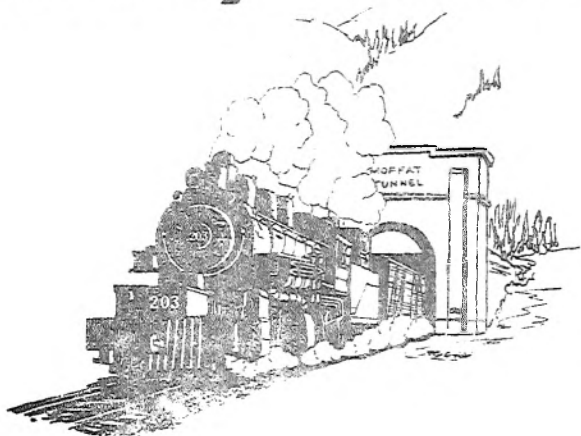


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391          Denver, Colorado 80201

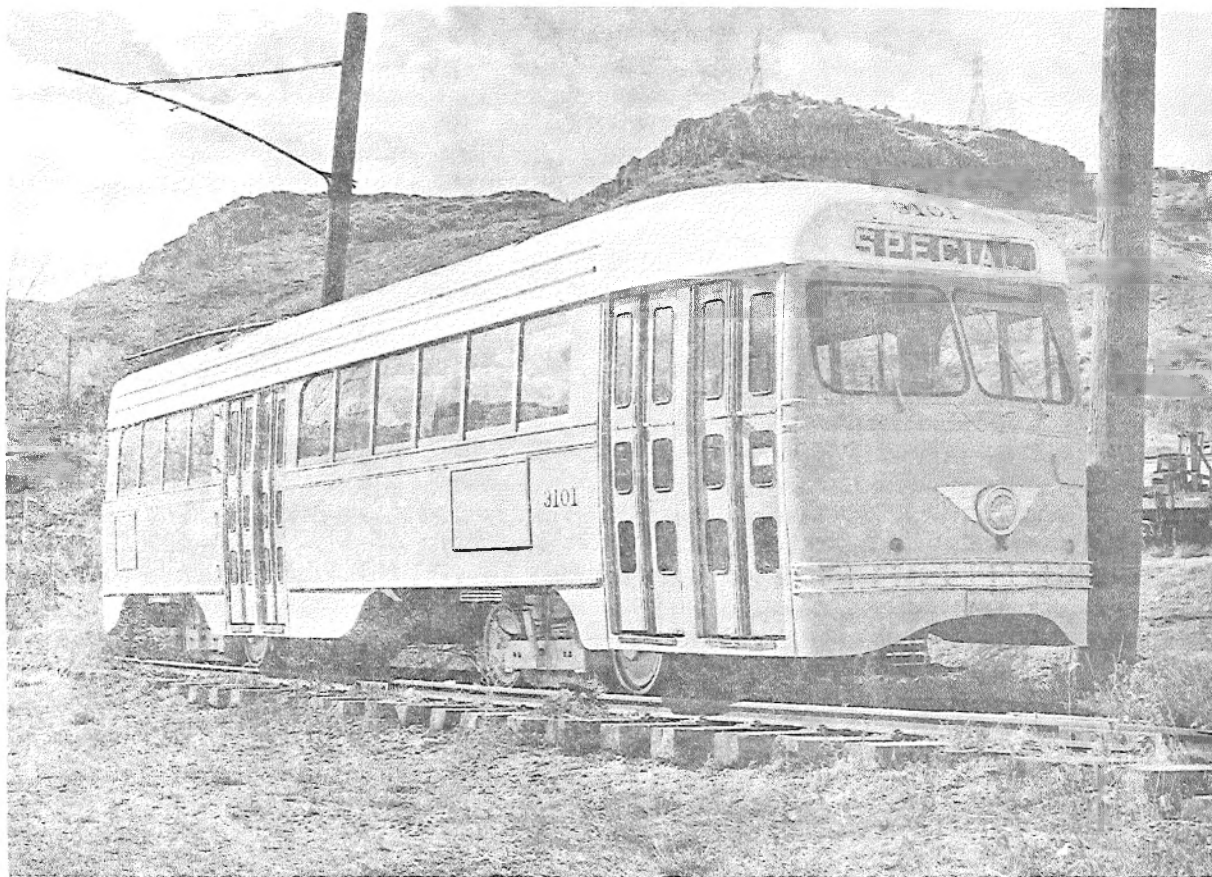
December 1974                  No. 183

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

Editor ----- Darrell T. Arndt

MEETING NOTICE:    Date . . . . . Tuesday, December 10, 1974  
                            Time . . . . . 7:45 P.M.  
                            Place . . . . . Southeast wing of Christ Episcopal Church,  
  2900 S. University at Bates; offstreet park-  
  ing at rear (east) of meeting hall.

PROGRAM NOTES:    The December program will consist of 2000 feet of Otto Perry's 16 mm movies. Included will be Rio Grande narrow gauge and standard gauge steam power, Rio Grande Southern, Midland Terminal, Rock Island, Santa Fe, Southern Pacific, and Union Pacific steam and diesel scenes, including a Rocky Mountain Railroad Club excursion to Rawlins, Wyoming behind the 8444. Also included will be some of Otto's inimitable movies of non-railroad subjects! Bring the entire family, your friends, your relatives.....why, bring the whole neighborhood for an evening of relaxation viewing some of the finest steam railroad movies ever taken in Colorado and the west.



*Los Angeles Municipal Railway Streetcar No. 3101 at the Colorado Railroad Museum*

ABSOLUTELY SUPERB was Irv August's November slide and movie program. Many intriguing views of railroading "as it used to be" delighted the audience. Particularly interesting were scenes of the Club's special excursions to the Black Canyon of the Gunnison, riding the three day trips to Silverton, riding the caboose of a freight clipping off the miles between Marshall Pass and Gunnison in the dead of winter, and Midland Terminal action in its' final days. Footage taken back east included CN and CP action and impressive views of high speed freight and passenger trains on several eastern U.S. lines. For a Grand Finale Irv had movies of Crested Butte in the winter blanketed with roof high snow, and shots from atop a locomotive tender looking back at the flanger doing its' work in a freight steaming briskly back to Gunnison through cab window deep snow. We certainly do thank Irv for bringing such a varied and interesting selection of films for our viewing pleasure.

