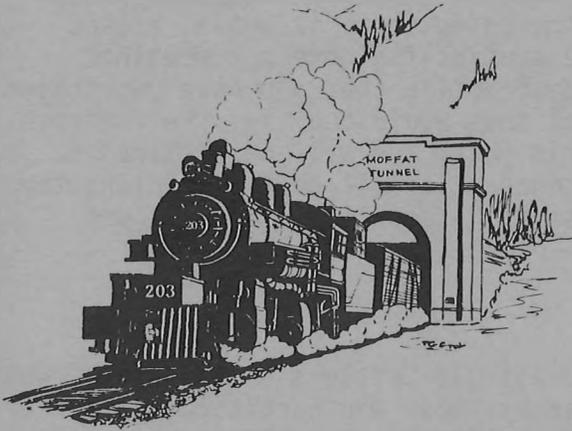


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
October, 1981

Denver, Colorado 80201
No. 265

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

Editor - - - - - Neal Reich
Contributing Editor - - - - - Darrell T. Arndt

MEETING NOTICE: Date - - Saturday, October 10, 1981
Time - - 6:00 P.M.
Place - - Henrici's Restaurant in the Hilton Inn, I-70 at Peoria St.

PROGRAM NOTES: OCTOBER MEETING AND ANNUAL BANQUET
Saturday, October 10, 1981

The Annual Banquet of the Rocky Mountain Railroad Club will be held at Henrici's Restaurant, in the Hilton Inn, I-70 at Peoria Street, on Saturday, October 10. Always the highlight of the club's schedule of activities, the Annual Banquet provides a delightful evening featuring a delicious dinner and outstanding program. Again, this year a choice of entree is available, with Henrici's Broiled Spring Chicken or Roast of Beef heading the menu. Following dinner, 1,200 feet of railroad moving pictures from the club's Otto Perry collection will be shown. Included in the three reels of movies will be a wide range of rare scenes from area railroads, many of which have not previously been shown at club functions.

The cash bar will open at 6:00 P.M., with dinner at 7:00 P.M. Tickets for the Annual Banquet are priced at only \$14.00 each, and reservations must be received by October 5, 1981.

REMEMBER - THERE WILL BE NO REGULAR CLUB MEETING IN OCTOBER!

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Jim Thompson's illustrated talk on the Golden Spike National Historic Site at Promontory, Utah, at the last meeting, was a most informative review of the site's history and the work of the National Park Service to restore the site to its appearance on that momentous day in 1869. Jim didn't restrict his comments to Promontory, however, but also provided an in-depth review of the planning and construction of the operating locomotive replicas now at the site and the facilities built in which they are housed and maintained. Perhaps, not well known to many, is the incredible amount of dedicated research and labor that was involved in recreating the Union Pacific No. 119, and the Central Pacific No. 60. The slides shown surely did only partial justice to the intricate painting and artwork, the custom made hardware, the elaborate castings and the polished wood and brass that make the authentic steam engines the beautiful works of art and engineering that they are. Many thanks to Jim, for a fine program.

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AUCTION * AUCTION * AUCTION - Last winter, we had an auction at a meeting, that proved to be well received and a lot of fun. So .. we're going to do it again, except this time, we will devote a whole meeting to the auction the November meeting! Books, pictures, timetables and other railroad memorabilia that you have duplicates of, or just don't need, are the types of material that would qualify. Refinements to the auction procedure are going to be made this year, and will be outlined in the November newsletter. A small percentage of each sale will go to the club, the rest to the seller, but of course, you may donate the items to the club if you wish. So, everybody get ready!!!

