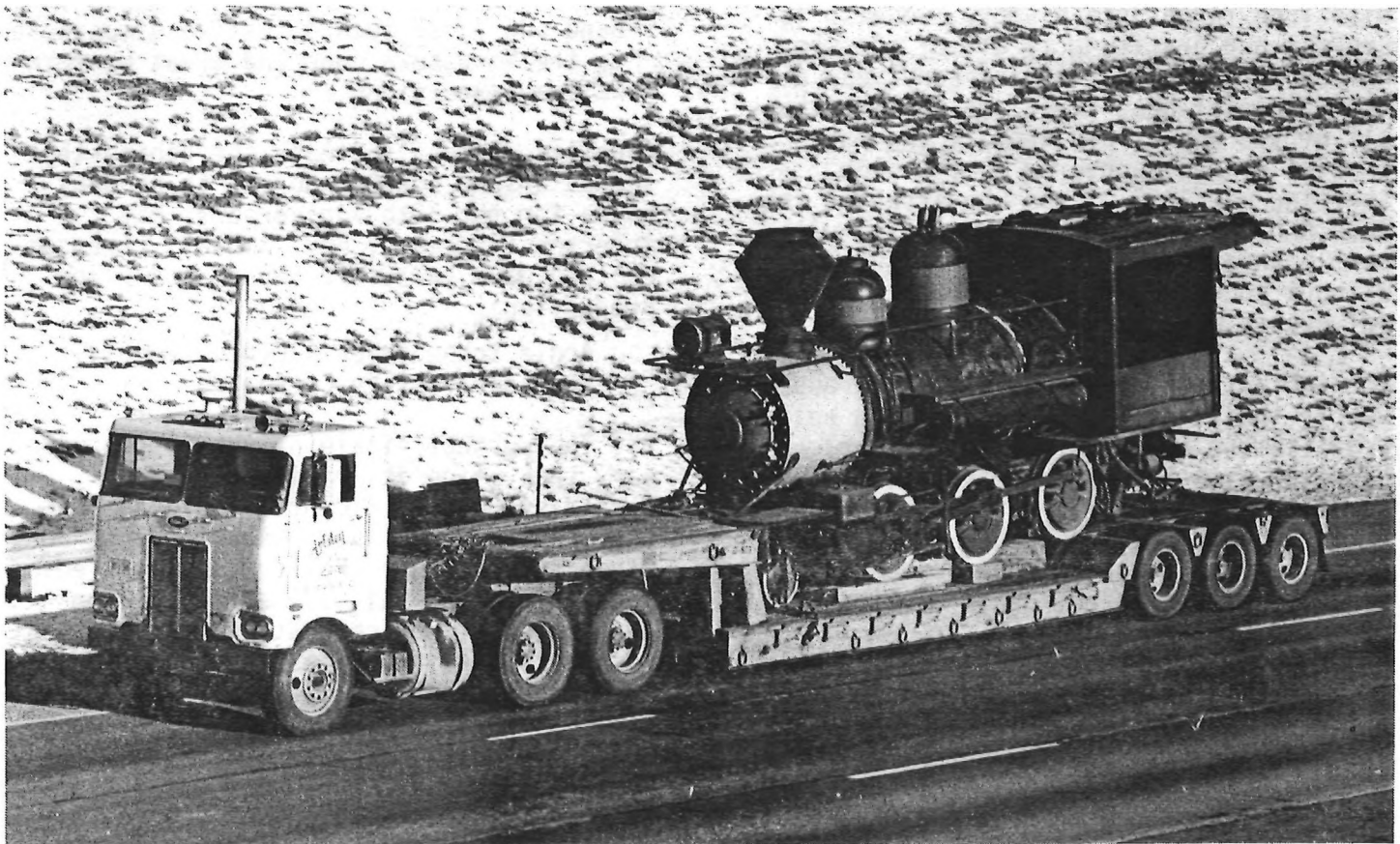
The Colorado and Southern Railroad used the engine for its passenger and freight lines along both their Platte Canyon and Clear Creek routes. While running along the Platte Canyon, No. 9 hauled the many "fish" trains, carrying trout enthusiasts to the

renowned fishing waters near Bailey and in South Park. It also served the tourists headed for the famed Georgetown Loop.

