

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. BOX 2391  
DENVER 1, COLORADO

July, 1963

Newsletter No. 47

The July, 1963, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, July 10, 1963, in the basement meeting room of the Western Federal Savings Sky-scraper, 718 - 17th Street, Denver, at 8:00 p.m. The program will be presented by Ronald Ruhoff, whose outstanding sound-synchronized movies have justly earned him a reputation for always providing an entertaining evening.

The first portion of the program will be spent on a pictorial review of past Rocky Mountain Railroad Club excursions, and the latter portion will be a presentation of "Steam in the Colorado Mountains." Ron, by the way, also is presenting three of his films at the forthcoming Denver Regional Convention of the Photographic Society of America, July 5-6-7, at the Brown Palace Tower Hotel.

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With this Newsletter the Club is pleased to enclose a copy of the souvenir timetable specially prepared for the steam-powered excursion and banquet held on May 11th, honoring "Salute to Steam Railroading Month" proclaimed by Colorado's Governor John Love, and celebrating the Silver Anniversary of our organization. A sufficient quantity was printed to furnish a complimentary copy to each member of the Rocky Mountain Railroad Club, as well as to each person who participated in this event at Colorado Springs. We hope you will find it to be both an interesting memento of this important occasion, and an attractive addition to your collection.

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Our 1963 three-day narrow-gauge excursion, now history, was one of our most successful. While we have had sell-out crowds previously, none has been as large as the one this year, thanks to the additional equipment provided by the D&RGW, Treasurer Ane Clint's expert handling of all ticket and reservation details, and Ted McKee's excellent publicity releases, which created more widespread interest than ever before.

Close to 500 people were on the 12-car train when it pulled into Silverton! Photo stops and scheduling by Trip Chairman Ed. Haley and Rio Grande Trainmaster H. V. Meek were superb. Mr. Haley and Dick Kindig also worked long hours preparing the old Timetable reproduction given to the passengers, while Ron Ruhoff's special movie presentation in the Little Theatre at the Strater Hotel in Durango attracted and pleased a large crowd.

Mr. H. F. Eno, D&RGW Passenger Traffic Manager, reports this operation by the Club to have been the largest narrow gauge excursion, from the standpoint of patronage, ever operated on the road. The following tabulation, listing 24 states and one overseas country, shows the geographical distribution of passengers aboard the train out of Alamosa:

COLORADO

Denver Area - - - - 173  
Colorado Springs -- 57  
Pueblo - - - - - 6  
Other - - - - - 62

CALIFORNIA - - - - - 32

DELAWARE - - - - - 2

GEORGIA - - - - - 1

ILLINOIS - - - - - 7

IOWA - - - - - 2

KANSAS - - - - - 18

MARYLAND - - - - - 2

MICHIGAN - - - - - 5

MISSOURI - - - - - 6

MINNESOTA - - - - - 10

NEBRASKA - - - - - 5

NEVADA - - - - - 1

NEW HAMPSHIRE - - - - - 1

NEW JERSEY - - - - - 2

NEW MEXICO - - - - - 9

NEW YORK - - - - - 6

OHIO - - - - - 3

OKLAHOMA - - - - - 4

PENNSYLVANIA - - - - - 3

TEXAS - - - - - 12

UTAH - - - - - 2

WASHINGTON - - - - - 3

WYOMING - - - - - 10

ENGLAND - - - - - 3

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For distribution to passengers on the Memorial Day excursion this year, as mentioned above, the Club was privileged to reproduce Denver and Rio Grande Railway operating Timetable No. 19, effective July 23, 1882. The original of this old system timetable, selected because it shows the first scheduled operation over the just-completed Silverton Branch, was loaned to the Club for this purpose from files of the D&RGW through the courtesy of Mr. C. V. Colstadt, Chief Transportation Officer of the railroad.

Comprising 22 pages, 7½"x 10" in size, this reproduction exactly duplicates the original in color and makeup, and contains schedules for all lines then in existence, as well as a complete set of operating rules.