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A GOOD TIME - The club's weekend adventure to the Midwest Old Settlers & Threshers Reunion at Mt. Pleasant, Iowa, will not soon be forgotten by those who participated. What a swell trip .. and the weather cooperated fully!! Amtrak's Superliner equipped San Francisco Zephyr was near capacity, and performed well, although the new limited dining car service was certainly a change. The club had two full days at the Reunion, and for those who attempted to "take it all in", not a minute of time could be wasted. Of particular appeal was the incredible gathering of vintage tractors of all types, with the steam tractors stealing the limelight. Each day, a Parade of Power provided an opportunity to see much of this and other equipment in motion. The Midwest Central Railroad ran their two passenger trains continuously behind a 3-foot gauge 2-8-0 and a Shay. The trolley line had its equipment really hustling over its impressive 1½ mile trackage to keep up with the demand for rides. To see the historic equipment of both rail lines maintained well and in service was delightful. Other attractions at the reunion included antique cars, crafts, stationary steam engines of ALL sizes, a museum, antique shop, musical performances and ... not to be forgotten ... the fabulous Old Thresher meals. The club did this trip a number of years ago, and the members who elected to go again attest to the fun of participating in the Reunion. A note of thanks to Dick Lawrence for coordinating a great weekend!!

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WINTER NARROW GAUGE EXCURSION - Arrangements are being made for a winter steam excursion by the club, on the Durango & Silverton Narrow Gauge Railroad. Our special train will operate on Sunday, February 14, from Durango to Tall Timber (just north of Ah Wilderness) and return. Fare for adults will be \$20.00, and \$12.00 for children 11 and under. If you would like to travel by chartered bus from Denver to Durango, call one of the officers listed at the end of the newsletter, and let them know. If enough interest is shown, we will make arrangements for one. When you call, we should have a fare determined by then. More details about the weekend will be forthcoming in a flyer to be included with the November newsletter.

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STILL AVAILABLE - The distinctive new oval Rocky Mountain Railroad Club cloth patch. This attractive, 5-color, 4" x 2½" emblem features the club's name and logo, and is great for sewing on cap or jacket. They can be purchased at club meetings for only \$1.00 each, or by mail at the same price, from P.O. Box 2391, Denver, CO 80201. Please include a self-addressed, stamped envelope with mail orders.

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ROCKY MOUNTAIN RAILROAD CLUB CHARTER MEMBER - RICHARD H. KINDIG (Second in a series)
It's doubtful that everybody in the world knows or has heard of Dick Kindig, but sometimes it seems like it. This personable and modest man has been active in the

Rocky Mountain Railroad Club since its founding, but is probably known best for the countless number of his photographs that have appeared in railroad publications. Dick Kindig started taking railroad pictures back in 1933, and over the years, has accumulated a considerable collection of negatives and photographs. For many years he used a Graflex 3A post card size camera, but has switched to more modern equipment since film for the Graflex is no longer available. Dick has held just about every office in the Rocky Mountain Railroad Club, and was the club's first Secretary. Ed Haley tells of Dick's asking those in attendance at an early club meeting, to please remit their yearly dues of \$1.00, so that he could purchase a supply of penny post cards announcing the next meeting. He also has long service as custodian of the archives, and was instrumental in the acquisition of the Otto Perry movies. Dick also worked with four other rail enthusiasts in sorting and cataloging the thousands of Otto Perry pictures for the Western History Department of the Denver Public Library.

The holder of Rocky Mountain Railroad Club Membership Card No. 3, is a bachelor and lives in North Denver with his widowed mother who is in her '90s and in good health. Dick's father probably inspired his early interest in railroads, as he was a conductor for the Union Pacific Railroad. Dick Kindig is retired from Western Electric, where he worked with PBX switchboards and during World War II, had some incomparable adventures in India. In addition to membership in this organization, he is a life member of the Railway and Locomotive Historical Society of Boston.
(Bob Griswold)

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THANK YOU FOLKS - A tip of the Engineer's cap is due to the following for their contributions to the equipment fund: David Donoho, John Engles, Robert Gaulke, Dan Peterson, Neal Reich, Walt Steenstra and Tivis Wilkins. Much appreciated!!

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A VISITOR - Seen parked at Denver Union Station for several days in mid-September, was the private car, "Mount Rainier." From the paint scheme and general configuration, it apparently has a Milwaukee Road history behind it.

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SHE MADE IT - On September 9, M&PP Ry. Cog Engine No. 4 was fired up, and with a coach up front, made its way on a test run to Mountain View. Two reactivated water tanks provided water for the engine.

