

MEMBERSHIP CARDS, along with the Club's 1976 wallet calendar/speed chart have been mailed to all who have paid their dues for 1976. If you have, therefore, not received your card, why not send in the \$4.00 right now? Chances are also still available on the books "DENVER SOUTH PARK & PACIFIC" and "THE RIO GRANDE SOUTHERN STORY" at \$1.00 each. The drawing is scheduled to take place at the April meeting. All membership cards were accompanied with a 1976 plastic wallet calendar. Paid up members who would like to have an additional card(s) are welcome to them and may obtain them at the February meeting. For distant members, please send in a self addressed, stamped envelope with your request. They will be available in this manner until the limited supply is gone.

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NEWS YOU'VE BEEN WAITING FOR - Arrangements are now being made with the Union Pacific Railroad for a trip with the 8444 to Laramie, Wyoming on May 30, 1976. As soon as details are worked out, the information will be passed along in the newsletter.

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ON JANUARY 17TH THE 8444 made its first run to Denver since its repairs were completed, to haul the stock show special. Clear skies provided good photo opportunities in the morning, with light from a full moon providing a magnificent backdrop for the evening run back to Cheyenne. The engine was restricted to 55 mph to reduce wear and tear on the 32-year-old machine.

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WITH OUR BEST WISHES - R. H. "Dick" Kindig completed his last day of work at the Western Electric plant in Denver on January 16, 1976. Dick, a charter member of the Rocky Mountain Railroad Club and internationally renowned railroad photographer, retired after 39 years service, with time out during the mid-40's to serve in the U. S. Army Air Corps. He was stationed in India during World War II. Dick's last years at Western Electric were spent as a switchboard inspector. He will be greatly missed as he was always the first man on the job getting the lights turned on and the heat turned up, etc., half an hour before anyone else arrived. Dick's employment began almost 40 years ago, in 1936, at the old Western Electric Plant at 1175 Osage Street. One of the most interesting stories about Dick's early years at Western concerns D&RGW's steam engine No. 1804. On February 4, 1941, this engine, in care of a hostler, was being taken from the Union Station to the roundhouse at Burnham. Directly in back of the Osage plant, the 1804 blew up, due to low water in the boiler. Dick was reported to be the first man on the scene, having used the building's fire escape to get there. He was unable to get immediate photos of the wreckage, however, as he did not have his camera with him at the time. He has since been carrying his camera everywhere he's gone, although he has never had a similar opportunity for similar shots, since no more engines have blown up in front of him. Best of luck to Dick on his retirement.

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THE COLORADO RAILROAD HISTORICAL FOUNDATION has purchased all the assets of the Colorado Railroad Museum in Golden to insure the perpetuity of its operation. The foundation was formed in 1965 by the museum founders, Robert W. Richardson and Cornelius Hauck, with the ultimate goal of purchasing the museum. The sale was made possible by a gift to the Foundation by Mr. Hauck of \$162,000.00, \$53,000 supplied by the Trustees saved from several years of museum operations, and \$85,000 from a ten-year mortgage at a Golden bank. Bob Richardson will continue as executive director. The Foundation welcomes new members and can certainly use support for such a worthy cause. There are various forms of membership available and related benefits. Further information can be obtained by dropping a line to the museum at P. O. Box 10, Golden, Colorado 80401.

ON DECEMBER 23rd, 1975, a sentence of 32 years in the State Penetentiary in South Dakota was handed down to the man who pleaded guilty to first degree manslaughter charges in the murder of Armond L. Forbes of Albuquerque, New Mexico last summer. Mr. Forbes, a long time Club member, was killed in a fight with the heavily intoxicated man while in South Dakota to ride the Club's June 28th excursion on the Black Hills Central excursion.

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ALL ABOARD

The
Rio Grande

Winter Park

SUNDAY

Ski Train

Begins Sunday, January 18th

Round Trip

Only \$4.50

- Depart Union Station 7:35 A.M.
- Rocky Flats Stop 8:10 A.M.
- Arrive Winter Park 9:55 A.M.
(All passengers must detrain)
- Depart Winter Park 4:00 P.M.
- Rocky Flats Stop 5:45 P.M.
- Arrive Union Station 6:15 P.M.

