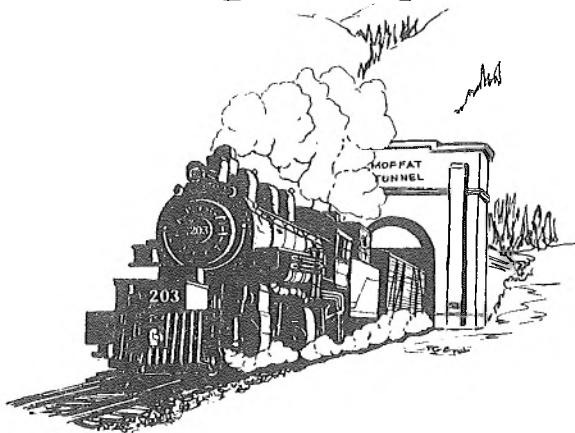


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391      Denver, Colorado 80201  
December 1978      No. 301

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 12, 1978

Time . . . 7:45 P.M.

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

### PROGRAM NOTES:

December's program will be another Super-8 newsreel production of current events by Jim Ranniger and Neal Reich. Jim will show his movies of the club's three-day trip to Utah last September and the misbehaving antics of certain club members. Neal Reich will show his movies of the perilous "flight" of the ex-RGS No. 42 at Heritage Square from its location by two 82-ton cranes this past fall. A hilarious surprise short feature on the inner workings of a tourist railraod will also be shown.

Following the program, everyone is invited to enjoy refreshments of punch and cake to be served as we end the last meeting of the year.

Prior to the program, elections will take place for selection of officers and directors for 1979.

IF YOUR INTEREST in railroading does not particularly include foreign countries, that feeling was probably forgotten at least temporarily, if you were fortunate enough to be at the November meeting. Keith Kirby's presentation of his recent experience on mainland China's railroads was as educational as it was fascinating. Starting with Peking's "Union Station" where he boarded his first train, we quickly began to notice as the train rolled through the Chinese countryside, an uncanny similarity between China's railroad and their American counterparts. Tracks, switches, signals, steam locomotives, and even passenger cars looked amazingly similar to various types of American equipment. His slides allowed us visits to see several Chinese cities and other forms of transportation, as well as their railroad services and of course, what could be more impressive than the Great Wall of China? Well, one other attraction perhaps, a recently completed, five-mile-long, two-level, double-track railroad bridge high above the river with steam powered freights rolling across the fantastic structure. Views of Canton, Hong Kong, and Singapore were among other cities visited, and then it was on to Japan and the famous Bullet Trains of the JNR. Keith's

narration and occasional interjection of the sometime humorous experiences on his trip made up the frosting on the cake of an exceptionally fine program!

\* \* \* \* \*

#### A MESSAGE FROM THE PRESIDENT

It has been a most enjoyable and enlightening two years as the club's President. A lot has been accomplished with the help of a great many people, and we can expect a great deal more to come with the slate of new officers and board members. Initially, I was going to list the people I wanted to thank - but then I realized just how many members have given their time for the enjoyment of all of us. The success of the club depends on the availability of help from its members, and if there is just one thing I would like to mention upon leaving office, it's this: Please continue to offer your time and talents to the club's officers and committee chairmen, and if you haven't gotten involved before, why not volunteer some time. You'll enhance your enjoyment many times over through your active participation.

Jim Trowbridge, President

\* \* \* \* \*

GLENWOOD SPRINGS WEEKEND - The Club's trip aboard the Rio Grande Zephyr is all set for February 24-25. This is sure to be a fun trip, and a great way to escape from the "winter doldrums." Accommodations will be at the historic Hotel Colorado, where an evening dinner and program that are included in the fare will take place. Full details are in the enclosed flyer. Please note that payment should be in by January 12. We are working with member Dick Lawrence and his Westland Travel Service on this trip, so kindly forward payment to his address.

\* \* \* \* \*

A CHRISTMAS TREE DECORATING PARTY will be held at Denver Union Station on Wednesday evening, December 13, to help prepare the depot for the holiday season. The Rocky Mountain Railroad Club will again provide the necessary foliage while the Intermountain Chapter, NRHS will insure that adequate decorations are available. Amtrak personnel, club and chapter members are all invited to stop by and join in the fun, starting around 6:30 P.M. Refreshments and snacks will be served.