The engine is perhaps most famous for being the one used for the last passenger train to run on Colorado and Southern narrow gauge rails. On a cold morning, April 10, 1937, Engine No. 9 left Leadville with twenty passengers headed for Denver. Its arrival in the Mile High city

marked the end of a magnificent era which was begun 57 years before by Governor John Evans and W. A. H. Loveland.

The engine was exhibited at the New York World's Fair in 1939-40 and was in service at the Chicago Railroad Fair in 1948-49. Until its recent return to Colorado, it has been on display at Hill City, South Dakota. (Colorado Historical Society)



EX-Colorado & Southern Narrow Gauge Engine #9 in transit to Georgetown from Hill City, So. Dakota, December 10, 1988, at I-70 and Denver West Blvd. (Mat Anderson Photograph)



AN AWARD OF APPRECIATION

In recognition of their contribution to the success of the 50th Anniversary celebration, the Officers and Board of Directors awarded desk plaques to Ardie Schoeninger and Cyndi Trombly in appreciation for their efforts. The plaques consisted of wood bases with appropriate D&RGW, HO-Scale passenger cars mounted on track and an inscription engraved on a metal plate.



50th ANNIVERSARY "THANK YOU"

With 1988 faded into history, we wish to express our gratitude to all of you who helped make the 50th Anniversary year a truly special one. First, we want to thank all of you who helped support the many special events sponsored by the Club, starting with 360 of you who attended the 50th Anniversary Banquet and ending with that special night at the Paramount Theater. Without your support, all of our wonderful events would have been wasted.

For the past three years, a small group of hearty individuals have planned and helped organize the events of the past year, starting with the basic 50th Anniversary Committee of Darrell Arndt, Roger Callendar, Carl Carlson, Erwin & Bobbie Chaim, Rich Dais, Darlene Edgerton, Alan Greene, Bud Lehrer, Larry Lombard, Chuck Morison and Jack and Erma Morison.

In addition, we wish to acknowledge the following groups of people who worked on the many projects for the 50th Anniversary:

LOGO & SLOGAN / Howard Fogg and Dave Goss;
SOUVENIRS / Erwin Chaim and Dick Luckin;
CALENDAR / Darrell Arndt, Ed Haley, Dave Gross and Steve Rasmussen;

BANQUET / Alan and Susan Greene, Erwin and Bobbie Chaim, Tom and Cathy Lawry, Jack and Erma Morison, Darrell Arndt, Ron Ruhoff, Frank and Midge Braisted, Bert Bidwell, Carl Carlson, Darlene Edgerton, Chuck Morison, Zona Stephens and Oren Whitwell;

HISTORY / Darrell Arndt, Roger Callendar, Carl Carlson and Darlene Edgerton;

TRIPS / Bud Lehrer, Darrell Arndt, Mat Anderson, Tom Caldwell, Carl Carlson, Alan Greene, Keith Kirby, Jack and Erma Morison, Jim and Lil Ranniger, Jim Trowbridge, Pete West, Rich Dais, Darlene

Edgerton, Tom and Cathy Lawry, Zona Stephens, and Steve Rasmussen;
PARAMOUNT THEATER / Larry Lombard, Bill Jones, Vern and Diane West and Zona Stephens;

50th ANNIVERSARY BOOK (Georgetown and the Loop) / Bob Griswold and Dick Kindig;

50th ANNIVERSARY VIDEO (WB Productions: Silver Rails and Golden Memories) / Irv August and Bill Brown;

EQUIPMENT INFORMATION PLAQUES / Chuck Morison;

MUSIC / Don Smith and the Gold Nugget Brass Band who added such a festive atmosphere to the Georgetown Loop and Great Western Railway excursions.

Finally, we want to thank the behind-the-scenes unsung heroes who put in so many hours for the 50th Anniversary: Mat Anderson (tickets), Bert Bidwell (treasurer) and Dave Salter (brochure and flier production).

