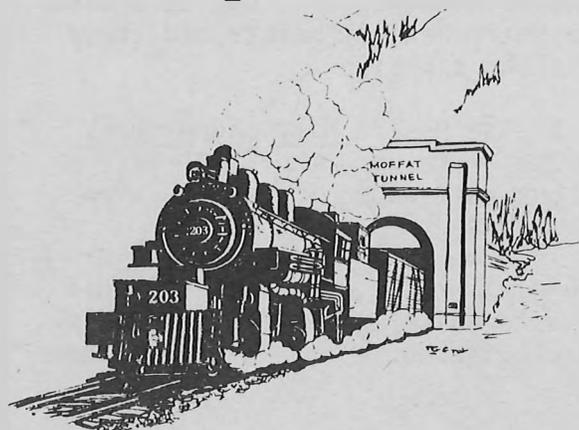


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391  
October, 1982

Denver, Colorado 80201  
No. 277

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

Editor - - - - - Neal Reich  
Associate Editor - - Steve McCormick

MEETING NOTICE: Date --- Saturday, October 9, 1982  
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 9, 1982

The annual banquet of the Rocky Mountain Railroad Club will be held on Saturday, October 9, at Henrici's Restaurant in the Hilton Inn, I-70 at Peoria Street. This traditional high point of the club's schedule of activities will again provide an enjoyable evening featuring a delicious dinner and outstanding program. Heading the menu is Henrici's Roast Sirloin of Beef, complete with all the trimmings. Following the meal, the awarding of door prizes to lucky ticket holders will allow members and guests a chance to add to their collections of railroadians. The evening's program will consist of 1,200 feet of 16mm moving pictures from the club's Otto Perry collection. Included in the three 400-foot reels, will be many rare scenes not previously shown at club functions, many of which will be in color.

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 \$14.75 each, and reservations must be received by October 4, 1982.

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

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Even though the regular meeting date was pre-empted by Tuesday night voting, our one-week-later-than-usual September meeting drew a record crowd to view Bob and Darleen Edgerton's slide program, "A Tale of Two Tunnels." Featuring many "then and now" slides, the program dealt with both the history and the present status of the Hagerman Tunnel (Colorado Midland Ry.) and the Alpine Tunnel (Denver, South Park and Pacific RR). The highlight of the evening's entertainment was color photos taken recently inside the Alpine tunnel, which showed the track to be in place, and the timbering to be in remarkably good condition.

\* \* \* \* \*

RAIL RAMBLE '82 - Forty-one club members and friends enjoyed a Labor Day weekend trip to Reno, Nevada and back, on AMTRAK's San-Francisco Zephyr.

The Friday afternoon departure of No. 5 was about 45 minutes late, due to a late arrival from the East. The Union Pacific and Southern Pacific maintained their schedules, but were not able to put the train back on time.

The Ogden switch operation to move through cars to the Desert Wind and Pioneer came off smoothly and quietly. By the time the Zephyr reached the Great Salt Lake, there were a number of clouds in the sky, but not enough to mar the view of the full moon over the lake.

After a 45-minute-late arrival in Sparks on Saturday morning, the group was off to breakfast and a look at Harrah's magnificent automobile collection. Incidentally, it is partially housed in SP's former Sparks ice house and refrigeration plant.

Next, it was off to Norden on Donner's Pass, to look at SP's Sierra crossing, complete with snowsheds. SP was even kind enough to send a westbound through as the group was looking at one of the remaining wooden sheds. Proceeding down the old highway, the group stopped for a look at more snowsheds and a spectacular view of Donner Lake.

At the Donner Memorial State Park, Resident Ranger, Roger Titus, noticed club name badges and spooled up an SP film showing snow fighting activities on Donner Pass during the record winter of 1951-1952.

In the evening, the group journeyed to the MGM Grand Hotel for dinner and the stage production of "Hello Hollywood, Hello!"

Mid-morning Sunday saw departure for Carson City by way of Lake Tahoe. Another warm, clear day showed off the lake to its best advantage. (How long will the good weather last - it has been great for all the club's trips this year!)

At Carson City, the Nevada State Railroad Museum had its gloriously restored No. 25, sitting outside under steam. Inside was the visually restored, but inoperable Inyo, also of V&T origin. The exhibit also included a number of cars and engines from Nevada railroads in various states of repair. It is a great start of a rail museum.

Up the hill, in Virginia City, was another operating steam locomotive on the Virginia and Truckee Railroad. The group rode the train down to Tunnel No. 4. That tunnel is being relined in preparation for relaying rail all the way to the Gold Hill Station. Incidentally, the fact that Virginia City is built on a hillside made it a very interesting afternoon for our bus driver.

Back in Reno, the group had an opportunity for dinner or one more shot at the one-armed bandits, before departing for Sparks to catch No. 6 at 7:51.

The return trip was on time. On the UP segment, the Zephyr arrived early at most stations, waiting ten minutes or more for departure time.

AMTRAK's equipment appeared to be in pretty good shape and the crews were, for the most part, friendly. Most people rated the food better than on the 1981 excursion, with the breakfasts being the most improved.

\* \* \* \* \*

DENVER UNION STATION TO BECOME CONVENTION FACILITY? - In a copyrighted story, appearing on Page 1 of the September 9, 1982 Rocky Mountain News, a plan was unveiled to redevelop Denver's historic Union Station, together with the adjoining BNTDFC

**ROCKY MOUNTAIN**



**RAILROAD CLUB**

# Annual Banquet

## October 9, 1982

*Hilton Inn*  
**I-70 at Peoria St.**

**Cash Bar:** 6:00 P.M.

**Dinner:** 7:00 P.M.

DOOR PRIZES

Hiltonian Salad

Rolls and Butter

Stuffed Baked Potato

**Roast Sirloin of Beef Au Jus**

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

DINNER WILL END WITH

Chocolate Mousse

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 \_\_\_\_\_ @ \$14.75 each.

