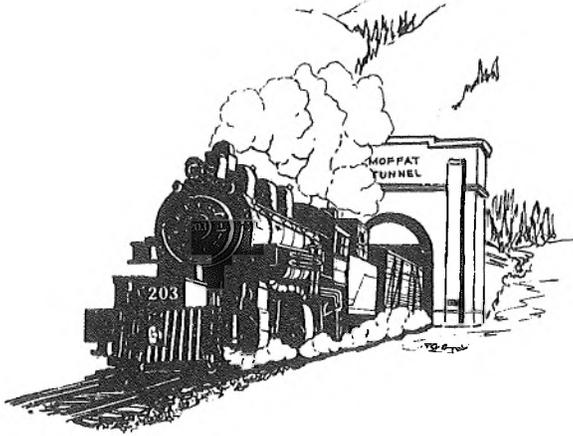


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P. O. Box 2391      Denver, Colorado 80201  
February, 1977      No. 209

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, February 8, 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:                      POTPOURRI NIGHT

The February meeting will provide an opportunity for all of us to show a few of our favorite slides to fellow members and friends as we once again have one of those ever-popular "Potpourri Nights." Each individual is invited to bring around 20 slides or less to be shown on the Club's trusty stack loader projector. The slides should be put in order as follows: First slide should be put on the bottom with the white or blank side up, second on top of the first, also with white or blank side up, continuing on through all of the slides in this manner, ending up with the last slide on top. This way, the projector will show the pictures in the correct order. Check through when finished with stacking, to see if all right sides are up. Choose your own subject matter, whether it's a few old favorites, something unusual, a recent trip, or what-have-you. In order to reduce the chances of pandemonium breaking out at the meeting, it might not be a bad idea to have at least a few of your slides relate in some way to railroading. And of course, be sure to give a little description of each slide so we will all know what we are viewing. Don't be bashful either - it is hoped that everyone will join in the fun! See you on the 8th!!

\* \* \* \* \*

OTTO PERRY MOVIES!! . . never a disappointment . . . and January's program was no exception! Recorded through Otto's lense, were literally hundreds of scenes of old-time railroading, ranging in extremes from a UP steamer working a local freight, to UP mainline operations (always impressive). Some nice winter scenes we observed, with Rio Grande passenger trains leaving Denver effortlessly in mid-winter snowstorms; other views showed the Santa Fe, C&S and Great Western in action, to name a few. The incredible Rio Grande Southern was seen in its waning days with some rather sad footage of the removal of

rails by the dismantling train on Lizard Head Pass. As could be expected, the footage was interspersed with Otto's "quickie" shots of various "happenings" he encountered while roaming around the countryside, including the foliage, a rather colorful parade in Denver, and an amusing scene of some poor individual's automobile sitting smack in the middle of a mud hole, with water up to the running boards.

\* \* \* \* \*

OFF WORK FOR THE SUMMER - It appears that plans for any excursion with the Union Pacific's 8444 will unfortunately have to be relegated to limbo for the time being. An extension on the flue dates of the famous engine is being requested by the railroad and the ICC indicates it will be from 3 to 5 months before a decision can be reached. It, therefore, seems the loco will not be released for operation until the latter part of 1977.

\* \* \* \* \*

PLANS ARE BEGINNING to crystalize for a number of Rocky Mountain Railroad Club functions now on the "drawing board" for 1977. In a small nutshell, there is tentatively planned, a Manitou and Pikes Peak trip in May, a day on the High Country Railroad on July 16, a hike and outing on the old DSP&P grade through the Platte Canyon on August 6, a weekend trip (September 2-5) via Amtrak, to Mt. Pleasant, Iowa to attend the Midwest Old Settlers and Thresher's Reunion, the Club's annual banquet on October 15, and the 8444 "if and when!" A few other activities are also under consideration. In July, the NMRA will hold its convention in Denver, and just about all the local rail attractions will be going full blast for that. More details coming up!