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BRYANT McFADDEN IS DUE a triple tip of the hat for all the time and effort he has put in on the Club's equipment at the Colorado Railroad Museum this year. The recent photo on the first page taken by Chris Pease shows Los Angeles Municipal Railway streetcar No. 3101 resplendent in a new coat of paint applied by Bryant. The green, white and orange scheme, which took 33 hours to apply, is the same as was used on the car when it was in actual service. The trucks were done in silver. Bryant also painted the exterior of the Birney Car No. 22, the exterior of the Rico, and the exterior of the Rio Grande caboose No. 0578 (not all on the same day). Another project he tackled this summer, with the assistance of Rev. Garret Barnes and Herb O'Hanlon, was painting the roof of Interurban No. 25.

\* \* \* \*

ELECTION TIME - Please note that this newsletter is being mailed ten days prior to the December meeting as required by the Club's by-laws. The December meeting is a very important one in that the election of officers and directors to serve for 1975 will be held. Be sure to attend and help select the administration for next year. The Otto Perry movies will follow the election, and Neal Miller will pass out his annual Christmas railroad photo gift to those in attendance.

\* \* \* \*

#### REPORT OF THE PRESIDENT FOR 1974

As the end of the year approaches and my term as your President comes to a close, I would like to extend my sincerest thanks and appreciation to all of the Officers, Directors, Committees, Members and Friends of the Rocky Mountain Railroad Club who have helped me during my terms of office in 1973 and 1974. There is a tremendous amount of work involved in an organization such as ours with over 1,000 members. Without your valued assistance, the Club would not have functioned in its' smooth, traditional way. It is this volunteer help that enables us to operate as we do, and to keep our dues and expenses at the low level they have been over the years. Hopefully, as we continue to receive this quantity and quality of help from our members through the forthcoming year, we will have little difficulty in keeping the inflation costs down. Your dues and patronage of Club functions is what brings you your Newsletter each month and other flyers, and enables the planning of further activities. This support is greatly appreciated.

