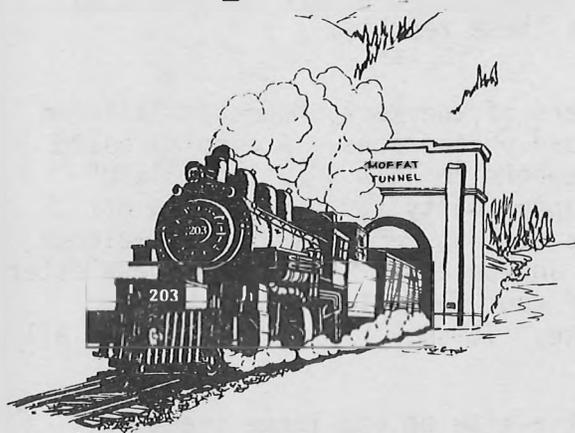


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
December, 1980 No. 255

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

Editor ----- Neal Reich
Contributing Editor ---- Darrell T. Arndt

MEETING NOTICE: Date - - Tuesday, December 9, 1980
Time - - 7:45 P.M.
Place - - Southeast wing of Christ Episcopal Church, 2900 South
University at Bates. Off-street parking at rear (east)
of meeting hall. Please use building's south entrance.

A full evening of activities is on the agenda for the December meeting, with election of officers, an auction, and a Christmas gift scheduled, just to mention a few. Program Chairman, Erwin Chaim, will present a moving picture and is not really giving out a lot of details on it. For this reason, we will call this month's program a MYSTERY FEATURE. You may be sure that with Erwin's fine photography and classic commentary, it will be an outstanding production.

Neal Miller will present his annual holiday gift to those attending the December meeting. This year, Neal's 8" x 10" photograph shows Union Pacific 3964 and 4022 on a freight train near Colores, Wyoming on September 3, 1956. Thank you Neal!

Tuesday, December 9, will also be Club election night, with members present selecting officers and directors for 1981. And, as has become traditional at the December meeting, coffee, cookies, punch, and other goodies will be served at the conclusion of the meeting in the spirit of the holidays and to celebrate another successful year for the Rocky Mountain Railroad Club.

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Folks arriving at the club's November meeting were greeted by the sight of six slide projectors, a large reel-to-reel tape recorder with speakers, amplifier, three screens and many wires, dials and gadgets. Also, at the center table were Gary Ratay and six corousels of slides, which when combined with all the other ingredients, produced a truly beautiful and enjoyable experience in sight and sound. Gary's EURAIL 1978 traveled from Zurich to Munich, Innsbruck and Copenhagen in brilliant flashes on the three screens which kept everyone in the audience enthralled. At the end of the presentation, all agreed that they would have liked to have seen more and more.

It was a difficult chore following such a program, but Kurt Penny did just that, and in fine style, as he presented the latest in the club's (in)famous newsreel reports. An interesting selection of photographs from the club's Manitou & Pikes Peak excursion, plus scenes from the three-day club trip to Green River were shown

Both railroad and non-railroad activities of the excursionists were handled with the taste and decorum that has become standard in these reports.

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EACH MONTH, BEGINNING WITH THE DECEMBER MEETING, members of the Rocky Mountain Railroad Club are invited to exhibit their favorite railroad photographs. A display board will be available at regular club meetings for members to show 5"x7" and 8"x10" color and black and white pictures. Here is an opportunity for you to show off your photographic skills, and older photographs as well as recent shots are welcome. A monthly contest is planned, with details to be announced in the January newsletter. So don't be bashful! Bring along those photos of your favorite locomotive, of trains in action, or from a club excursion or hike. It should be great fun for all.

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IN THE PRINTING OF BOOKS, several pages are printed at a time on one large sheet of paper, which is then folded to form a section of the book. These sets of 16 or 32 pages are called SIGNATURES, which are ultimately assembled and bound into the finished product. The Archives Committee of the Rocky Mountain Railroad Club will offer for sale at the December meeting, signatures from the club's 1959 publication, "Pictorial Supplement to Denver South Park & Pacific," by R. H. Kindig, E. J. Haley, and M. C. Poor. Containing 16 pages, these sections of the hard-to-find book are filled with interesting text and pictures on Colorado's most memorable narrow gauge railroad. Also available from the club's archives at the December meeting, will be a beautiful selection of 8"x11" color prints from the same publication. Ideal for your own collection or just in time for Christmas, signatures and prints are priced at only 25¢ per copy, on a first-come, first-served basis.