An extra supply was run at the time of printing, and copies are now available to all those interested at little more than cost -- a price of \$1.00 each, postpaid. Distribution is being handled by Club member Bryant L. McFadden, who has so capably taken care of mailing our publications in years gone by. Your order, with the \$1.00 for each copy, will be given prompt and accurate attention by addressing:

Rocky Mountain Railroad Club  
2561 South Cook Street  
Denver 10, Colorado

Be sure to include your name and address, please!

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Publications Chairman R. H. Kindig advised those attending our last meeting that progress continues on the Club's next railroad history -- Colorado Midland, by Morris Cafky. More than 365 photo engravings have been made, most of the text has been set in type, and proof reading is being meticulously and thoroughly carried on by a crew consisting of the following members:

Morris Cafky	R. H. Kindig	Francis Rizzari
Ed. Dandurand	Ed. Lewandowski	Dick Ronzio
Bill Gordon	Bob LeMassena	Charles Ryland
E. J. Haley	Shirley McFadden	Ed. Schneider

Preparation of photo captions is now underway; additional text material and photos, too significant to be omitted, also continue to come to light. Because of the additional work, and to assure that all this material is properly integrated into the book, it appears that release of this newest Rocky Mountain Railroad Club publication will now occur sometime in 1964. Pre-subscription arrangements will be publicized sufficiently in advance of the release date to enable all interested members to participate.

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The Club's successful Memorial Day weekend excursion heralded the beginning of what promises to be a record year on the narrow-gauge Silverton Branch. The regularly-scheduled 12-car train, including the two new coaches and all rebuilt equipment, has been carrying close to 500 passengers daily, compared to about 400 in previous years. In fact, on Saturday, June 23rd, to accommodate a convention of radio broadcasters, the train was doubleheaded with 15 cars -- including open gondola 9605 and business cars B-7 and Nomad, the latter owned by Mr. Ralph Atlass of Durango.

The Rio Grande's Denver-to-Winter Park, Colorado ski train set new records this past winter, despite a shorter season owing to dry weather early in the season. Traffic on the train more than equalled previous years -- on the record weekend of February 16th and 17th 2,157 passengers were on board.

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Contrary to hopes and rumors, CB&Q 2-8-2 #4994, down at the C&S roundhouse in Denver, is NOT going to be rebuilt. It is being cannibalized for parts for the #4960, the engine which recently pulled our 25th Anniversary train to Colorado Springs.

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The D&RGW is in the process of constructing a line change at Cottonwood Wash in the eastern Utah desert. At a cost of about a quarter million dollars, the project shortens the road by 1,700', eliminates about 200' of heavy curvature, and by cutting the top off Cottonwood Hill, reduces the eastbound grade to 1%.

Other construction underway by the Rio Grande includes a 140'x443' Diesel locomotive running repair shop, part of a \$1-½ million improvement program at the Burnham shops here in Denver. The new repair facility, replacing the old 30-stall and 7-stall roundhouses, will accommodate 15 diesel units at one time.

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"Railway Age" presents the following report on the status of passenger train activity during 1962:

Burlington's 1962 performance was one of the brighter spots in the national rail passenger picture. With passenger revenues of over \$22 million, an increase of 4% over 1961 revenues, Burlington increased its share of the Western rail passenger market for the 10th year in a row, to more than 10% of all passenger revenues in the Western District. The Rock Island posted a modest increase of about a half-million dollars; the D&RGW noted an increase of 1.3%; the Santa Fe's passenger revenues were up 2.1%; the UP experienced an increase of 3.5%; and the Great Northern noted an increase of 16.1% over 1961 passenger revenues.

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Our May, 1963, Newsletter No. 45 reported the activities of Jim Gertz as he traveled with a Rayonier steam engine being shipped to Michigan. Word now reaches us that Gertz has been promised the job of "shepherding" two more Rayonier locomotives to the East. On top of that, Gertz himself has bought a locomotive from Rayonier and plans to build a track for it on 6 acres west of Port Angeles, Washington.

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Santa Fe passenger trains are NOT going to be equipped with bucket seats. It was discovered that not everyone has the same size bucket!

J.C. Thode, President      R.A. Ronzio, Vice-President      E.R. Lewandowski, Secretary