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C&S JUST A MEMORY - The Colorado & Southern will be absorbed into the Burlington Northern shortly if stockholder and federal approval is received. The FW&D will remain separate and be responsible for trackage as far north as Denver.

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TEST TRACK OK - Sen. William Armstrong, R., Colorado, said recently that he would be willing to support a reduction in federal mass transit aid to Denver's Regional Transportation District, if that is what is needed to save the Department of Transportation's test track at Pueblo. Armstrong said that the Pueblo test center is "a really important national facility" and that "its function can't easily be fulfilled by the private sector." Asked for an example of where additional budget cuts could come from the federal budget, he immediately mentioned federal assistance to Amtrak.

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IT IS WITH THE DEEPEST REGRET that we must report the tragic loss of Don Ringstad, a boilermaker with the Union Pacific Railroad in Cheyenne, and Project Mechanical Foreman during the recent restoration of I.P. 3985. Don had been employed by the railroad as a trainman, but transferred to the mechanical department to lend his talents to the repair and maintenance of its steam locomotives. A friendly, outgoing person, who was always ready to answer those innumerable railfan questions or swap stories of steam railroading, Don Ringstad took great pride in his abilities as a locomotive craftsman. He was killed in a traffic accident in Cheyenne on September 16 at age 28. We share the grief of those who knew and loved him.

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FROM THE BIG BULLETIN BOARD AT MIDWEST OLD SETTLERS AND THRESHERS REUNION at Mt. Pleasant, Iowa: "Persons interested in forming a company to purchase and operate Burlington Northern Railroad, Alexandria, Missouri to Centerville, Iowa branch line with steam power as a common carrier railroad, please contact Jim Bogener, Box 145, Wayland, Missouri."

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THE DURANGO & SILVERTON NARROW GAUGE RAILROAD CONTINUES TO OPERATE Engine #481 on its Silverton Train, with as many as 15 cars in tow. The K-36 locomotive began passenger runs on August 12, after appearing in the official ceremony commemorating the 100th anniversary of the arrival of the first D&RGW train in Durango. Colorado Governor, Dick Lamm and other dignitaries rode a special train, headed by the 481 from the Iron Horse Resort into Durango, for the proceedings. During the ceremony, two silver-plated spikes were driven into the ties at the Durango depot, one by Governor Lamm and one by now-retired D&RGW Conductor, Al Lyons.

The D&SNG has announced that, effective October 26, trains will leave Durango at 9:00 AM daily, arriving in Silverton at 12:15 PM. Departure from Silverton is set for 1:45 PM, with the arrival scheduled in Durango at 5:45 PM. The winter schedule to Tall Timber will commence on November 30, with the next summer season kicking off on May 15, 1982. And ground has been broken for construction of the new Durango car shop which is expected to start turning out new passenger equipment this winter. Built on the site of the old D&RGW facility, the new building has been designed to conform to the architectural style of other yard structures. Photographers visiting Durango and planning to photograph the railroad's equipment had better bring a long lens or a fence filter, since the yard is now behind locked gates.

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THE SILVERTON DEPOT BECAME "PINE MEADOWS" FOR AWHILE in mid-August, for a bit of filming for a movie to be called "The Return." The D&SNGRR brought up a special train that took part in the shooting. Filming at other locations in the San Juan region was also done with one scene at an old ranch house along the highway east of Dallas Divide, taking several days.

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NOW THAT'S PATIENCE! - During our recent trip to Iowa, we encountered a gentleman on the train who remembered the club from an excursion it sponsored on the C&S back in May of 1963. It seems that he was a member of the engine crew running the 4960 on May 10 of that year, the day before the club's trip to Colorado Springs behind the engine for the 25th Anniversary Banquet, when a member had told him he would be happy to send him a print of the engine and train taken on that day. Well, guess what!! .. he's still waiting!!! So, if you're still out there, whoever you are, Arnold Hinze of 10580 W. 100th Place, Broomfield, CO 80020 would still be delighted to receive that photographic memento that you said you would send to him!!