Ardie Schoeninger & Cyndi Trombly,
50th Anniversary Co-Chairs

PS: The perfect finale of the 50th Anniversary took place at Trinity United Methodist Church in Denver, Colorado on December 11, 1988 when RMRRC members, Zona Stephens and Albert Fowler were married. Zona and Al met this summer on the San Juan Sojourn. Our congratulations and best wishes to Zona and Al as they make their home in Sunnyvale, California.

[Editor's Note: I would like to add to Ardie and Cyndi's thank yous by mentioning some additional folks whose involvement in the 50th Anniversary celebration cannot be overstated:

John Dillavou / John oversaw the entire picture of Club activities during a most hectic period. John serves as an ad hoc member of every committee and during 1988, could be found attending, participating and lending support to many, many of the various committee meetings, especially the 50th Anniversary Committee and Trip Committee. John was often (very often) called upon to make financial decisions when the Board could not be polled in time and, in many cases, would take his time to call all the board members to get a consensus of opinion for the many and varied problems

that sprung up during the year. John also filled in for numerous positions when help was short. Our thanks to John for "holding things together" during one of the most active periods in the Club's history.

Bill Gordon / The secretary's position is too often taken for granted, but it must be mentioned that Bill put forth special effort during 1988, especially picking up the Club's mail, sorting and distributing the thousands of requests and questions to the proper parties within the Club. During the month or so prior to the two-week extravaganza, Bill drove into downtown Denver at least once a day to pick up the mail and see to its proper processing as well as maintain the Club's trip mailing list.

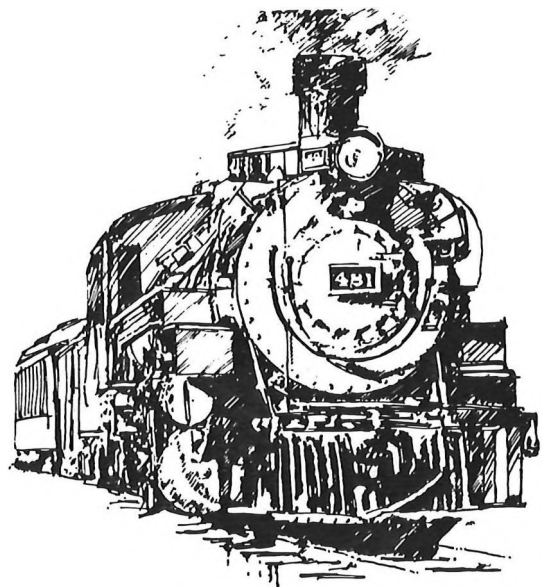
Bert Bidwell / Previously mentioned, but not pointed out as being more than the Club's treasurer. The 50th Anniversary year was no where near being a "normal" year of activity for our treasurer. Just imagine yourself making, perhaps, hundreds of deposits with thousands of checks; Or, imagine the book entries for every trip check, book sold (Georgetown & the Loop and Memorial Edition, DSP&P), 1100 membership entries, and, hundreds of checks written and book entries made!!! In addition, Bert spent over a hundred hours working on the Club's application for an IRS recognition of a non-profit, tax-deductible trust for the Club's equipment. Bert also prepared the Club's budget, oversaw the Club's insurance needs, invested unneeded funds to bring return, was a strong and solid Board member and, in spite of all this work, remains one of the nicest men in the organization!

Mat Anderson (Mr. Tickets) / We couldn't begin to place a value on the uncountable hours put in by Mat in processing tickets for the Club's varied events and trips. 1988 was even more incredible with the many Anniversary trips. Mat goes beyond just mailing out tickets. He makes many phone calls (including long distance) to help folks with questions, inquiries and problems. He keeps track of folks needing tickets for sold-out excursions and calls when openings are available, suggests transportation routing, motels, etc. Bert appreciates Mat's attention to detail and complete reconciliation of monies vs.

tickets sold. As Ardie and Cyndi mentioned, there are many "unsung" heroes and John, Bill, Bert and Mat are just some of those heroes.

Ron Ruhoff / Special thanks to Ron for putting the Banquet Program (Silver Rails and Golden Memories) on Video for Club members to retain and providing some much needed monies for the equipment fund.

