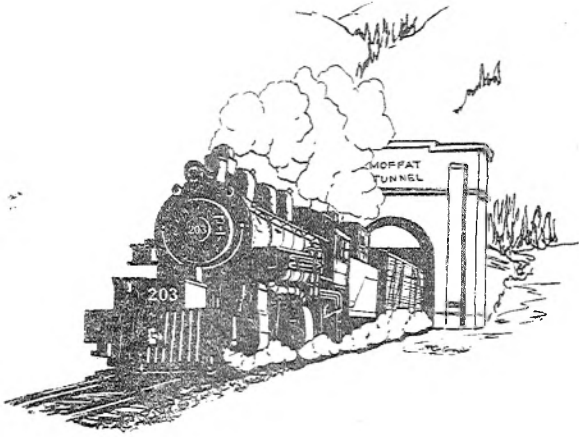


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

NOVEMBER 1973

No. 170

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

Editor - - - - Darrell Arndt

MEETING NOTICE: Date . . . . Wednesday, November 14, 1973  
Time . . . . 7:45 p.m.  
Place . . . . Southeast wing of Christ Episcopal Church,  
2900 S. University at Bates; offstreet parking  
at rear (east) of meeting hall.

PROGRAM NOTES: The program for the November meeting is entitled

### GOING SOMEWHERE

The decade between 1945 and 1956 witnessed the creation of many new streamlined passenger trains and the re-equipping of many old classics. These streamliners have fallen on hard times and have been discontinued or re-equipped and Amtrakized to the point where the flavor of the original train has been lost for all time...with one exception, CP Rail's domeliner, the CANADIAN, remains today, almost as it was on its inaugural more than eighteen years ago.

"Going Somewhere" is a slide-sound program that captures the flavor and spirit of the train many call "The California Zephyr of the North". This program, produced by Bob Schmidt, a Chicago attorney who lives in Palatine, Illinois, utilizes two projectors and stereo sound to describe the Canadian in detail and to portray the train's 2,900 mile run from Montreal and Toronto to Vancouver. Train and station sounds are blended with Canadian folk music and other musical forms. The story of the train is told photographically through the eyes of the crew, the passengers, and those who watch the domeliner roll by. The program will last approximately 45 minutes.

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As has been the case so many times in the past, visitors in attendance at the October meeting were treated to another exceptional program. Mel Patrick gave his outstanding slide presentation of railroading around the midwest in the late 1960's. Many facets of railroading that most rail photographers tend to overlook were depicted in a wide variety of scenes taken under almost every conceivable lighting and weather condition. Numerous "after sundown" views captured with fine night photography were most intriguing. The culmination of the program was a slide-sound story of daily activities in Chicago's Union Station, with a highlight on the California Zephyr. The interdependence of stations, signals, trackwork, equipment, passengers, employees, weather, landscapes and local and long distance "name" trains was effectively portrayed to be what railroading is really all about. Many thanks to Mel for preserving these scenes on film and sharing them with us.

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U.P. STOCK SHOW SPECIAL - The annual special train from Cheyenne, Wyoming to the stock show in Denver will operate on Saturday, January 12, 1974, according to a recent news release. It will no doubt be powered by the 8444, the railroad's only operating steam locomotive, as it has been in the past years. The train usually leaves Cheyenne around 8:00 A.M., is in the vicinity of Greeley, Colorado between 9:30 and 10:00 AM, and stops close to the Coliseum in Denver at 11:00 AM. It leaves the Denver Union Station at approximately 8:00 PM for the return to Cheyenne.

A request has been sent to the Union Pacific by the Rocky Mountain Club to operate a special excursion behind the 8444 the same weekend, on January 13th. As this goes to print, a reply has not as yet been received. As soon as plans are finalized, a notice will be sent out through the mail. This would probably be the last opportunity for a trip with the engine for some time, as it is scheduled to be put on static display for most of next year at a fair in the state of Washington.

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LET US KNOW! - If you did not receive this newsletter and should be, as soon as you are through reading it, drop a line and let us know. Well....if you know of someone who is not getting theirs, drop the club a card to that effect. An honest effort is made to keep all addresses up to date, but on rare occasions we hear of someone who doesn't receive their Rail Report for one reason or another. Please do not hesitate to tell us, we'll do what we can to correct it, and send any back copies you indicate are missing.