We have successfully operated a Union Pacific trip to Laramie again this year, a beautiful trip on the Black Hills Central to Deadwood from Hill City, and also a Pikes Peak Cog trip. The job of trying to deal and arrange any trip with a railroad now is no simple task, as many of you probably know. Hopefully there will be a change for the better in the coming years when equipment becomes available again in this area and a change of attitude takes place with the railroads in their relations with people and passengers. I'm sure without people around we would not find need for very many freight trains.

This year the Club has embarked on republishing the DENVER, SOUTH PARK AND PACIFIC, a memorial edition to Mr. Mac Poor. This will keep the Club busy in the coming year. The response of reprinting it has been great, with very little on the negative side. This reprinting will enable a lot of younger railfans and other people who never had an opportunity to own the original to obtain one and read of the early days of railroading in Colorado.

Best of luck to the new Officers for 1975 and Happy Holidays to all.

Respectfully submitted December 10, 1974

CHARLES MAX, President.

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YOUR EDITOR would like to express his sincerest appreciation to all those who took the time and effort to supply news and information for the Rail Report this past year. A special word of thanks is also extended to Ane Clint, William Van Patten and Bob Griswold who give unselfishly of their time to insure the Rail Report is dispatched on time each month.

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ORDERS FOR THE DENVER, SOUTH PARK AND PACIFIC reprint have been arriving at a steady rate. We thank you for this support. It is most gratifying and will assist measurably in meeting the initial expenses involved.

A point we would like to clarify, which was not mentioned in the brochure mailed with last month's newsletter, but was mentioned briefly in the June 1974 Rail Report, is that the reprint will not be numbered.

Volunteer workers have put in over five hundred hours mailing 4,250 brochures announcing the republication of DENVER, SOUTH PARK & PACIFIC. These are in addition to the brochures already mailed to the Club members. Our thanks to Jack and Kay Riley, John and Elsie Ingles, Pee Wee Smith, Dick Kindig, Cleta Poor (who also graciously allowed us to use her basement) and Wan and Ed Haley. Thanks also to Bill and Sylvia Gordon who mailed brochures to the people on the Club's trip list.

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A GENTLE REMINDER - Payment of dues for 1975 are now being welcomed by the Treasurer. Still only \$3.00 a year, \$4.00 the first year for new members.

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8444 DAMAGE IS REPAIRABLE - We can cheerfully report steam enthusiasts and UP fans all over are now breathing a sigh of relief at the news that the crack in the famous steamer's boiler has been fixed. On the last leg of its' journey from Spokane back to Cheyenne a small crack developed in the throat sheet, but the engine was able to finish the trip under its' own power. The seriousness of the problem had not been immediately known. The engine is now being given an annual inspection which includes packing the valves, lubrication, checking the brasses and various other details. It should be OK'd for operation within a couple of weeks.

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A ROTARY SNOWPLOW SPECIAL ON THE C&TS will take place on January 11 and 12, 1975 if all goes well. As you may recall, such an operation took place last year on a relatively short notice. Even so, quite a few people did show up to watch and ride, and most of them seemed to feel it was well worth seeing. The primary purpose of the run is to provide those who have never seen rotary action a unique opportunity to witness and photograph such an event.

The consist will include Rotary "OM" built by Cook Locomotive works in 1889, 2-8-2 Baldwin Locomotive No. 487, cook car from original snow plow train, 1 or 2 crew cars and caboose. Train will depart Chama both days not before 10:00 am, and will return before dark. It is hoped it will travel around three miles the first day and two or three more the second.

The train can be followed at various distances from the highway providing numerous opportunities for pictures. Movie runs will be held at locations away from the highway for those riding. Tickets to ride are \$30.00 per day, capacity each day limited to 100. Those who follow on the highway are encouraged to purchase a "Pacer Pass" for \$5.00 per person. This of course is to help meet expenses for the run. Saturday evening a dinner will be given in Chama, reservations \$6.50 per person.

