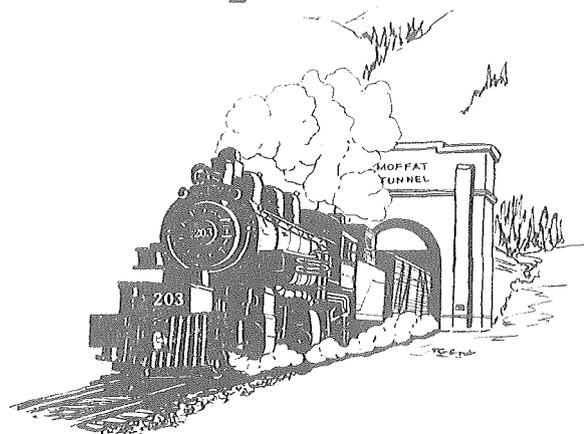


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
December, 1979

Denver, Colorado 80201
No. 243

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 11, 1979
Time. . . 7:45 P.M.
Place . . Southeast wing of Christ Episcopal Church, 2900 South
University at Bates; off-street parking at rear (east)
of meeting hall. Please use building's south entrance.

PROGRAM NOTES:

RANNIGER'S NEWSREEL . . . AND OTHER SUBJECTS!

At the December meeting, Jim Ranniger will present another of his "famous" newsreel productions, this time documenting the club's trip to the Grand Canyon last September. The excursion was a delightful mixture of trains, scenery, and local history. Jim captures much of it, plus members of the group at their best, with his roving lens. If past experience with the newsreel is any indication, his lens can also capture certain people at their "less than best." For that reason, the newsletter editor is considering inviting his lawyer to the meeting, just in case!! Elections for officers and directors for 1980, will be on the agenda too, and all members are encouraged to participate. Neal Miller mentions that his photo gift this year for those in attendance, will be a view of Great Western No. 51, taking on water from the tank at Loveland in 1952. Rounding out the evening, will be coffee, punch, and goodies as we can visit with one another at the last meeting for 1979. So come on down, or up, or over, on the evening of the 11th!

A very informative talk last month, on the Regional Transportation District's proposals for Light Rail Transit and its place in Denver's future public transportation picture, was presented by Richard Thomas of RTD. Illustrating his discussion with slides, Mr. Thomas described future routes of a light rail system, elaborating on each proposed line and reviewing the options being explored for service to the downtown area. A light rail system is not a new idea with RTD. A more sophisticated system was presented several years ago, but public feedback and the lack of Federal funds caused RTD to revise its proposal. They now feel a system more similar to a regular streetcar operation on mostly private right of way, would allow for more stops, less expensive physical plant, and quicker implementation. Bus routes would serve as feeder lines. Slides were then shown of LRT applications in other cities and countries such as Edmonton, cities on our own east coast and in Europe. A short sound/slide show on the Portland, Oregon LRT system was shown. The program ended

with a question and answer session. We certainly enjoyed having Mr. Thomas bring us up to date on Denver's future in rail transit.

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ACCOMPANYING THE NEWSLETTER is a flyer on the Glenwood Springs trip next February. A neat way to spend a mid-winter weekend!!

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DUES - \$6.00 per year. Book drawing, \$2.00 a chance. See the form sent with last month's newsletter.

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"NEW" DINING CAR FOR THE RIO GRANDE ZEPHYR - The D&RGW's search for another dining car for the Rio Grande Zephyr has ended with the acquisition of ex-Union Pacific Diner No. 4801. Purchased from a private party in Idaho, the car arrived in Denver on November 18, still in its original U.P. livery. Silver Banquet, the only diner on the railroad's roster, currently operates six days a week on the Rio Grande Zephyr to and from Salt Lake City. Such a demanding schedule, coupled with heavy use of the car because of increased ridership, allows little time for necessary repairs and routine maintenance. The additional car is intended to relieve this pressure. The 48-seat diner was one of 16 built by American Car & Foundry in 1949, and is of Corten Steel construction. Its mechanical systems are compatible with the Budd-built equipment on the RGZ. The car will require a good going over, as well as painting by Rio Grande shop crews before being put into service.

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THE SANTA FE operated a Banker's Special from Chicago to Colorado Springs in late September. It left the Topeka Shops, September 28, for Corwith, Illinois, where the party loaded, leaving September 29, arriving Pueblo at 2:40 P.M. September 30, and going to Colorado Springs, arriving there at 4:05 P.M. Consist of the train was: Engines AT&SF 5947/5942/5948 (FP-45's), and all Santa Fe cars - steam generator car No. 131, "Mountainair," "Atcheson," "Regal Hunt," "Regal Lane," "Regal Crest," "Regal Manor," Dome Lounge No. 60, Dining Car No. 61, Bar-Lounge No. 62, Regal Spa," "Regal Lark," "Topeka," "Santa Fe," and Track Inspection Car No. 89. Enroute, a 2½-hour service stop was made at Dodge City, Kansas. The train deadheaded enroute east to Emporia with Diner 61 and the track inspection car cut off at LaJunta, Colorado, going on to Los Angeles on the Southwest Limited. This information is courtesy of Bob Harmen and John Arbuckle from the Camerail Club's "The Mixed Train."

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A MUSEUM ADDITION - In early July, the body of Uintah Railway combination car No. 50 was trucked to the Colorado Railroad Museum from Grand Junction. It was built in 1934, at the Atchee shops from an older, unknown combine. Steel sheathing covers a very old car, with antique doors and frames. Wood beam trucks are being built for it. The museum reports that all interior fixtures were removed when the car was used for a radio shop in Grand Junction.