Finally, I would like to make note of the many folks who attended committee meetings, such as the 50th Anniversary Committee and Trip Committee many times during the last three years as their services were needed and requested, but not specifically mentioned in the previous text as well as the many Club members who served as trip car hosts as well as other similar positions. Every helper was and is appreciated, no matter how small or large the contribution. It took a great many Club members to pull the Anniversary off in such great fashion. Our appreciation and "Thanks" goes out to all of these people.....[Jim Trowbridge]



NEWS ON THE D&SNGRR AND THE SILVERTON STREET RAILWAY COMPANY

Club member, Don Stott, reports the following information for your pleasure:

85# rail is rapidly being shipped in from the Rio Grande and being installed on various parts of the Silverton Branch. Rail is from the Rio Grande east of Alamosa

and is being replaced by welded rail. Rail is being shipped to Durango by truck from Alamosa as it is being replaced. According to D&SNG officials, by the end of 1989, all rail on the line will be 85# or heavier. Plans are to lay rail all winter on the line between Trimble Lane and Durango, since Durango winters are never severe enough to curtail track laying and upgrading of roadbed.

1.3 miles of the old 56-60# rail are being sold to Don Stott's Silverton Street Railway. 160 pieces are already in Silverton on two flat cars. Rail laying will begin about April 1st after Silverton's streets thaw. Construction of a 2nd trolley has begun in Durango. The first car is in a barn in Silverton. Eventually, six cars will be needed--based on estimates. All will be single truck cars of under 20-feet in length in order to accomodate barn dimensions. The barn is in the rear of the first floor of the Wyman Hotel building which was bought by Stott in 1986 after the trolley franchise was awarded by the Town of Silverton. The 2nd floor of the derelict building was converted into a luxury hotel in 1987. In 1988, the old mine tour was removed from the rear of the first floor and donated to the San Juan County Historical Society. The first floor of the building is of extremely heavy construction and has 14½-foot ceilings. A new door was installed to the barn area this past spring allowing access by Stott's 12-foot high trolleys.

BOOK, VIDEO & AUDIO REVIEWS

OTTO PERRY'S "RIO GRANDE SOUTHERN". Sunday River Productions, P. O. Box 565, Concord, MA 01742. Price: \$69.95.

110 minutes of Otto's best footage of the Rio Grande Southern with appropriate sound dubbed in and scene captions along with some very interesting interviews with men and women who either worked on the Southern or had fathers, brothers, etc. who did! The many stories gave an excellent insight into the operations of the Southern and the trials and tribulations of those who were there! In addition, Club members Dick Kindig, Bob Richardson and Jack Thode did much to add to the history and stories of the RGS

plus insight into the personality of Otto Perry. The vast footage of trains, broken down into categories such as Ore, Lumber, Stock, and Passenger is outstanding and no serious railfan should be without this tape. We hope many Club members took advantage of the special 20% discount during November and December. Still, the \$69.95 regular price is more than fair for such a long and exceptional video. Be sure to get your copy!
(Jim Trowbridge)

THE MAKING OF THE OTTO PERRY VIDEO

It was about 1980 when the Board of Directors decided that something had to be done about preserving the Otto Perry films from deterioration. Sometime in 1981, the Board assigned Keith Kirby to look into getting the films put on inter-negatives for permanent preservation. Eventually, Alva Morrison of Sundry River Productions was selected to take the films, negative them, and produce films and a new item called a video tape to provide the monies to preserve the Perry Collection.

Since the films are so valuable and certainly could not be replaced, the Board required hand delivery of only three cans of film at a time to be copied on inter-negatives for future use in making films and videos. It then becomes apparent why so many years have passed before the first retail production has been made.

Alva Morrison kindly sent your editor a three-page, single-spaced letter describing his participation in this project, but space restrictions do not allow for reprinting all that information. However, I have included some interesting information from that letter:

"Some have accused Otto Perry of being a skinflint. Some of his scenes are so short that they scarcely register on the eyeball. As a child of the great depression myself, I can appreciate his desire to squeeze as many run pasts as possible onto the 100-ft. rolls of marvelous 16mm color film. They cost several dollars each. The same emulsion is still available at \$30 a crack plus \$27 for developing. I feel, however, that another side of Otto Perry was showing when he made short takes. He was, first

and foremost, a still photographer--witness the motion pictures of waterfalls, fall foliage, etc. If you look at his beautiful framed motion pictures, you see the eye of a still photographer at work--His motion pictures are often just extended stills!