My check is enclosed for \$ \_\_\_\_\_.

Name \_\_\_\_\_

Address \_\_\_\_\_

Please Print

Make your check payable to:

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RAILROAD CLUB**

Post Office Box 2391  
Denver, Colorado 80201

**RESERVATIONS MUST BE RECEIVED  
BY OCTOBER 4, 1982**

facility into a multi-use complex, incorporating a 1,000 room hotel and a convention facility, three times larger than Currigan Hall. The plan, developed by BA Capital Corporation, a New York based investment firm, together with Realties, Inc., a local real estate developer, is estimated to cost in excess of \$700 million. Two new high-rise buildings, together with the low-rise convention facility, would be built on the back side (track side) of the existing depot structure. The plan, endorsed by Denver Union Terminal management and Denver Mayor, Bill McNichols, would turn the new convention center over to the city, in return for a lease on the existing Currigan Hall property, which would be developed into an office and shopping complex. Platforms for boarding trains would be retained under the hotel buildings.

\* \* \* \* \*

CONSTRUCTION OF A NEW CONNECTOR TRACK in north Denver, has improved the interchange of freight cars between the Denver & Rio Grande & Union Pacific RR's. The 1,500' long line was built at a cost of \$500,000 by the two railroads, and links the Rio Grande's Belt Line with the UP's LaSalle-Denver mainline. Union Pacific trains originating in North Platte, Nebr., can now move directly into the D&RGW's north yard facility. And, Rio Grande trains, originating in Grand Junction are now made up for Union Pacific delivery, with a local block of coal added on the head-end in Denver. D&RGW forces at North Yard service the UP engines and cabooses, while they await a return to the UP main line.

\* \* \* \* \*

THE FIRST THROUGH TRAIN FROM GUNNISON CITY TO DENVER passed over the South Park last Sunday. The train was made up of two engines and seven coaches, and carried over two-hundred excursionists to the exposition. Over the newly completed track, the run was made in 13½ hours, including a stop at Como for dinner. (From the September 7, 1882 edition of THE FAIRPLAY FLUME)

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MEMBERS OF THE ROCKY MOUNTAIN RAILROAD CLUB who rode the narrow gauge excursions of the 1960's, will remember Hubert V. Meek, who was Trainmaster-Roadmaster for the D&RGW at Alamosa, Colorado. Mr. Meek, who is now General Roadmaster for the Rio Grande, is pictured in the latest edition of the company magazine, THE GREEN LIGHT, at the dedication ceremonies of the D&RGW's new rail welding plant at Minnequa, Colorado.

\* \* \* \* \*

AS THIS REPORT GOES TO PRESS, the 2nd Annual Narrow Gauge Convention is under way, and will be but a fond memory by the time this is read. Basically oriented toward the modeler, the convention, headquartered at the Hilton Inn Airport, is to feature clinics (given by such club notables as Ed Gerlits, Jackson Thode, Ed Haley and Old-What's-His-Name Chaim) displays, exhibits, and a number of field trips. Field activities of note planned by the convention committee, or for the convention by interested parties include:

- . Night steam-up at the Colorado Railroad Museum.
- . Double-headed excursion on the Durango and Silverton Narrow Gauge.
- . Photo session in Boulder to photograph newly repainted Locomotive #30, now in C&S No. 74 livery.
- . Multi-engine steamup on the High Country Railroad.

\* \* \* \* \*

UNION PACIFIC STEAM LOCOMOTIVE NO. 8444 left Cheyenne on the morning of September 16, enroute to Omaha, Nebraska, to participate in the first annual celebration of the "River City Roundup." The popular engine was scheduled to be on display in both Omaha and Council Bluffs during the event, which concludes the AK-SAR-BEN season. The 8444 was not scheduled to operate in excursion service while in the Omaha area, and departed for Cheyenne on October 4, arriving back in the Wyoming capital city on October 5.

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BURLINGTON NORTHERN, INC. has announced plans to redevelop 165 acres of land the railroad owns in the Central Platte Valley, near downtown Denver. The parcel of land slated for commercial and residential development borders the South Platte River, is adjacent to Denver Union Station, and is easily accessible to Interstate 25. In the early 1970's, the BN had proposed construction of a 500-acre "New Town" in the Central Platte Valley, but abandoned the plan in 1976, when the railroad found it could not agree with officials of the City of Denver on a number of matters, including financing the project.

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SWAP 'N SHOP - Personal ads are accepted from club 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 only.

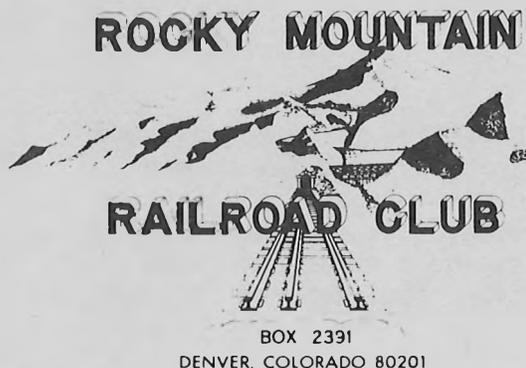
FOR SALE - 3 New York & New Haven cancelled checks dated August and Sept., 1865, on the National Bank of the Republic, New York, with revenue stamps attached, \$12 each. Also, several of the same, dated 1867. Picture of Indian and train on checks. Revenue stamps imprinted on checks. \$10 each.

BOB GRISWOLD, 2700 S. Kearney St., Denver, CO 80222

\* \* \* \* \*

JIM RANNIGER, President  
ERWIN CHAIM, Vice-President

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