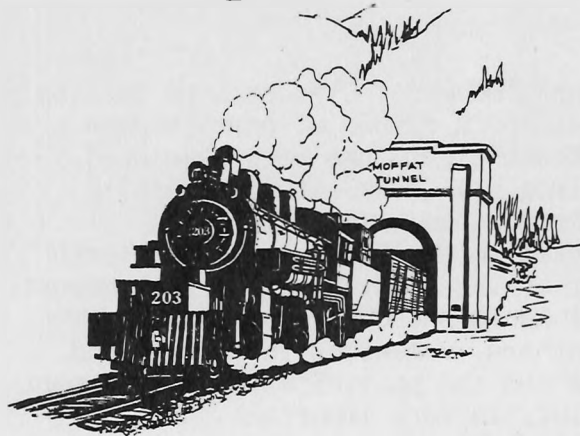


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
January 1980 No. 244

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 8, 1980
Time . . . 7:45 P.M.
Place . . . Southeast wing of Christ Episcopal Church, 2900 So.
University at Bates: off-street parking at rear (east)
of meeting hall. Please use building's south entrance.

PROGRAM NOTES: OTTO PEPHY MOVIES

The program for the January meeting will consist of a selection of 16MM movies from the club's Otto C. Perry collection. Photographed between 1944 and 1966, several Colorado and Wyoming railroads are included such as Santa Fe, Rio Grande Southern, Colorado and Southern, Union Pacific, Rio Grande standard gauge and coverage of the club's Alamosa-Durango-Silverton trip over the Rio Grande narrow gauge. Ed Haley will be at the projector while Dick Kindig provides the narration.

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Mother Nature threw a "seasons greetings" at the Denver area the day before the December meeting but fortunately the streets cleared off by Tuesday evening. Of important matters tended to were elections that placed the following individuals in office: President, Ed Gerlits, Vice-President, Erwin Chaim, Secretary, Bill Gordon and Treasurer, Ardie Schoeninger. Elected to the Board were Jim Ranniger, Jim Trowbridge and Pete West. During the meeting Neal Miller passed out his gift of Great Western No. 51 at the water tank at Loveland. It sure brought back the memories. Ardie Schoeninger presented the treasurer's report and then after other discussions and miscellaneous business Jim Ranniger presented Ranniger's Newsreel, but not before resolving some legal implications brought up in the last newsletter. Jim's newsreel documented the entire trip, reviewing the many sights and attractions encountered and showing participants having a good time. Rounding out the evening was cake, cookies, coffee and punch.

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THANKS for the great response on dues payments. The treasurer is busy processing those received, but please be patient on receiving membership cards. They will be sent as soon as possible - it takes time and a fair amount of work. Dues are \$6.00 per year.

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THE D&RGW SKI TRAIN starts up on January 5. The service operates on Saturdays and Sundays between Denver and Winter Park and costs \$7.00 for the round trip.

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RESERVATIONS keep coming in on the February 23-24 Glenwood Springs trip. A great way to break up those winter doldrums and have a good time with friends. Please refer to the flyer sent with the last newsletter for details and send requests straight to Dick Lawrence at Westland Travel.

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CLARIFICATION DEPT. - M&PP Railway locomotive No. 1 that was brought up to the Colorado Railroad Museum in trade for No. 4 was moved from the Cheyenne Mountain Zoo, which is actually in Colorado Springs, not Manitou Springs.

ANOTHER STEP - Sale of the Silverton Line has been approved by the Colorado Public Utilities Commission and now goes before the ICC.

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NEW DUTIES - At a December 14th meeting of the club's Board of Directors Ed Gerlits announced a number of appointments and changes for a number of committeemen that may be of interest to the membership. Keith Kirby, has been appointed Assistant Archivist, and along with Carl Carlson will work with Dick Kindig in overseeing the club's property. Jim Trowbridge has been designated Publications Chairman. Pete West, newly elected to the Board, will help with trip planning. Neal Reich will become Editor of the Rocky Mountain Rail Report, and Darrell Arndt will accept the position of Equipment Chairman. It should be remembered that these people, along with others, volunteer their time and effort for the betterment of the organization and the participation and support of all members, whether it be a little or a lot, is very important.

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THE TENDER BODY for the D&RGW narrow gauge engine No. 478 has been trucked to the Burnham shops for rebuilding. Frame and body stayed in Durango. No. 478 is also receiving an overhaul.

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A NOTE FROM THE EDITOR - This month's issue of the Rocky Mountain Rail Report will conclude nearly seven years of my editing the newsletter (gosh, that long!?!). When I took the job I was relatively new to the club and was certainly apprehensive about my capabilities in this area. I can only hope that I have provided adequate service in putting out this humble rag and I apologize for any oversights, whatever they might have been. I can say without hesitation that I have never received a comment from anyone that I did not appreciate. Whether or not I had a chance to return correspondence, I am grateful to everyone who took their own time to sit down and drop a line or send news, whether there was room to include it or not. I would like to extend to you a big THANK YOU!! It should also be mentioned that others put in a good many hours helping with the newsletter, people seldom heard from. Ruth Avis has assisted with the final typing, Jim Trowbridge gets it and prints it, and Bob Griswold has the "yuck" job of addressing over 1,000 newsletters, assembling and stapling them and then mailing the whole works. Others have helped at various times and on more than one occasion Bill Van Patten, Les Grenz, and Carl Carlson have come the "rescue". I will continue to assist when I can, helping Neal Reich, so feel free to direct your communiques to either Neal or myself.

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HERE is what you have been holding your breath for, the solution to the quiz in the December newsletter. The brakeman, who lives halfway between Chicago and Detroit, also lives near Mr. _____, who earns three times as much as he does, Mr. _____ can't be Mr. Robinson, as Mr. Robinson lives in Detroit. He can't be Mr. Jones, as Mr. Jones \$20,000 a year isn't divisible by three. Therefore the brakeman's neighbor must be Mr. Smith. The passenger whose name is the same as the brakeman's lives in Chicago. He can't be Mr. Robinson, as Mr. Robinson lives in Detroit. He can't be Mr. Smith, as Mr. Smith is a neighbor of the brakeman, who lives halfway between Chicago and Detroit. Therefore he must be Mr. Jones. Therefore the brakeman's name is also Jones. Smith beats the fireman at billiards, so the fireman must be Robinson. Therefore the engineer is Smith. The quiz was a feature in a recent issue of Reader's Digest.

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ED GERLITS, President

BILL GORDON, Secretary

ERWIN CHAIM, Vice-President

ARDIE SCHOENINGER, Treasurer

ROCKY MOUNTAIN



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