Call it parsimony if you wish, it is a blessing and first class headache to the editor. Fast, bam-bam cutting has been the rage for some time and most audiences are case-hardened to the jump cut. There are jump cuts aplenty in Otto's telegraphic style, but the audience accepts without question what, in good editorial practice, is a distinct no-no. In other words, even the conscientious editor can get away with a lot. That's the blessing.

The flip side is the paperwork. Initially, I logged more than 500 separate scenes of the RGS. A log has many columns: Reel number, scene number, engine number, geographic location, type of train, scene direction, weather, date of shot, sometimes even direction of river flow, ie., is the train following the Dolores River South, or is it headed East up Lost Canyon?

Trying to identify the many scenes, engine numbers, etc. would have been almost impossible without the help of Dick Kindig. His index of scenes was unfailingly precise. Much of the credit for the success of this tape belongs to him (700 copies sold during the first month!). With the exception of some 20 feet of faded Agfa film, every scene which Otto made of the RGS, whether a piece of track, a station, a railroad car or a locomotive (rolling or not), is included in this tape. I added as much scenery as I dared, often running interesting dialogue underneath to keep viewers from falling asleep. Static or not, you've got to agree, Otto's fall foliage is beautiful.

Interviews were originally scheduled in May, but I took advantage of joining the RMRRC on the RGS field trip during the Club's Anniversary Trips in June. Interviews were then completed in early July. Perhaps the most rewarding part of the interviewing for the video was the eagerness of those who knew the RGS to put their recollections on record and their awareness of the historical importance of what

they had to say. Had we the time and the tape, we might still be there. However, in order to meet advertising deadlines for the Christmas rush, the tape had to be in completed form by September 15th.

The original plan was to make a negative of Otto's originals. This would have provided as permanent an archive as money could buy. During initial editing, however, shrinkage began to appear. For safety's sake, I elected to go direct to video using a flying spot electronic scanner and the same liquid gate technique used for printing film. The scanner has no pull down claw so the dangers inherent in sprocket controlled projection are eliminated. The liquid gate removes most scratch marks from the recorded image.

Otto Perry's films are valuable far beyond railfan entertainment. Both the film itself and those who can recall scenes and circumstances are purest gems to the archivist. It has been a stroke of extraordinary good fortune that his film has survived so many years and so many projections. But the people who remember are fewer and fewer. Some of the most interesting could not be taped because of illness or infirmity. The greatest reward in making this tape for me is the feeling of having pinioned a small but priceless piece of history just in the nick of time. As one enthusiastic customer wrote: 'After viewing the tape, I thought I had died and gone to heaven'" (Alva Morrison)

AMTRAK'S 1989 CALENDAR

Celebrating its 60th anniversary, Amtrak's grand "Empire Builder" is the "Train of the Year"--gracing Amtrak's 1989 year-at-a-glance calendar.

The Empire Builder's route links Chicago with the Northwest via the great northern plains and is named for railroad tycoon James J. Hill, mastermind of the 19th century rail project that fused the Pacific Coast with the Midwest. The Empire Builder began running June 10, 1929.