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ALL IS QUIET in the valley below Silver Plume on the Georgetown Loop project. With bridges in place and about a mile of track laid, work has been halted for the winter months. Next Spring construction will resume, and by summer trains should be operating as far as the site of the High Bridge. Replacing this structure is the biggest obstacle to completion of the line. A bridge of 300 feet in length and 100 feet in height will be needed. If you should happen to know of someone who has something like this sitting around in his back yard and doesn't know what to do with it, contact club member and curator of the historic site Ed Gerlits in Georgetown, and it'll probably disappear overnight.

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IT LOOKS GOOD - Once again the rooms and platforms of the Colorado Springs D&RGW depot are echoing the voices and footsteps of people away from home enjoying themselves. But the "fare" no longer concerns a coach or pullman ticket to Trinidad, La Junta, or Cripple Creek, but a wide selection of reasonably priced Italian food from pizza to complete dinners. In early September Giuseppe's opened their Old Depot Restaurant in the 87 year old building, after extensive remodeling was completed. A railroad theme is evident throughout, with various railroad artifacts and photos in proliferation. This widely acclaimed restaurant is open from 11:00AM to 11:45PM seven days a week should you wish to work it into your itinerary if in the area. Anyone who is familiar with this landmark as it was in the past, would most certainly find a visit to it now quite interesting.

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ACTIVE AMTRAK - As each month passes by, it seems Amtrak gains increased attention in the public media. It has been a more eventful year for the corporation, than anticipated, in both respect to patronage and equipment improvements. An order for 110 additional SDP40F locomotives will join the 40 units from the first order. Units 528 and 529 were first seen in Denver on the 3rd of October. A number of test runs were made with the SF Zephyr from here to California during the month of October. The units have now been withdrawn from the region. It is planned to begin regular use of the new engines on the Zephyr between Denver and San Francisco sometime around next May. Older units will handle the Denver-Chicago leg where grades are more moderate. Introduction of these new units should increase on-time performance substantially, as many delays now occurring are the result of engine failure.

Amtrak officials are studying the idea of running a second train between Denver and Chicago next summer. The run would be on a different schedule than the SFZ.

Ridership between Denver and San Francisco for the first eight months of this year is 78% greater than last year. The growth in August alone compared to August last year is a 110% rise.

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WOULD YOU LIKE YOUR DINING CAR RARE, MEDIUM, OR WELL DONE?? - Unfortunately it was almost the latter for the Silver Banquet on the Rio Grande Zephyr last month. The famous train was less than an hour out of Salt Lake City when shouts of fire came from the car's kitchen. Attempts at extinguishing the stubborn blaze with the trains fire fighting equipment were not completely successful. The Lehi, Utah fire department was on hand when the train arrived in that town. Crews found it necessary to remove portions of the roof with a cutting saw in order to get at the smoldering embers. Rather than risk a reoccurrence of the fire while in route, the car was cut out at

Provo. Complimentary box lunches were then provided for lunch and supper. Upon return of the car to Denver, Rio Grande crews worked around the clock to have the car in service by October 6. Weekend occupancy is usually quite good, and the diner was needed to accommodate the riders of the nine car train that Saturday.

It might be added that the Rio Grande has done a commendable job in running the Zephyr. The equipment is well maintained inside and out, food service is very good, and the crews are polite and helpful. Certainly a first class train by any measure.

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**OTTO PERRY MEMORIAL** - In the Colorado Rail Annual No. 11, 1973, the railroad photographic work of the late Otto C. Perry has been written up by club member R. H. Kindig. In addition to a short biography of Otto, a number of examples of his fine photographic work are included. Other articles on the D&RGW Ouray Branch and the Chihuahua Mineral railroad in Mexico complete this fine volume. The book is available from the Colorado Railroad Museum, Box 641, Golden, Colorado. 80401, at \$9.75 each, postpaid. (Colorado residents should add the usual 3% sales tax.)

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**FINIS FOR MILW ELECTRICS** - Bruce Black of Boulder reports the last electric operation by the Milwaukee Road took place on October 16th with a run from Deer Lodge to Missoula and back. The units are now stored at Deer Lodge.

Ironically, in the same month, a Union Pacific press release revealed plans by the railroad to construct two test sections of electric overhead in Wyoming and Utah with construction scheduled to start next spring. A section near Farmington, Utah will use European style systems, while the section to be built about 20 miles west of Cheyenne will be of an American design. No actual electric train operation will be involved. The test's primary purpose is to see how well the equipment will withstand the severe weather extremes common to the area. The Union Pacific has previously studied the possibility of electrifying its main line from North Platte to Salt Lake City and Pocatello, Idaho.