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ARTICULATED LOCOMOTIVES OF NORTH AMERICA became available in November, reports Bob LeMassena. Printed by Sundance Publications, the book has over 400 pages and 650 photos, 30 in full color. The first of two volumes, the author will

provide autographed copies to club members for \$40.00 each. His address:
1795 S. Sheridan Blvd., Denver, Colorado 80226.

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DOWN ON THE C&TS - Patronage on the C&TS this summer was off 6 percent for the 1979 operating season. 29,622 people rode the train this season, compared with 31,530 last year. Patronage was off 12% in June and July, picked up in August and September, and was very strong during the Aspen-viewing season. The largest crowd to ride the train turned out on October 6, when 632 passengers were aboard.

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MARTIN FRICK has been elected Vice-President of the Broadmoor Hotel in Colorado Springs. He is General Manager of the Manitou and Pikes Peak Railway, and in charge of operations of the Mt. Manitou Incline and was formerly an engineer with the Swiss Locomotive Works in Switzerland.

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THE KATY RAILROAD HISTORICAL SOCIETY will gather at Waco, Texas, April 4 and 5, 1980. There will be movies, slides and tour of the railroads in the Waco area. The place for the meeting to be held has not been announced, but if anyone is interested in this information, they can contact: A. F. Von Blon, Jr., Route 6, Box 1085, Waco, Texas 76706.

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THE SAN FRANCISCO ZEPHYR went eastbound out of Denver, over the Union Pacific on the evening of November 20, after the BN put some cars on the ground outside of town during the season's first major snowstorm.

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WEST SIDE . . . NARROW GAUGE IN THE SIERRA, by Mallory Hope Ferrell, recently became available from Pacific Fast Mail, at P.O. Box 57, Edmonds, Washington 98020. The 320-page book includes over 400 black and white and sepia-toned photographs, and includes equipment rosters, maps, scale drawings for model builders, bibliography and index and 16 full color pages of paintings by Howard Fogg, Jim Finnell, and Mike Pearsall. The publication tells the story of the West Side, the last narrow-gauge logging railroad in the west. Price is \$29.50. Mal is now working on a new book about the C&S narrow gauge, entitled C&Sng ... THE BEARTRAP STACK ERA, that will include many photographs by the late Richard Jackson and Otto Perry, as well as fine views over the last twenty years of operation by Dick Kindig, Jack Thode and many others.

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HERE'S A LITTLE SOMETHING for those who like to exercise their gray matter. It's a puzzle known as the Smith-Jones-Robinson Classic, considered by many as a masterpiece of its kind. It's from a publication that we will credit next month, also with the solution (if the editor doesn't forget), and was submitted by a member who apparently likes to see people bang their heads against the wall. Reportedly, in one group of 240 people trying it, only 6 figured it out, but there is no "catch" in it, and many have arrived at the solution in five to ten minutes. Every fact is important.

On a train, Smith, Robinson and Jones are the fireman, brakeman and engineer, but NOT respectively. Also aboard the train are three businessmen who have the same names: A Mr. Smith, A Mr. Robinson, and a Mr. Jones.

1. Mr. Robinson lives in Detroit.
2. The brakeman lives exactly halfway between Chicago and Detroit.
3. Mr. Jones earns exactly \$20,000 per year.
4. The brakeman's nearest neighbor, one of the passengers, earns exactly

- 3 times as much as the brakeman.
 5. Smith beats the fireman at billiards.
 6. The passenger whose name is the same as the brakeman's, lives in Chicago.

WHO IS THE ENGINEER??

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A HEARTWARMER - A Jim Beam decanter made of Regal china which is a reproduction of a 2-4-2 locomotive made by the Grant Locomotive Works, has become available. A sample (to look at) will be at the December meeting for anyone who might be interested. Regular price is \$53.00, but will be available for \$44.00 at the meeting.

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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. Listings are on a space available basis.

FOR EXCHANGE - Builder's plate from F&CC 5/D&RG 427/D&RGW 317; D&RGW 1881 style narrow gauge coach seat; 1919 Locomotive Cyclopedia; W. H. Jackson 17x21 framed color prints; 1875 Elgin watch.
 SALE/WANTED - Wanted - Brass-HO Scale Articulateds. Also .. you can't buy anything for 1¢ at the hardware store these days, but here's 40 pounds (about 1,000 items of sorted 5/16", 3/8" & 7/16" bolts, nuts & washers for only \$10, cash and carry.) (Call first).
 ROBERT A. LeMASSENA, 1795 S. Sheridan Blvd., Denver, CO 80226.

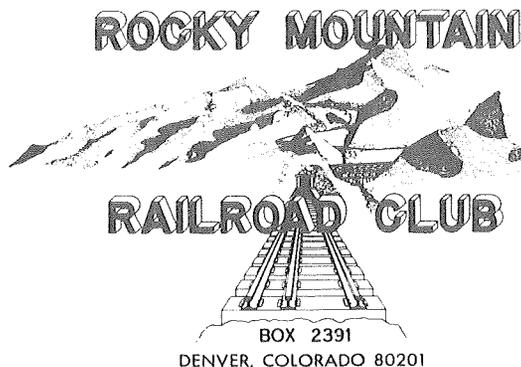
FOR SALE: COLORADO MIDLAND; TRAGEDY AT EDEN; TRACKING GHOST RAILROADS IN COLORADO, all numbered and signed by author. MEMORIAL EDITION of DENVER SOUTH PARK & PACIFIC; NARROW GAUGE IN THE ROCKIES; FLORENCE & CRIPPLE CREEK RAILROAD. All books in mint condition.
 Write: M. WENTZEL, P.O. Box 206, High Ridge, MO 63049

FOR SALE: Straight slide trays to fit American Optical-Keystone projectors. 30-36-40 capacities.
 JOHN DILLAVOU, 1270 S. Grape Street; Denver, CO 80222

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ED GERLITS, President
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