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SIGNATURES AUCTION - In cataloging the signatures from the "Pictorial Supplement to Denver South Park & Pacific," Assistant Archivist Keith Kirby has assembled three sets which comprise virtually complete copies of the book. In an effort to make these available to folks who might not own copies of the publication, these signatures will be sold as complete sets. At the December club meeting, two sets of the Pictorial Supplement signatures will be auctioned, with Erwin (Going, Going, Gone) Chaim conducting the sale. Here is a great opportunity to obtain one of the most popular Rocky Mountain Railroad Club books, while supporting the Archives Fund at the same time.

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SIGNATURES MAIL AUCTION - Since many club members will not be able to attend the December meeting, one set of signatures from the "Pictorial Supplement to Denver South Park & Pacific" will be sold via a mail auction. Bids in this mail auction should be sent to: The Rocky Mountain Railroad Club; P.O. Box 2391; Denver, Colorado 80201. And, in the lower left hand corner of the envelope containing your bid, please print the word, AUCTION. That will greatly assist in separating the bids from dues payments and other incoming mail handled at this busy time of the year by the Secretary and the Treasurer. Closing date for the mail auction is February 1, 1981, and bids postmarked after that date will not be considered. Results of the mail auction will be announced in the March issue of the Rocky Mountain Rail Report.

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HOPEFULLY EVERYONE HAS RECOVERED from the shock of receiving the 1981 dues reminder and finding that the yearly fee has been raised to \$12. Treasurer, Ardie Schoeninger, would like to point out that the increase in dues is the work of the club's Board of Directors, and not his doing. Seriously, Ardie is accepting 1981 dues payments now as well as donations to the Equipment Fund in the form of book raffle tickets, which are included with the dues notice. Why not get yours in the mail today?!

At an October meeting, the Board of Directors took a good long look at a number of costs facing the organization in coming years. A serious review was made of the

objectives of the Rocky Mountain Railroad Club, especially those referring to the sponsorship of excursions, the procurement and preservation of equipment, and the publication and distribution of books and other literature. Ardie has pointed out that in recent years, revenue from dues has not met the club's yearly expenses, and his projections for the new year show that this will be true, even with the increase in dues. Of interest to all members of the Rocky Mountain Railroad Club, is just where the organization's money goes. Let's look at some of the items listed in the projection below, to see just how the money is spent:

ROCKY MOUNTAIN RAILROAD CLUB PROJECTED 1981 EXPENSES

Insurance -----	\$ 1,500.00
Meeting -----	600.00
Miscellaneous -----	300.00
Newsletter -----	3,000.00
Postage -----	2,800.00
Storage -----	350.00
Supplies -----	1,000.00
Roster -----	1,000.00
Special Project -----	2,000.00
Total Expenses -----	<u>\$12,500.00</u>

1. The club's insurance coverage is being updated, especially in the areas of liability insurance and coverage on the rolling stock and artifacts owned by the organization.
2. Since most of the money budgeted for postage goes for mailing of this newsletter, the cost of producing the Rocky Mountain Rail Report will be approximately \$6 per member in 1981.
3. An up-to-date membership roster, plus a book to be published by the club in 1981, will be furnished each member of the Rocky Mountain Railroad Club.
4. A very special project, the duplication of the Otto Perry movies, is in the planning stages. It has been proposed that master duplicates of the Perry films be made, with the possibility that copies of selected reels can be made available for sale to the public.
5. The Rocky Mountain Railroad Club is currently conducting negotiations for the acquisition of additional historic railroad equipment. As no agreement has been reached, an announcement cannot be made concerning the acquisition at this time.

In looking at the goals, projects and activities of the Rocky Mountain Railroad Club, dues of \$1.00 per month seem very inexpensive. The next time you purchase a roll of film, pick up a copy of your favorite railroad fan magazine, or fill that automobile gas tank for a day of train-chasing, think of that \$1 per month. It really isn't that much, is it?

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PRESIDENT'S MESSAGE

As the year, 1980, comes to a close, I would like to tell you about some of the club's accomplishments and to thank all the members and friends that made it possible.