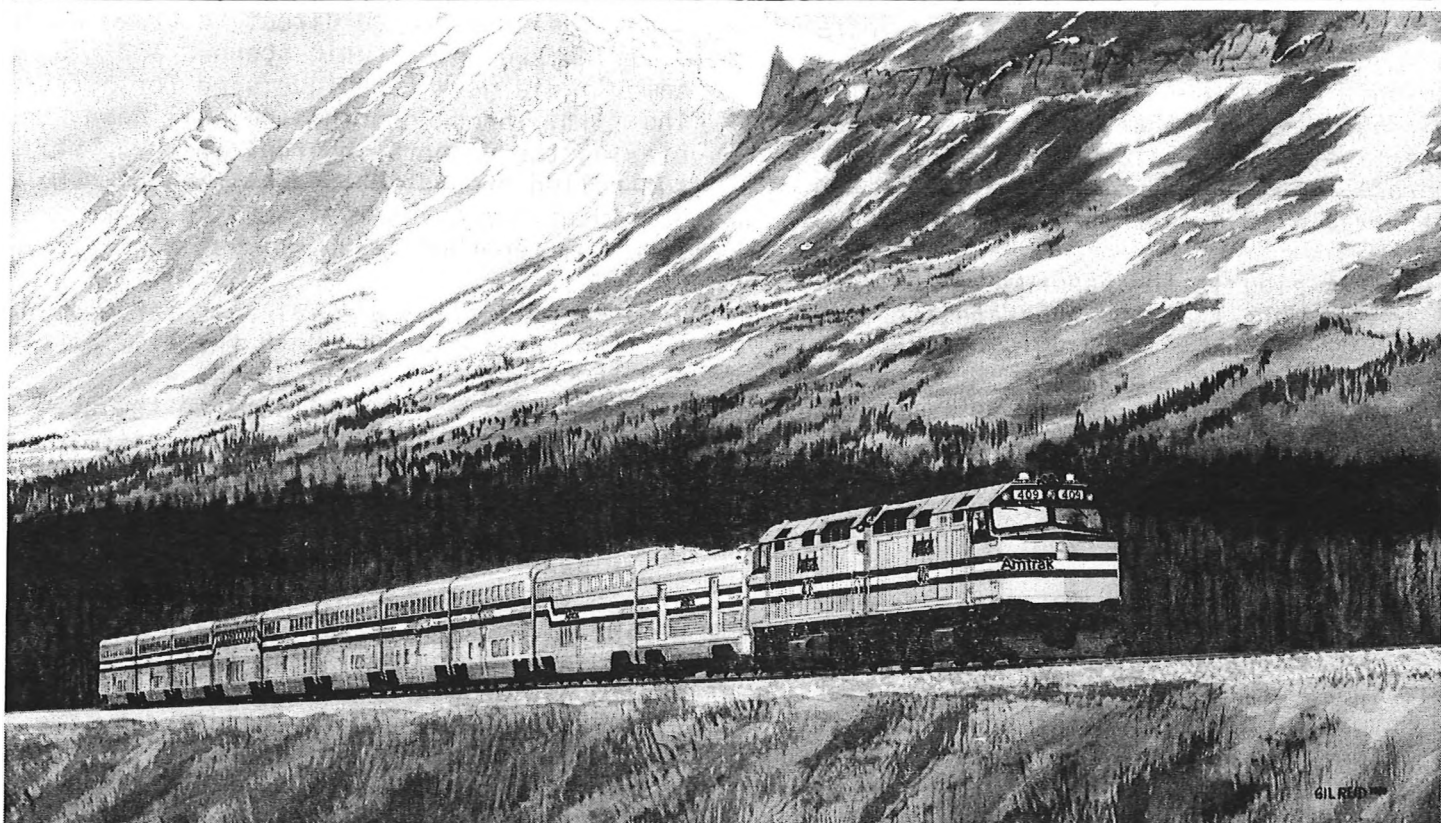
One of the Empire Builder's most beautiful segments is captured in the original painting commissioned for Amtrak's 1989 calen-

dar, which shows the train coursing across Glacier National Park with snow-capped Rocky Mountains in the background.

Amtrak's daily Empire Builder is one of its most heavily used western trains, carrying nearly 300,000 passengers each year. Major stops include the cities of Milwaukee, Minneapolis, St. Paul, Grand Forks, Seattle and Portland and popular scenic and skiing

destinations at Glacier National Park, Whitefish, Montana, Sandpoint, Idaho, and Spokane, Washington.

Copies of the 1989 calendar honoring the Empire Builder may be ordered from Amtrak, Dept. E, P. O. Box 7717, Itasca, IL 60143 for \$5.00 apiece; multiple copies are discounted when shipped to one address.



Amtrak's "Train of the Year," The Empire Builder." Depicted by railroad artist, Gil Reid, it shows the "Empire Builder" coursing across Glacier National Park with the snow-capped Rocky Mountains in the background. (Amtrak Photograph)

ROCKY MOUNTAIN

SECOND CLASS



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