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**CHANGE OF ADDRESS** - The DB&W Depot that had been located near downtown Boulder has been moved to the POW WOW Grounds near 30th and Pearl. The old stone building had to be cut in half to accomplish the one mile move. The Boulder Jaycees undertook the project to preserve the historic structure and to provide a meeting hall for their members and for other community organizations. Repair and remodeling of the building is being done with volunteer work. If you would like to help a little, or a lot, in this worthy endeavor, contact Hank Lopez of the Jaycees. Ultimate goal is to return the building to its original appearance, complete with cupola on the roof.

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**NOT MANY LEFT** - Several more passenger cars have passed from the hands of the Rio Grande. Sold to the Algoma Central were the Prospector Mail-baggage cars 1201 and 1202, and ex-CZ baggage car No. 1100, Silver Antelope. The cars departed Denver the 15th of September.

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**NEITHER RAIN NOR SLEET** nor heat of day or gloom of night, nor the gasoline shortage kept narrow gauge enthusiasts from their appointed rounds this year as the Silverton train carried 102,380 passengers, breaking the 100,000 mark for the third straight year. Had it not been for the fuel problem, last year's record of 105,000 would have probably been broken.

Ridership figures over on the Toltec Gorge Route indicate the Cumbres and Toltec Scenic folks haven't been sitting on their hands this year. 27,073 passengers rode the line this season, a substantial increase over last year's count of 19,424. Part of this increase is no doubt the result of an extensive advertising campaign carried on in newspapers and other publications throughout the Rocky Mountain Region. The road also opened a ticket office within a stones throw of the Silverton depot in Durango.

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**WINTER SHOW** and general swap meet of the Rocky Mountain Train Collectors Club will take place Sunday, November 25th, from 10:00 A.M. to 5:00 P.M., at the Jefferson County Fairgrounds on West 6th Avenue. Antique trains and operating model layouts of all gauges will be featured. Admission is 50¢ per

person or \$1.00 per family. Registration fee for exhibitor tables if \$2.00 which includes admission. For further information and reservation of tables contact Warren Mizell, 7003 Winona St., Westminster, Colo. 80030, 428-2630.

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UNION PACIFIC'S OLDTIMERS SPECIAL of over 15 cars rolled from Omaha through Denver and Cheyenne to their annual convention at Boise, Idaho in mid-September.

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JUST THE BARE FACTS - Empty Visine bottles, fogged eye glasses and nose prints all over the windows of the Los Angeles-San Francisco Coast Daylight are being observed more and more since people have discovered the train's route passes by a beach frequented by skinny dippers. Train personnel are calling it the only X-Rated train ride in the world. One thing is for sure, you could never get that sort of view from a 747. Perhaps Amtrak could exploit the attraction like the Rio Grande did with the Royal Gorge and schedule a ten minute stop to.....take in the scenery!

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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.

MRS. JACK VANCE, 7495 West Cedar Circle, Lakewood, Colorado 80226 has a copy of "Rails Around Gold Hill" by Morris Cafky, published by the Rocky Mountain Railroad Club in 1955, which she will sell to the highest bidder.

WANTED: Transportation items as fotos, maps, guides, pamphlets, TTs, etc. of air lines, buses, stage coach, tran roads, express co's, RR's, steam ship, sailing vessels, interurbans, st. Rys, autos, that were built in Texas or Okla. A. Von Blon, Box 6422, Waco, Texas.

BOOKS FOR SALE:

1. Hear the Train Blow (Reprint)	Beebe & Clegg	\$ 5.00
2. High Iron (Reprint)	Beebe	\$ 4.00
3. High Ball (Reprint)	Beebe	\$ 4.00
4. Trains in Transition (Reprint)	Beebe	\$ 4.00
5. Highliners (Reprint)	Beebe	\$ 4.00
6. The Age of Steam	Beebe & Clegg	\$ 9.50
7. When Beauty Rode the Rails	Beebe & Clegg	\$ 7.50
8. Mixed Trains Dairy	Beebe & Clegg	\$13.00
9. Narrow Gauge in The Rockies	Beebe & Clegg	\$10.00

Please include 30¢ for each book to help pay the cost of shipping and handling. HARRY J. WAGNER III, E. Centennial Drive, Marlton, New Jersey 08053.

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Charles Max, President

Bill Gordon, Secretary

E. J. Haley, Vice-President

Carl E. C. Carlson, Treasurer