\* \* \* \* \*

DUE TO THE NORMAL errors which accumulate in 6,000 copies of a book, the Rocky Mountain Railroad Club has a small number of copies of the Memorial Edition of DENVER SOUTH PARK & PACIFIC which have minor errors such as creased pages, folded pages, dirty pages, etc., but which still have the full 496 pages in the correct order. These books will be available to Club members who attend the February meeting at the bargain price of \$17.00 each. The books are marked to indicate they are damaged, so they may not be exchanged for perfect copies. We cannot mail these to members who are not at the meeting, but if you wish to pick up an extra copy which can be tossed into the car when you go off to explore South Park grades, or you just wish to have an extra copy to keep your original in first class condition, you may purchase one of these by being present at the February meeting. A limit of one to an individual, please.

\* \* \* \* \*

NOTED AUTHOR, HISTORIAN, artist and teacher, Mrs. Muriel Sibell Wolle, passed away on January 9, at the age of 78. Mrs. Wolle was best known for her books about early mining days in Colorado and her ghost town sketches. Her books include "Stampede to Timberline," "Bonanza Trail," "Ghost Cities of Colorado," "Cloud Cities of Colorado," "Montana Pay Dirt," and "Timberline Tailings." She is survived by her husband.

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MEMBERSHIP CARDS have been mailed to all individuals who have sent in their \$4.00 for 1977. If you have not yet mailed your dues in, do your part in helping to keep the treasurer off the streets at night, by forwarding a check today. Remember also, the chances that are available on the DENVER SOUTH PARK AND PACIFIC book drawing.

\* \* \* \* \*

EX-SOUTHERN PACIFIC 4449, relieved of its duties pulling the American Freedom Train, is expected to work its way back to the northwest this spring and possibly participate in some manner with the inauguration of the Seattle-Salt Lake City train, due to start around May. The consist of the 4449 train, according to one source, will be made up of 18 Amtrak cars, including 3 domes and two diners. Whether passengers are to be carried or if it will just be an exhibition train is uncertain at this time, although space is reportedly to be available on the eastern portions of the run. The tentative schedule puts the train into Denver on April 14, 1977, with a departure for Green River and Ogden on April 16. The route from Kansas City to Denver and Ogden will be via the Union Pacific.



THE 39TH ANNUAL STOCK SHOW TRAIN is shown here, north of Greeley, bringing Wyomingites from the Cheyenne area to the National Western Stock Show in Denver on January 15. In place of the 8444, were three shining Union Pacific "E" units in an A-B-A lashup, doing the honors of hauling the yellow and grey, 14-car streamliner, down in the morning and back in the evening. Included in the consist were a number of lounge cars (no dome), a steam generator car and a UP business car, "Pacific Domain." The train carried 436 people from Cheyenne and boarded another 88 rodeo fans at Greeley. Accompanying the train south that morning, was an arctic cold front that dropped the temperature from a relatively pleasant 38 degrees to 11 degrees in 40 minutes, and creating a chill factor of 20 below when the accompanying wind was taken into consideration. The cold and snow gave way to partly cloudy skies by noon, however.

\* \* \* \* \*

ANOTHER BIT OF HISTORY SUCCUMBS TO ECONOMICS - The Great Western Sugar Company recently announced plans to close down several of its Colorado facilities within the next couple of months. Plants to be shut down are the Brighton sugar factory, built around 1917, the Longmont sugar factory, dating back to about 1903, and the Johnstown molasses factory, built in 1926. The Brighton and Longmont plants still have small 0-4-0 steam engines on standby for switching operations during the beet campaigns of the fall and winter. The 0-4-0, or "Dinkie," at the Brighton plant was moved to the Ft. Morgan plant for the remainder of this season, sans tender, to substitute for the engine stationed there, which is suffering from mechanical difficulties. It was a short season for the dinkies that operated this year, with even the Loveland engine shutting down before the first of the year.

\* \* \* \* \*

OUCH!!! - The Public Utilities Commission, in January, approved rental increases of 38% to 41%, for the use of private railroad cars on the Durango-Silverton narrow gauge run. The General Palmer was increased from \$289.50 to \$409.00, while the Nomad and the Cinco Animas cars went from \$349.50 to \$484.50.

\* \* \* \* \*

A VISITOR IN TOWN this January, on a stub track in Denver Union Station, was Missouri Pacific Railroad Business Car No. 8, resplendent in its blue paint and complete with such amenities as built-in color TV inside and lighted drumhead on the rear platform.