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ROCKY MOUNTAIN



Annual Banquet

October 10, 1981

Henrici's

Hilton Inn

I-70 at Peoria St.

Cash Bar: 6:00 P.M.

Dinner: 7:00 P.M.

DOOR PRIZES

Iceberg Lettuce Wedge

Chilled Tomato Juice

Baked Idaho Potato

YOUR CHOICE OF ONE OF THE FOLLOWING

Broiled Spring Chicken

One Half of a Succulent Pampered Bird Skillfully Pan Broiled, Pineapple Glazed

or

Roast Sirloin of Beef

This Traditional Henrici's Favorite is Old Style Salt Roasted with High Flame to Sear in its Natural Juices

DINNER WILL END WITH

Chocolate Mint Parfait

Coffee

Tea

Milk

Program:

The program will consist of 1200 feet of Otto Perry's 16mm railroad movies, acquired by the Rocky Mountain Railroad Club in 1971. Three 400-foot reels will be spliced together, and, will include many rare scenes never before seen by Club Members since the acquisition. The majority of the film will be in color.

Please send _____ @ \$14.00 each.

My check is enclosed for \$ _____.

Name _____

Address _____

Please Print

PLEASE MARK YOUR SELECTION
FOR YOUR CHOICE OF MAIN COURSE

Reserve _____ Beef

and/or

_____ Chicken Dinners

Make your check payable to:

ROCKY MOUNTAIN RAILROAD CLUB
502 SO. CODY STREET
LAKEWOOD, CO 80226

RESERVATIONS MUST BE RECEIVED
BY OCTOBER 5, 1981

VISITORS TO THE ELEGANT DOWNTOWN AREA OF THE COLORADO MOUNTAIN CITY OF ASPEN have, in recent years, been surprised to find on display, a beautiful trolley car sporting the Number 23 of the Aspen Street Railway Co. Now the story of a proposal to operate trolleys up and down Aspen's Galena Street, to and from the ski slopes, has come to light. It seems that, in 1978, six Aspen men bought 6 antique trolley cars which had served the city of Lisbon, Portugal. Built by the Philadelphia Brill Co., between 1899 and 1923, the cars were part of a trolley fleet of 278, of which 23 have been sold to different American cities. The group of investors hoped to operate the cars on the streets of Aspen, and had qualified approval from the Mayor. However, the city had just completed a project putting all its utility lines underground, and there was opposition to stringing up trolley wires. Then in 1979, a new Mayor took office and wasted no time in opposing the idea. He has been quoted as saying that he "grew up in Brooklyn, and I don't want those damned (overhead) wires in my town." And more recently, "The truth is, nobody wants the damn things. I think it's ridiculous. The whole venture was absurd. I'm opposed to that, period."

By 1980, the group of 6 investors was running out of money for the project, and starting to hear from their friendly banker. So that summer, they found a buyer for the 6 cars - a man who bought them to turn his investment into a profit via the loopholes in our tax laws. The wealthy Aspen landowner bought the Aspen Street Railway Co., assumed the loan and paid the debts. He then donated the 6 cars to the city of Aspen. The city was reluctant to take the cars, but then accepted them on the feeling they might turn a profit when sold. But the 6 cars have not sold, and the 5 which were stored on land owned by Pitkin County had to be moved. Pressured by the City of Aspen, the landowner moved the five cars to his ranch west of town. There they sit, windows broken, unattended and deteriorating, exposed to the weather and vandals, future unknown.

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JUST TWO YEARS AGO, WHEN RAILROAD HOPPER CARS WERE IN SHORT SUPPLY, many elevator operators bought or leased cars to insure themselves a way to get their grain to market. Now, many of these expensive rentals and private line cars are sitting idle on storage tracks all over the country. Since the Carter administration curtailed grain shipments to Russia in early 1980, grain prices have remained "soft," reflecting the weak market. And, having constructed additional storage facilities, many farmers have decided to hold onto their crops until the market situation improves. This holding of grain, plus an estimated 15% increase in the number of hopper cars now in service, has resulted in the current grain car glut. And this summer's surplus of cars has created some bitter feelings between grain merchants and the railroads. In fact, some railroads have told shippers that they must load a railroad-owned car for every private-line car loaded. And the Santa Fe Railroad has announced that starting next May, it will no longer load any privately owned hopper cars and will transport grain only in cars belonging to the rail system.