\* \* \* \* \*

THE EDITOR would like to thank everyone who helped with the newsletter this past year, and to all who dropped a line or otherwise shared their knowledge with the rest of us. Although time and space may not always allow everything to be incorporated in the newsletter, the info is never-the-less, most appreciated.

\* \* \* \* \*

OUR VERY BEST WISHES ARE extended to Jack Thode upon his retirement from the D&RGW after 42 years of service. He joined the company in August, 1936, and retired as Chief Budget Officer, his last day of work being November 15. Jack's reputation as an authority on Colorado railroad history and that of the D&RGW in particular, is well known and he plans to pursue further that area of interest, catching up on photo and research work and perhaps doing a little writing.

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WHITE DESERT will again be shown this coming winter at the Paramount Theater as a benefit for the Colorado Railroad Museum. Sponsored by the NRHS, WHITE DESERT will be shown in both a matinee and evening performance on February 22, preceded on February 21, by a showing of the IRON HORSE, A John Ford western and silent movie that was filmed on the V&T. From the interest so far indicated, it appears that tickets will go fast when they become available.

\* \* \* \* \*

A REMINDER - the dues are due.

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CUTBACK - What could be considered one of the West's most scenic attractions, yet probably one of its best kept secrets, the Rio Grande Zephyr is about to have its run cut in half if the Rio Grande Railroad's wishes are granted. The railroad has petitioned to discontinue the RGZ between Grand Junction and Salt Lake City and the connection to Amtrak at Ogden, citing low patronage on the western portion of the run and a subsequent loss on that section. Like the railroad's freight service, the RGZ has always been a first-class operation, although unlike its freight service, promotion of its existence has been almost nil. Yet, with hardly a nickel spent on advertising, the train still filled to the capacity of all available equipment this past summer on occasion on the eastern portion of the run, and sometimes does the same in the winter. The railroad has also indicated its intention to alter the schedule of the remaining section, leaving Denver later in the morning for Grand Junction, and having the return trip arrive Denver in the afternoon. Presumably, this would eliminate having to serve breakfast on the westbound, and supper on the eastbound (and also eliminating the greatest source of revenue, the two busiest settings, yet keeping the same equipment and crews??). Whether the reduced layover time allowed the two-day round trip passenger to Glenwood Springs and Grand Junction would have an adverse effect on patronage from Denver would remain to be seen. An ICC spokesman said their agency has no control over scheduling. One could wonder if such a schedule change is in the best interest of the traveling public. Date of the cutback and change would be January 31. At any rate, comments or protests should be sent to Mr. H. Gordon Homme, Jr., Assistant Secretary, Interstate Commerce Commission, ICC Building, 12th & Constitution Avenue, NW., Washington, D.C. 20423. (RE: Rio Grande Zephyr discontinuance). Whether hearings will be held and when is not yet known, although public reaction to Sec. Homme may have a determining factor.

\* \* \* \* \*

COLORADO AND THE GEORGETOWN, BRECKENRIDGE & LEADVILLE RAILWAY gained another steam locomotive recently, with the arrival of ex-West Side Lumber Company's 3-foot gauge Shay Locomotive No. 8 at Silver Plume on October 12. The locomotive was trucked all the way from Banks, Oregon, and presented some challenging problems during the move. Parts had to be removed to get it down to a truckable load, and it took several weeks to make the journey (and a truck with 11 axles and 66 tires!!). It is hoped to have it operational on the Georgetown Loop by the middle of next summer.

\* \* \* \* \*

A DRIVE TO RAISE FUNDS for the complete renovation of D&RG Locomotive No. 168, on display in Antlers Park in Colorado Springs near the ex-D&RGW/RI depot, has been started by the Colorado Midland Chapter, NRHS and the William J. Palmer Parks Foundation. The narrow gauge ten-wheeler has quite a history

behind it, having pulled the first passenger train from Denver to Ogden in 1883, and powered a special train with President Taft to the opening of the Gunnison Water Tunnel project near Montrose. Retired in 1933, and put on display in 1938, the engine has had no maintenance since 1959, and has suffered from deterioration. Contributions are being welcomed and should be sent to the Colorado Midland Chapter, NRHS, P.O. Box 824, Colorado Springs, Colorado 80901. With a contribution of \$3.00 or more, a packet - San Luis Valley Southern papers and forms such as way bills, wheel reports, etc., dated many years ago, will be sent.