We would recommend to travelers coming from north of Chama to check at Alamosa on the condition of Cumbres Pass highway if there has been recent snowfall in the area. Both state highway departments now attempt to keep the road open all winter. Last year it was closed for only two weeks. If the road is doubtful, a detour over Wolf Creek Pass can be made from Alamosa. A list of motels in Chama will be sent upon receipt of paid reservations. A very descriptive brochure on the rotary run has been prepared and can be obtained by writing the C&TS at P. O. Box 789, Chama, New Mexico 87520, Phone 505 756-2151.

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IN OTHER CUMBRES & TOLTEC SCENIC NEWS the line carried 16,361 passengers this year as compared to 27,073 last year. However it is pleasing to note that a small profit was made this year for the first time since operations commenced in 1971. Part of this has been attributed to the shorter, diesel powered runs made earlier in their operating season. Patronage was quite heavy on several of the trips, at the over 500 mark. One run hauled 606 people. The last day of operation was on Oct. 6th.

Over on the "Silverton", ridership totaled 101,868, down from 102,380 last year. The 1973 figure would have been surpassed had it not been for an engine failure cancelling one trip and the disastrous fire in downtown Durango adjacent to the tracks. Trains were cancelled for two days because of the danger from possible explosions and falling walls near the right of way.

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MOVIE STARS - If you saw the "Johnny Cash Ridin' the Rails" Special on Nov. 22, you would have seen the car "Rico" and other museum equipment used in several scenes. And, if you were watching closely, you would have seen poor Bob Richardson being held up by desperados, and on his own train yet. Imagine he will be more careful in the future selling tickets to tourists at the window in the museum, especially when they're riding horses and wearing masks.

Remember, if you are buying gifts for your railfan friend or relative this Christmas, the museum is THE place to go. Not only do they have such a large selection to choose from, but your purchase helps directly in the support of the museum.

\* \* \* \*

WINDOWS ARE NOW BEING WASHED in Denver in the morning on No. 5, the westbound San Francisco Zephyr, due to the initiative of a local Amtrak employee, Richard W. Nichols, Resident Representative of Locomotive Maintenance. The portable machine had been used by the Union Pacific back when it was running its' own trains, but had been sitting idle since then. The unit was disassembled, repaired and painted, and is used weather permitting.

An Amtrak report this fall gave a rundown on where car washers are located on its' system. They're used at Chicago, Kansas City, Albuquerque, NM (portable), Los Angeles, Miami, New Orleans, New York, Oakland, Calif., St. Petersburg, Florida, and Washington, D.C.

It might be noted, while on the subject of windows, that much of Amtrak's "eastern" equipment's windows have now been replaced by a glass substitute of some sort (No, not plywood!) which resists breakage from thrown objects quite well, but picks up scratches rather easily from dirt and car washers. Although clean, a window still has a filthy appearance. A "Clear view" may not be critical for the northeast corridor, but hopefully both the old and new "long haul" equipment used elsewhere, where breakage is not such a problem, will be equipped with "old fashioned" glass. If not, rail travelers of the future can forget about looking out the window, not to mention taking a picture through one. Plastic windows are even being used as replacements in the high-level cars of the Southwestern Limited.

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THAT'S COOPERATION - Amtrak has been running radio ads in Denver informing listeners that during the Greyhound Bus strike, Hound Dog tickets will be honored on trains for points served jointly by the two companies. The ad says the passenger will be provided "a coach seat and a welcome".

BUT NO WAITING ROOM! - Amtrak has opened their own ticket office this fall in building No. 41 at the Denver Federal Center. The office caters to the Federal employees at that location who use Amtrak for official business trips. The office is open during the week between 10:00 am and 2:00 pm. It also serves the general public.

\* \* \* \*

A CLOSE SHAVE - Work has been completed on the train shed between tracks 4 and 5 at Denver Union Station. A little over a foot of the concrete roof was cut off each side of the shed for its' entire length to allow passage of high clearance freight cars. Freights passing through the station now use these tracks instead of ones around the perimeter of the track area. The route offers fewer curves and less stress on cars and track than the old through tracks.