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NO EASY WAY OUT - In the latest chapter in the Needle's Eye/Trestle dilemma on Rollins Pass, the Boulder County Commissioners are looking for citizens to start a fund-raising campaign to save the historic tunnel & trestles. The most recent engineering studies show that the rocks in the tunnel are unstable and the wooden Devil's Slide trestles are suffering from severe decay. In addition, three bents in the east trestle are gradually sliding down the slope toward the 1,000 foot deep canyon, since they were not set deep enough into the mountainside. The findings were somewhat of a surprise, since the trestles turned out to be in worse shape than the tunnel, which was originally the primary concern. Three alternatives for repairing the trestles were recommended that would cost between \$90,000 to \$1.1 million. Another option would be to make minimum repairs and load-test the trestles every year for about \$50,000, but that would have to be repeated yearly. It is felt that the tunnel can be fixed fairly easily and quickly by putting rock bolts in the tunnel and chain link fence around the portals for about \$100,000. The commissioners would

like to see a group formed to gather contributions. The idea of making the road a toll road has been suggested, but federal regulations prohibit toll roads on federal lands and it would take Congressional action to make an exception. The road is signed as officially closed in the tunnel/trestle area, but with a little deft manipulation of the steering wheel, it is possible to put a vehicle around the boulders and rock-fall in the tunnel and some vehicles do pass over the road.

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AN EYE-POPPER - To see Canadian National locomotives working on the Rio Grande can provide quite a surprise, and that's what a number of club members have reported on various parts of the system. Six of the units, GP40-2W's are on a 30-day lease from the CN to supplement the Grande's power roster. Coming soon will be 3 SD50's from the Kansas City Southern that will undergo some testing as well as help move freights.

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BYE-BYE C.C. - Freight cars from the Colorado Central at Central City have been moved to Georgetown. The Shay still has to make the journey.

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COMING ALONG - WORK PROGRESS ON THE 318 at the Colorado Railroad Museum - Most staybolts have been removed and the new section of the firebox is being prepared for installation. The cab and running gear will also receive substantial attention by museum volunteers prior to reassembly of the engine.

The 346 was to have operated on October 2, 3 and 4, and will be steamed up for the Santa Claus Train on December 5 and 6.

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HERE'S YOUR CHANCE! - We were recently contacted by a gentleman from Deadwood, South Dakota, who is a member of a group of Deadwood businessmen who are entertaining the idea of developing a tourist-type railroad operation over the BN line between Deadwood and Edgemont. They are interested in making the acquaintance of someone who is knowledgeable about trains, who also happens to own one and who would be interested in going in with them on such a venture, or who would otherwise like to become financially involved. If you feel this is opportunity knocking on your round-house door, get the deadwood out and contact Paul Miller, who is with the Twin City Fruit Company in Deadwood. He can be reached at (605) 578-2556.

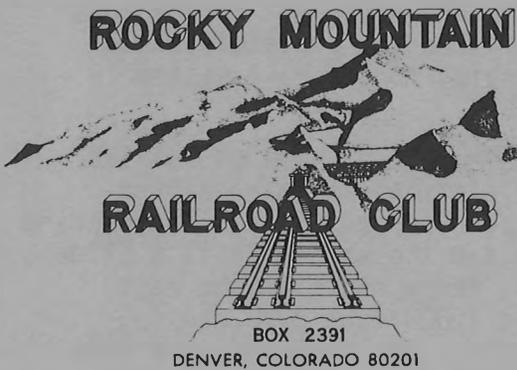
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JIM RANNIGER, President ----- 674-6180

BILL GORDON, Secretary ----- 477-4646

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