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A FULL COLOR AMTRAK CALENDAR is again being made available for sale for 1979, by Amtrak. Painted by Gil Reid, the top half of the calendar features a full-color painting of Amtrak's National Limited rounding Horseshoe Curve and Pennsylvania steam locomotive display in western Pennsylvania. The 1979 calendar is the same size as previous issues, 24 by 33 inches, printed on heavy stock and the picture can be cut off and framed when the year is over. Cost of the calendar is \$4.00, which includes tax and postage and can be ordered from Amtrak Calendar, C/O Western Folder, 850 W. Fullerton Avenue, Addison, Illinois 60101.

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OCCASIONAL NOISES CONTINUE TO BE HEARD that Auto Train Corporation is considering a Chicago-Denver auto train similar to their Washington D.C. and Florida. However, the Chicago-Denver train may not, initially, carry passengers, leaving them to take a plane or Amtrak, although taking passengers in the same train has great potential. Patronage would come from skiers who come from the midwest, and would like to have their auto with them and the vast number of families would make the tedious trip along the same route for vacations in the west.

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FINALLY - most reports circulating indicate that after many delays, Amtrak's new Superliner hi-level, long-distance passenger cars will see service beginning this January. The first train to receive the equipment would be the Empire Builder, then to the North Coast Hiawatha in March, then the Pioneer and Coast Starlight in May and June. The first trains will operate with a conventional baggage car, a baggage-coach, two coaches, a diner and a sleeper. Since the sightseeing cars were ordered later, they will not be in the early runs. This schedule seems to have fluctuated somewhat, and of course, may change again.

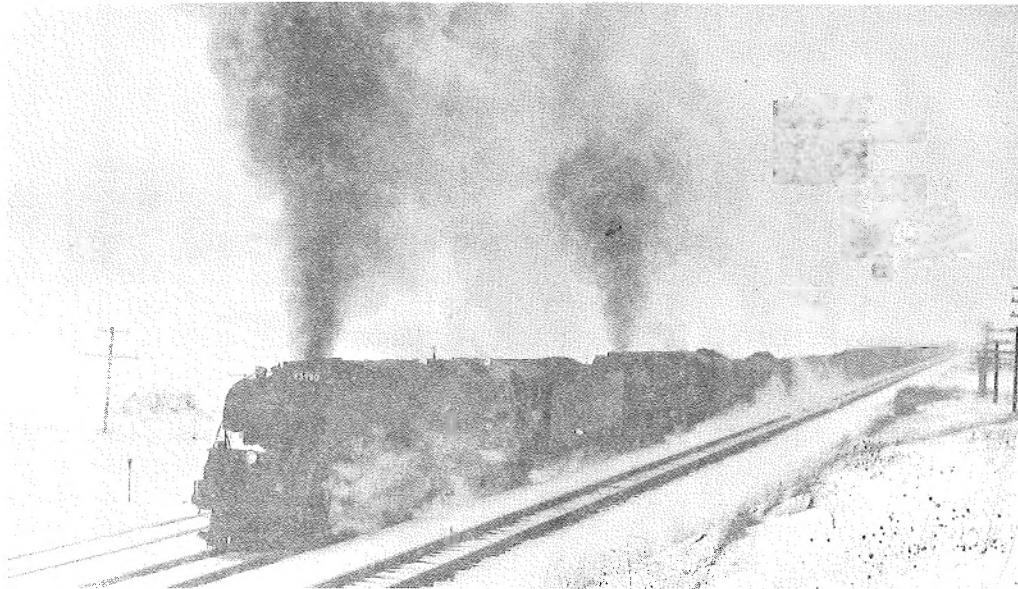
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EX-GREAT WESTERN STEAM LOCOMOTIVE NO. 75, having just returned from the Johnstown, Colorado area after filming for NO KNIFE, is going to turn right around and head back out of town for Orchard again, for the final filming to be done with the CENTENNIAL TV series. About four or five passenger cars, including Dr. James Arneill's private car stored at the Forney Museum, was to accompany the locomotive. The cars may be (partially) painted UP streamline era colors for the filming. The CENTENNIAL installment on November 3rd, was to have included the first rail scenes using the engine.