\* \* \* \* \*

AMTRAK CALENDAR NOW AVAILABLE - For the past couple of years, Amtrak has had its own calendar printed up and distributed to its facilities nationwide. However, due to the high cost of four color printing, the supply was quite limited and requests for the calendars exceeded the number produced. Hence many people were disappointed.

This year, Amtrak has decided to offer the calendar for sale to railfans and other interested persons. The 1977 calendar measures a sizeable 24 by 33 inches, is in vertical format and has the entire year on display. The top half features a full-color painting of an F40PH diesel locomotive, pulling a string of new Amfleet cars. The original water color was painted by noted artist, Gil Reid, Assistant Art Director of Kalmbach Publications, in Milwaukee. The calendar is printed on heavy paper and the painting (16 by 23 inches) can be cut off and framed when 1977 is over. Cost of the calendar is \$3.50, plus local sales tax, and it can be ordered by mailing a check to Amtrak Calendar, C/O Western Folder, 850 W. Fullerton Avenue, Addison, Illinois 60101.

\* \* \* \* \*

AN INTEREST IN SNOW REMOVAL on railroads has been expressed to us by C. Langdon Campbell III, of Houston, Texas. Mr. Campbell is interested in all phases of winter operations on railroads, including modern equipment and for the past 5 years, has been gathering material for a book on snow plows and similar equipment. He would be most pleased to communicate with any Club member that has a special interest in this area for further information on the subject. He would, however, prefer to be in touch with any individual before any material is directed his way. Mr. Campbell's address is 6315 Westbend, Houston, Texas 77085.

\* \* \* \* \*

IN AN ISSUE OF AMTRAK NEWS last fall, was the following article about the new Seattle-Salt Lake City train that is to begin operation this spring, possibly around Amtrak's anniversary on May 1.

## New Train Via Boise To Connect Salt Lake City, Seattle

Amtrak's Board of Directors, following a mandate from Congress, designated at its August 25 meeting an experimental route between Seattle and Salt Lake City, via Boise, Idaho, and Ogden, Utah, as the nation's next intercity passenger rail service.

This newest daily Amtrak train is expected to begin operations in Spring 1977 following the completion of necessary track and facilities work. It will be an extension of one of Amtrak's existing Seattle-Portland trains and will provide connections at Ogden with Amtrak's San Francisco-Chicago train, the San Francisco Zephyr, and at Salt Lake City with the Rio Grande Zephyr of the Denver and Rio Grande Western railroad. The Rio Grande Zephyr operates tri-weekly between Salt Lake City and Denver.

In designating the Seattle-Salt Lake City route, the Amtrak Board followed the specific instructions of a House-Senate Conference Committee which directed that consideration be given to "major population areas in the contiguous 48 states which do not now have intercity rail passenger service." The Conference specified that the next experimental route designated "will provide service to Boise, Idaho." Under law an experimental route must operate for at least two years.

Amtrak's Board acted favorably on the Seattle-Boise-Salt Lake City proposal after reviewing the results of a lengthy staff study of the route and its potential.

The staff recommended an all-coach train using new cars from the Amfleet, including two long-distance 60-seat Amcoaches, an Amclub with

space for 22 coach passengers and 18 first-class parlor car passengers and a baggage-mail car.

