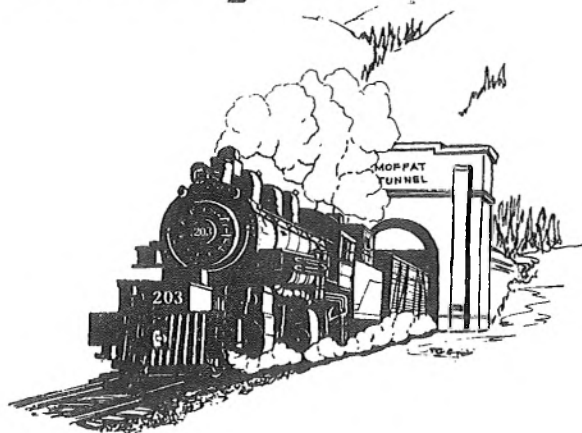


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201
January, 1977 No. 208

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, January 11, 1977
 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 MOVIES OF OTTO PERRY

An assortment of movies from the Club's O. C. Perry 16mm movie reels will be presented by E. J. Haley and R. H. Kindig. They will include Otto's Rio Grande Southern "Sheep Train" sequence, the dismantling train on the Rio Grande Southern, both narrow and standard gauge Denver & Rio Grande Western scenes, views on the Santa Fe, Colorado & Southern and Union Pacific, and a Great Western double-headed excursion train.

Activity at the December meeting centered around the elections and Al Turner's program, both of which were followed by after-meeting refreshments. The election resulted in the following appointments being made effective January 1: Jim Trowbridge, President; Ed Gerlits, Vice-President; Carl Carlson, Treasurer; and Bill Gordon, Secretary. Directors selected were Ed Haley, Ivan Duff, Stu Anderson and Milt Fick. Holdover members of the Board were Jack Thode and Darrell Arndt. While ballots were being collected and counted, a number of "railroadiana" items were passed out and Neal Miller distributed his present, an 8x10 print of a Big Boy with freight on Sherman Hill. Al Turner then presented the 16mm sound-movie portion of his program about a ride on the narrow gauge. In this amusing little flick, a model railroader dreams that he is an engineer on the D&RGW in charge of the greatest of narrow gauge trains, the Silverton! Many fine views of this run were then seen as the train wound its way up the Animas River to the town of Silverton. At the time the movie was made, many passenger cars still sported the old green colors. Al then showed a selection of subjects, including unforgettable glimpses of the Union Pacific in action in eastern Utah. A tantalizing variety of trains were shown including steam, diesel and gas turbine powered freights and colorful Domeliners.

Following Al's fine presentation, coffee and punch, cookies and a "locomotive" cake were served, courtesy of outgoing President Olie Larsen and his family. Our thanks to all who attended the December meeting, to Al Turner, and to those individuals who volunteered to fill the elective offices.

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PLEASE do not forget dues and the address change - book chance slip included in the last news letter. \$4.00 per year for past members.

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IT IS ANTICIPATED that the annual Stock Show Train, operated by the Union Pacific, will again burnish the rails between Cheyenne and Denver this January. However, use of the 8444 is not certain as yet, pending an extension of the flue date on the locomotive.

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A TOUCH OF CHRISTMAS was added to Denver Union Station with two trees provided by the Club from the Arapahoe National Forest. Erection of the trees was done by Denver Union Terminal crews with Amtrak personnel doing the decorating.

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ANOTHER ERA of Colorado railroad history faded into the past at the end of November as the last freight run took place on the Denver & Rio Grande's Ridgway Branch between Ridgway and Montrose. After many years and attempts at abandonment, the Rio Grande was finally given permission by regulatory agencies to pull up rails in the Uncompahgre Valley where they have carried trains since 1887. The 26-mile section was, at one time, narrow gauge as far as Ouray, and connected with the Rio Grande Southern at Ridgway, part of the "Circle Route" narrow gauge ride. The branch was standard gauged in the early 1950's, when the Ouray-Ridgway segment was abandoned. Ore loads from the Camp Bird Mine above Ouray, and an occasional carload of coal to Ridgway provided what freight business there was, plus a few agricultural shipments. The mine ores will now be trucked all the way to Montrose and loaded at a new facility being constructed there. The line had been averaging a total movement of about 200 carloads a year for all products. Speed limit over the 65 pound rails was limited to 10 mph. Approval for abandonment was also encouraged by an estimated cost from the U.S. Bureau of Reclamation of \$71-million to relocate the line out of the Dallas Creek Project area north of Ridgway, whose dam will, by comparison, cost an estimated \$48-million.

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OFF AGAIN - The eastbound San Francisco Zephyr made the headlines again last month when the 11-car train derailed and went over an embankment outside of Omaha in the early morning hours of December 16. Four of the cars ended up on their sides, including a dome coach. 46 of the 166 passengers were taken to hospitals, one with serious injuries. One of the two diesels was also derailed.