Rio Grande tickets on sale daily 6:30 A.M. to 6:00 P.M.
Union Station Ticket Office, 17th and Wynkoop Streets



IN A RATHER SURPRISINGLY rapid manner, the D&RGW has reinstated the Sunday ski train from Denver to Winter Park. A number of local government officials had been asking the railroad to reinstate the Sunday run and had scheduled hearings to take place on January 29 when the railroad announced it would immediately begin operation. One quarter page ads were run in the Denver newspapers advertising the train and mention was also made on the radio. The first Sunday run of the nine car train took place on January 18, and had about 610 passengers on board, just about reaching the train's 664 capacity. The run on January 25 also was filled, with an increasing number of people boarding at the Rocky Flats stop. As is the case with the Saturday train, departure time is 7:35 AM, arrive Winter Park 9:55 AM, leave Winter Park 4:00 PM and arrive Denver at 6:15 PM.

While on the subject of skiing, it is interesting to note that Winter Park opened a new ski area this season called the "Mary Jane." The trails in the Mary Jane were named to commemorate the railroad history of the area. Here are a number of examples of trail names, some of which you will recognize if you are familiar with the Rollins Pass locale: Arrowhead Loop, Rainbow Cut, Rifle Sight Notch, Phantom Bridge, Needle's Eye, Little Ten, Outhouse, Golden Spike, Narrow Gauge, Shoo Fly, Iron Horse, Challenger (described as a train from Denver to Salt Lake City?!), andGalloping Goose!

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OH WELL, ROME WASN'T BUILT IN A DAY EITHER - After months of rumors, speculations, second-guessing, etc., "the word" from Amtrak itself finally has been released that the new Denver-Washington train will not start on May 1st as even Amtrak had been predicting up until recently. One of the primary reasons for the date setback was reportedly a cut in Amtrak's budget which had included funds for the preparation work required. A report in the Denver media also indicated that the Santa Fe and the Rio Grande are insisting that much work has to be done on the tracks between Denver and Pueblo before the start of passenger service. In Amtrak's report to Congress last summer, it was indicated that the Rio Grande, over which the Santa Fe has trackage rights on portions of the segment, wants nothing to do with the train. The Grande mentioned a problem of inadequate siding capacity to permit freight trains to be passed by passenger trains (wonder what would happen if two freights had to pass?). This line, of course, is double track except between Palmer Lake and just south of Colorado Springs and is

controlled by CTC. Stations were also presenting problems according to the report. Pueblo Union Depot would need a minimum of preparation, i.e., one platform re-surfaced, lighting installed, diesel watering facilities reactivated, plus minor track and ticket office work. The Colorado Springs depot is now a restaurant, which eliminates that for use. Amtrak had hoped for construction of a "modest" station about two miles north of the former station on Rio Grande property, but the Grande insisted on the expensive proposal that a side track, signaling, power switches, etc., be installed as a condition. The possibility of a site near the old station was also considered. Amtrak would like to also make a stop at the Air Force Academy which is just north of Colorado Springs, but with no cooperation from the Rio Grande, that may have to be eliminated.

Amtrak is now kicking around a starting date of somewhere in the period of September to November. Tentative scheduling indicates a morning arrival in Denver and an early evening departure for Washington. So if you have been holding your breath for the start of this train, it looks like you'll have to put up with puffed cheeks and purple fingernails a little while longer!

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TOO GOOD TO BE TRUE?? - In mid-January, the Santa Fe Railway moved its steam locomotive No. 2925, a 4-8-4, from Belen, New Mexico to Cleburne, Texas. One report has it that the railroad is planning to restore the engine for excursion service.

Meanwhile, the T&P Engine No. 610, a 2-10-4, is to be test-run in the near future and will then take over the pulling of the American Freedom Train. A possibility exists that the engine will remain with the train until the exhibition completes the remainder of its tour.

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SUNDANCE LIMITED, the publishing company that has put out such books as RIO GRANDE..... TO THE PACIFIC, RIO GRANDE PICTORIAL, and a recent one titled RAINBOW ROUTE, has announced its intention of moving its company and plant from Denver to Silverton, Colorado. The company plans to lease the old Rio Grande depot there and restore the interior of the building and reopen the ticket office to the public. The San Juan County Historical Society will take care of exterior repair work necessary after the September 12th bomb blast while Sundance will do the interior.

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SOMETHING FOR THE BACK YARD!?! - The ex SCL diesel locomotive, now occupying a track at Denver Union Station, is again for sale. No. 501, an E6A, built by EMD will be sold to the highest bidder "as is." The right is reserved to reject any and all bids which must be submitted by March 15, 1976. For further information, write to 2010 Delgany, Denver 80202, or phone (303) 825-9197.

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GOOD OLD WINDY WYOMING - Two Union Pacific freight trains were derailed on January 15, due to high winds in the Sherman Hill area, blowing freight cars right out of a couple of trains. Twenty empty cars of a westbound train near Lynch (on the "new" line) were blown off the tracks and 15 cars of another freight about an hour later were also lost. There were no injuries.