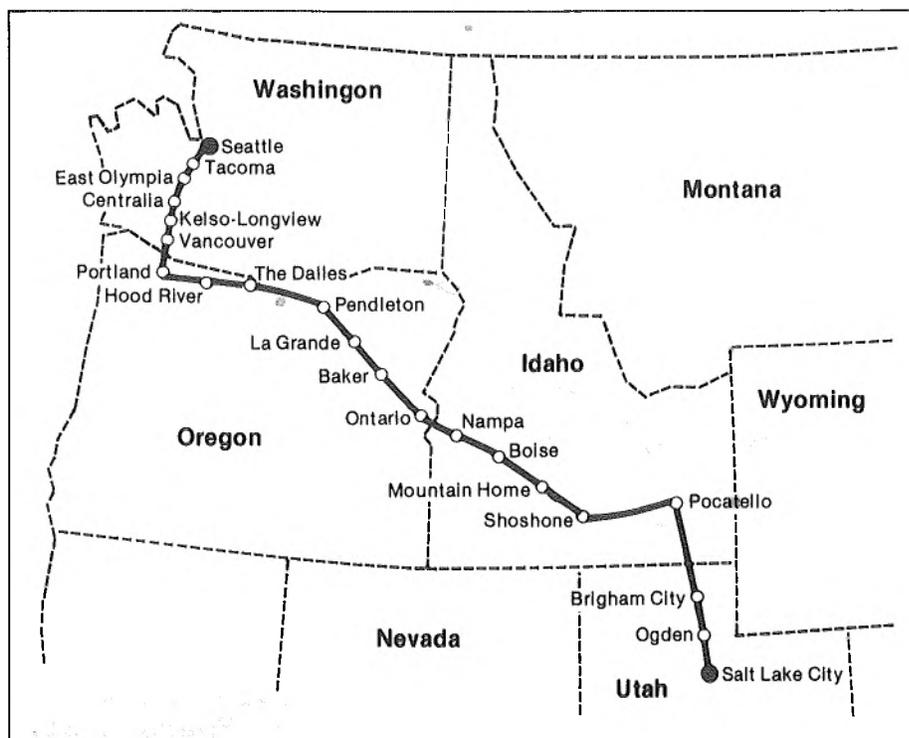
The staff proposed a tentative schedule calling for an early morning departure from Seattle, arrival in Portland about noon, arrival in Boise near midnight and at Salt Lake City in the morning, in time to connect with the eastbound Rio Grande Zephyr. A detailed schedule will be negotiated with the Union Pacific railroad over which the new train will travel.

The cities which will be served include all points on the present Seattle-Portland line (Tacoma, East Olympia, Centralia, Kelso-Longview and Vancouver, Washington) as well as the following cities which will receive new service: Hood River, The Dalles, Pendleton, La Grande, Baker, Ontario, Nampa, Boise, Mountain Home, Shoshone, Pocatello, Brigham City, Ogden and Salt Lake City, Utah.

Dalles, Pendleton, La Grande, Baker and Ontario, Oregon; Nampa, Boise, Mountain Home, Shoshone and Pocatello, Idaho; and Brigham City, Ogden and Salt Lake City, Utah.

A principal concern of the Amtrak Board was the cost and potential ridership predicted for the train. The staff, which studied a number of alternative proposals and consulted with the transportation departments of the states involved, has estimated that the train, during its first year of operation, will cost about \$5.2 million to operate. It will earn about \$2.6 million for a loss of about \$2.6 million.

The figures are based on a predicted average of 120 passengers per trip or about 87,000 passengers carried the first year.



GOOD TO SEE - Alliance, Nebraska is the location of a major new facility for repair and maintenance of locomotives and freight cars by the Burlington Northern Railroad. A first phase expenditure of \$10 million has been approved for 1977, which will enable the shops to be operational by 1978. The railroad indicates that total investment in the new facilities in Alliance may exceed \$50 million by 1980, with an increase in the number of railroad employees by some 1,300. The Burlington runs east from Alliance through Lincoln, Nebraska and west through Gillette, Wyoming and south through Denver. The stimulus behind the building program is the planned expansion of unit coal train service from Wyoming and Montana to the Midwest.

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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.

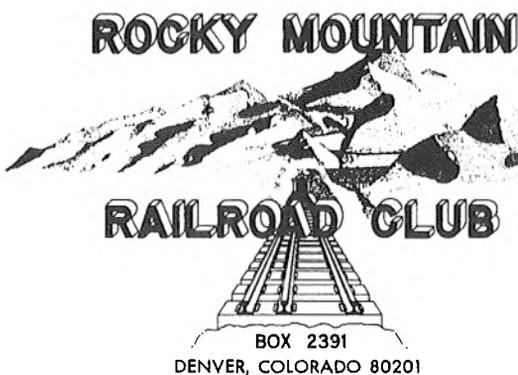
FOR SALE: From the estate of Gerrit Barnes - 250 railroad books, 200 books on western history, complete sets of "Trains" and "Railroad" magazines.  
Contact HELEN THURMON, 1475 South Humboldt Street, Denver, Colorado 80210. Phone (303) 744-2668.

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