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NOW SHOWING - A new motion picture was recently released to theaters around the country, and it easily warrants a "don't miss" rating for anyone interested in Hollywood produced features revolving around a railroad operation. SILVER STREAK, starring Gene Wilder, Jill Clayburgh and Richard Pryor, is a comedy-mystery story about an individual who decides to travel by train between Los Angeles and Chicago to relax, but ends up becoming involved with an art thief who resorts to rather nasty procedures (murder) to protect his bad habits.

The train's two "F" units and stainless steel equipment are lettered "AmRoad", with a touch of red, white and blue here and there. The modified arrow and fake

U.S. rail map in the diner is, obviously, an impersonation of Amtrak. The cars are well done up inside also, and one would wish such an atmosphere could be easily found on Amtrak's cross-country trains. Good photography is evident and results in some fine scenes of the train enroute, of a fight on the roof of a car, and a runaway sequence where part of the train ends up its journey by plowing into the Union Station at the end of the line. The realism of the crash scene is almost unbelievable.

The filming was actually done on the Canadian Pacific using equipment frequently found in the consist of the transcontinental "Canadian", including a dome-lounge observation car on the end. Parts of the movie were shot mostly on the winding tracks of the Crowsnest Pass area in the Canadian Rockies, on the flatlands near Calgary, Alberta, and at Toronto Union Station. Although the story itself, unfortunately, gets a bit "far out" as the movie progresses, it is still fairly good entertainment, particularly for the railfan.

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THE COLORADO & SOUTHERN announced recently it will spend \$16 million on capital expenditures this year, up from \$7 million last year. \$5.3 million will go for new locomotives and another \$5.8 million will be for new freight cars, including 75 box cars and 50 gondola cars. A major rail relaying program on the southern part of the Colorado division, including 27 miles of heavier rail, will cost \$4 million. The rest of the money will go toward general line improvements.

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THE HISTORIC IMPERIAL HOTEL in Cripple Creek, was put up for sale in December for \$908,000, a price that includes all furnishings, paintings, etc., plus several additional lots in the city. The present owners are in no real hurry to sell, however, and expect it will be a few years before the transaction is completed. Built in 1896, the hotel has become known over the last few decades for its melodramas put on for summer visitors by the Imperial Players. Plans are already under way for next summer's theater season by the troupe that has played for as many as 35,000 in one summer.

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AWAY FROM IT ALL - How would you like your own little private ghost town, complete with a picturesque railroad station? Well, Rhyolite, Nevada was recently put on the block by its owner, who will include the depot with the 400 acres to be sold. Rhyolite dates back to the early 1900's, as a short-lived boom town about 140 miles north of Las Vegas and over the hill from Death Valley. If interested, just break open that piggy bank and send \$250,000 to Frederica Heisler in that smog-free country.

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OTTO MEARS WOULD BE FLABBERGASTED - The old Rio Grande Southern depot in Telluride was recently sold to the Telluride Ski Co. developer of the nearby ski area and group of condominiums, reports the Colorado Midland Chapter of the NRHS. Seems that the property was purchased a number of years ago by three midwest railfans for about \$2,000 each. Last fall they decided to sell the station and the 4½ acres, and so the ski area developer decided to buy it. The selling price . . . \$360,000.

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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 appraise items.

WANTED: Singles or collections bought of midwest railroad items. Also TRAINS and RAILROAD magazine 40's through 50's. Trade pictures of secondary and branch line passenger trains 40's through 60's. ROBERT F. LARSEN, P.O. Box 265, Sioux Falls, S. Dakota 57101

FOR SALE: Large IC Mike Bell, original clapper, steel floor stand, excellent condition. \$400.00. SHRINERS, Box 346, Centralia, Illinois 62801 Phone (618) 532-3841

FOR SALE: D&RGW Narrow Gauge flip-over coach seat. Red plush upholstery, excellent condition. Also UP 15-inch Pyle-National headlight, excellent condition. ROBERT A. LEMASSENA, 1795 S. Sheridan Blvd., Denver, CO 80226

FOR SALE: Copy of pamphlet RHYMES OF THE ROCKIES, 1894 cppt., Ingersoll, CREST OF THE CONTINENT, Overton, GULF TO THE ROCKIES and Denver's 5th Annual Festival of Mountains & Plains & State Fair, Sept. 25th-30th, 1899 program. Contact A. F. VON BLON, JR., 1111 Colcord Ave., Waco, Texas 76707

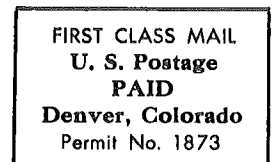
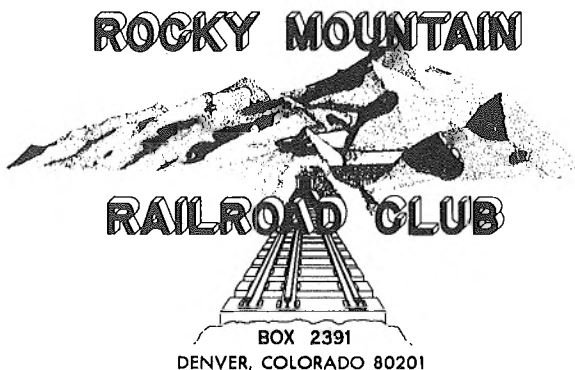
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