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STILL MOVING AROUND - The old D&RGW railroad coach in Rifle, Colorado, still in its yellow paint and black stripe scheme and used downtown to dispense local tourist information to travelers, was moved south, across the road from its previous location recently. A new highway connection to I-70 and subsequent road re-locations necessitated the move.

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PROGRESS - Work is beginning on a major highway relocation project in Durango which will obliterate part of the old narrow gauge rail bed coming into town from Chama and Farmington, as well as affect the old yard area south of the roundhouse. The removal of the coaling tower, water tank, and a nearby RGS bridge a number of years ago, which was paid for by the State, was one of the first steps taken in preparation for the project. An interchange is to be built which will place one ramp right along the edge of the balloon loop track the trains turn on at the end of their trips. A four-lane bridge is also to be constructed over the Animas River and the river itself is to be moved farther to the west of its present course.

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ON THE GROUND AND UP IN THE AIR - The C&S had about 22 gondola cars full of sugar beets pile up near Boulder on January 1st. Cars were upside down and on top of each other. The train consisted of 68 cars and three engines.

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GRAND VALLEY, COLORADO, a small town of 270 inhabitants about 16 miles west of Rifle on the Rio Grande Railroad, and in the heart of a proposed oil shale development project, will celebrate the Bicentennial on July 4th, by changing its name. The townspeople voted to have it revert back to a previous title, Parachute. The town, incidentally, is the location of a new siding on the Rio Grande, and a partially completed wye which crosses over U.S. 6 at grade.

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WITH A DI-DAH-DIT - Anyone interested in the transmitting of message via the telegraph key, will find the January issue of Railroad Magazine worthy of review. In its "Interesting Railfan" section is an article about Harwell E. West, editor of the "Brass Pounders' Gossip" and active member of the "Toledo Morse Telegraph Club." It briefly reviews Harwell's interests in telegraphy, and his job as editor of the bi-monthly newsletter.

The Brass Pounders' Gossip offers a great deal to the experienced telegrapher, including everything from technical information to humorous anecdotes that have occurred on the telegraphers' jobs. Another interesting work that is now available through the organization is the Phillips Code Book...Bicentennial Edition. An 80-page press printed, plastic bound revision of the 1925 book, with additions. Price is \$5.50, postpaid. To obtain the book or for more information about the club, write to the Brass Pounders' Gossip, Box 152, Orland Park, Illinois 60462.

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THAT LITTLE EXTRA TOUCH - An article in a recent edition of the Rocky Mountain News told about the daily work of Ira Dole, executive chef of the Brown Palace Hotel in Denver and recalled various experiences he has had in his profession. He has cooked for many famous personalities at the hotel, and the article mentioned the visit of one interesting gentleman whom most of us are familiar with. To quote the paragraph: "Dole, got one of his acid tests when Lucius Beebe, gourmet and bon vivant, placed his order in the Palace Arms. He told the captain: 'Tell the chef I want a steak prepared the way it SHOULD be.' An aged steak has mold on it," Dole said. "Usually we trim off the mold, but I thought I knew what Beebe meant. I went to the locker, cut off an end steak, left about half an inch of mold on it, and cooked it medium rare. When Beebe cut into it and took a bite, he told the captain: "Ah, your chef knows what he's doing!" (Next time you're riding Amtrak, why not place an order like THAT in the diner, just for the heck of it, and see what happens!?!)

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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: Railroads of Nevada and Eastern California (Vols. 1-2) by David Myrick, good condition except for worn dust jackets, \$10.00 PPD each volume.

WANTED: Tickets from Colorado or other western railroads and bus lines.

Charles Albi, 460 So. Marion (306), Denver, Colo. 80209

FOR SALE: Wanted to sell for the best offer the following books: Rio Grande Southern, first edition; Rails Around Gold Hill, Switzerland Trail, and Colorado Midland. All books are in tip-top condition.

Walter N. Hofer, 41 Maltby Place, New Haven, Conn. 06513

FOR SALE: VIRGINIA & TRUCKEE Railroad track maps, complete set showing lands, tracks and structures. SSAE for details.

J. C. Benson, 402 So. Division St., Carson City, Nev. 89701

FOR SALE: TRUNK LINE annual passes for sale, 1930's through 1950's, \$1.00 each postpaid. Send your wants.

E. S. Peyton, 1321 Bracken Avenue, Las Vegas, Nevada 89104

FOR SALE: Railroad Collection of 100 Lanterns, 500 Time Tables, Official Guides, Buttons, Rule Books, Locks & Keys. Best offer over \$3,500.

D. H. Beazell, 3034 N. St., Kansas City, Kansas 66109.

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