\* \* \* \*

GONE...BUT NOT FORGOTTEN - Four of those large (approx 5' x 7') photo murals that used to grace the waiting room walls of Denver Union Station have found safe haven at the Colorado Railroad Museum. The photos, which had been in the depot since 1955, were not wanted by their respective owners, the C&S, BN, UP and D&RGW. Each road supplied their own photo when they were new. The other photos were returned to their railroad owners.

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THE INCREASING DEMAND FOR COAL and the coming oil shale development has had a favorable and far reaching effect upon the Rio Grande. The road reports it is planning to spend 40 million dollars for new equipment and plant improvements for the coming year, and 80% increase over 1974. The project includes purchasing 45 new locomotives and 700 freight cars and replacing 50 miles of track.

Another interesting development is the installation of over 70 miles of CTC between Bond and Craig on the 103 mile Craig branch. Coal production in the mining areas along than line are expected to increase substantially. Production of coal on the Oliver branch is also expected to skyrocket.

Included in the motive power order are 25 SD40 T-2's to join 15 already ordered this year. These units, sometimes referred to as "tunnel engines", are unique in that they have low air intakes for radiator cooling. This design reduces the possibility of the units breathing in their own hot engine exhausts in tunnels, a problem which might cause the units to over-heat and shut down.

\* \* \* \*

NOT BAD - A recent news report made mention of the sharp contrasts in derailment figures among U.S. railroads. In 1973 the P&LE experienced 48 derailments per million train miles, followed by the Norfolk & Southern with 36 per million. Included in the list of railroads with 6 or fewer derailments per million train miles was the D&RGW. This is certainly commendable, especially when considering the wide range of operating conditions which the line must exist with.

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THE WINTER PARK SKI TRAIN will begin operation December 28 if the slopes are in satisfactory condition by then.

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SPED THROUGH EVERYTHING BUT THE RED TAPE - The LRC high speed experimental passenger train that came down from Canada for testing at the Pueblo test track was supposed to return to that country last week. Departing Pueblo on November 22, the train was to pass through Denver on its' way to Cheyenne, Ogden, Los Angeles, and up the west coast to Vancouver, B.C. However, as of this writing, insurance problems have delayed the entire move, and perhaps the route. Consist was to have been LRC Locomotive JV-1, LRC coach JV-2, CN baggage car 9214 and CN Business Car "Bedford".

\* \* \* \*

WILL WE BE ABLE TO RUN OPEN GONDOLA EXCURSIONS ON IT??? - Officials from several cities along the Front Range got together in Denver recently to discuss the possibility of a high speed "commuter" train system to operate between Fort Collins and Trinidad. Amtrak would play a major role in the operation of this 190 mile an hour service. One small problem came up for which no one at present seems to have a good solution for ..... how to pay for it!

\* \* \* \*

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 items:

FOR SALE - Supplement to Denver, South Park & Pacific \$125.00

Colorado Midland \$ 60.00

Approximately 140 other RR books for sale at reasonable prices - send SSAB.

Edward C. Bliss 2944 Arroyo Drive, San Diego, Calif. 92103

FOR SALE - (1) Glimpses of America by J. W. Buel \$ 22.00

A pictorial & descriptive history of our country's scenic marvels delineated by pen and camera. The book deals with the Western United States and has quite a few views of Colorado, many are of a railroad nature, locomotives, bridges, tunnels, stations and rights of way. The book is old and was printed in 1894 and has 350 pages. The book size is 11 x 13½. Cover shows much wear and the spine is cracked and broke on the bottom. The first five pages are loose, but the book is complete in every way.

(2) Narrow Gauge in the Rockies  
by L. Beebe & C. Clegg \$ 5.50

(3) Canadian Steam by David P. Morgan \$ 4.50

Please include 35¢ for each book to help with the mailing and handling.

Henry J. Wagner, 3rd E. Centennial Drive, Centennial Lake,  
Marlton, New Jersey 08053

FOR SALE - 1 copy Colorado Midland, by Morris Cafky - original carton.  
best offer over \$50.00 before Jan. 1975.

H. H. Moler 7921 Shawnee Dr., Overland Park, Kans. 66212

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Charles Max, President

Bill Gordon, Secretary

E. J. Haley, Vice-President

Carl E. C. Carlson, Treasurer