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REMEMBER THE COLORADO RAILROAD MUSEUM for your Christmas gift-giving needs!

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*During a late spring snowstorm in 1952, Dick Kindig captured on film, a pair of Union Pacific Challengers No's. 3980 and 3992, taking 62 cars up Sherman Hill near Granite Canon, Wyoming.*

\* \* \* \* \*

A CHRISTMAS TRAIN SHOW will be sponsored by the Rocky Mountain Train Collectors Club, at the Jefferson County Fair Grounds on West Sixth Avenue, from 10:00 A.M. to 4:00 P.M., Sunday, December 17. Admission is \$1.00 adult, 50¢ children, children under 5 free. For further information, call 693-3027 or 759-5194.

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THE CUMBRES & TOLTEC SCENIC RAILWAY has received a \$450,727 grant from the Federal Economic Development Admin. The money will become combined with the railroad's \$250,000 annual appropriation - \$125,000 from each state, to continue historic preservation of the line, upgrade track, and make capital improvements.

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THE SOUTHERN SAN LUIS VALLEY RAILROAD'S unique locomotive D-500 now sports a new paint job, thanks to the efforts of Bob Griswold and John Newall. Blessed with usual fine San Luis Valley weather for couple of November weekends, the two cleaned the engine and applied the orange and grey paint scheme. They discovered if you are ever in need of orange paint, don't hop in the car and travel to Ft. Garland to get it, 'cause they don't have a drop in town. Had to go to Alamosa instead. Other than being interrupted by switching moves on the mile-long pike, the project went off without a hitch!

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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 TRADE: Will trade 3 of the following employee timetables for 2 of yours. State preference, but choice of date mine. Send me yours, and I will send you mine.

UP California Div. 1964-66, UP Kansas Div. 1957-69, AT&SF Los Angeles Div. 1965-75, SP Los Angeles Div. 1965-73.

ROBERT ASKEVOLD, 1800 Edgecliff Dr., Fullerton, Calif. 92631

WANTED: August, 1946 OFFICIAL GUIDE. State condition and price. Will also consider other issues of 1946.  
KEITH EDMONDS, 1337 E. Geddes Ave., Littleton, CO 80122

WANTED: Any movies, slides, photos and negatives on the street cars, trackless trolley coaches or buses that operated in Colo. towns. Originals or copies are OK. Write and state prices of items to JAMES E. KUNKLE, P.O. Box 2984, Denver, CO 80201, or call (303) 893-5498 collect after 8:00 P.M.

FOR SALE: To the highest bidder, some 35 books that are both in and out of print on Colorado & western railroads, and some other regions. All books practically new and will be packed and carefully shipped. Bid deadline is December 31, 1978. For list and info, write: CHARLES R. LEMAY, 1480 S. Chase Ct., Lakewood, CO 80226

FOR SALE: The following books which are in excellent condition. SANTA FE, autographed copy No. 389, COLORADO MIDLAND, autographed copy No. 5971, PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC, autographed Copy No. 3508. Write:  
ROBERT O. MEDLOCK, 3965 S. Fox Street, Englewood, CO 80110

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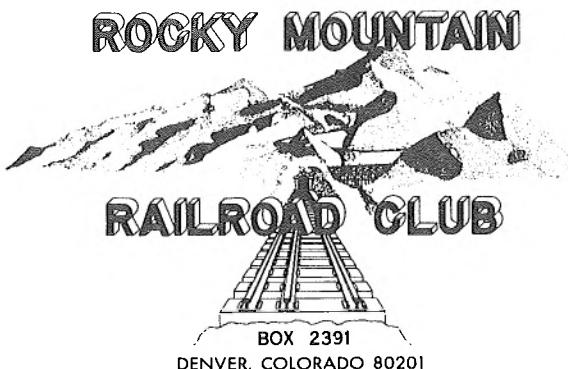
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