Regular board meetings were established and committees were juggled and enlarged to facilitate our busy year. The Trip Committee sponsored 6 events. A wonderful weekend in Glenwood Springs, traveling via the Rio Grande Zephyr, and an outing at Heritage Square, riding the High Country Railroad and propelling the hand car around the track. Another delightful day was spent hiking the Gilpin Tram grade between Black Hawk and Central City, with Ranniger's Roadside Commissary serving delicious hamburgers at this and the Heritage Square outing. Our July trip with the Union Pacific #8444 to Sterling was enjoyed by over 450 folks.

We ran the first steam-powered railfan trip on the Manitou & Pikes Peak Cog Railway in about 25 years and had a 3-day Amtrak trip to Rock Springs, Wyoming and toured the ghost towns in the historic South Pass area.

The Equipment Committee repaired the tool car and maintained and painted our other equipment as necessary. In addition, they tackled the replacement of a platform on the R.6.S. private car "RICO." This project is 75% completed, with all new oak sills. Also, considerable effort has been expended with the possibility of acquiring new equipment for our collection. A work day was held at the Colorado Railroad Museum, in which many members participated and also enjoyed the famous Ranniger-burgers.

The Archives Committee has made a complete inventory of all the club's property, tools, films, books and equipment. Better storage facilities are being sought and insurance policies have been examined to keep pace with acquisitions and inflation. A lot of research has gone in to a project to preserve, copy and perhaps market some of the Otto Perry movie collection.

The Publications Committee made a concerted effort and sold over 350 copies of the Memorial edition of D.S.P. & P. Soft cover booklets that were published by the club, years ago, have been reviewed and will be reprinted in 1981, for free distribution to members.

The club has donated to the Colorado Railroad Museum as a token of our appreciation for the care of our equipment; and we donated to Christ Church in appreciation for our fine meeting hall.

My special thanks to all of those members and friends who maintain the monthly workings of the club. The untold hours of writing, typing, printing, folding, addressing, and keeping our outstanding newsletter coming to you. The writing and printing of tickets and brochures, the providing of the meeting hall, the correspondence and mail, trip list and the outstanding programs at the meetings all take a lot of personal time and deserve a hearty thank you. The annual banquet arrangements, our participation in Railfair, exhibits at Aurora Mall, our auctions, the keeping of all finances, Westland Travel Agency, and all others who help us, thank you for a job well done.

I hope the momentum and enthusiasm of these many projects will continue in the future.

We have had to raise the dues to meet the increasing costs to operate the club and to maintain our equipment and insurance.

It's been a good year. I have certainly enjoyed serving the past two years as president, and my thanks to all of you. Have a wonderful holiday, and prosperous New Year!!

Ed Gerlits

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THE CLUB'S BOARD OF DIRECTORS has decided to reprint 3 booklets published by the Rocky Mountain Railroad Club in the 1950's. The three publications: STEAM TRAMWAYS OF DENVER, by Morris Cafky; THE COLORADO EASTERN RAILROAD, by Charles S. Ryland; and DENVER, LONGMONT & NORTHWESTERN, by B. L. "Billy" Boyles, will be combined into one soft-cover book of approximately 88 pages. Rocky Mountain Railroad Club members in good standing at the time of publication of the book, will receive a copy at no charge! Additional copies may be purchased through the club or at retail book outlets in the Denver area. Watch for details concerning price and publication date in future issues of the Rocky Mountain Rail Report.

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A NOTE FROM THE EQUIPMENT CHAIRMAN - This year, our annual book drawing features two fine books as prizes - a copy of COLORADO MIDLAND, by Morris Cafky, and the

MEMORIAL EDITION OF DENVER SOUTH PARK AND PACIFIC. Five copies of UNION PACIFIC-100 YEARS booklets are also included as prizes. Chances will be \$2.00 each.

I would like to encourage your continual support of the book drawing. It provides everyone with not only a "crack" at owning some very good reading material, but also an opportunity to participate in the maintenance of the club's equipment at the Colorado Railroad Museum in Golden. Our equipment (and it is our equipment, it belongs to all of us!) requires constant attention to prevent its deterioration. Paint fades, wood rots, and metal rusts if it is not properly protected. The club has been fortunate enough to have had volunteers over the years, work usually with little recognition, to maintain these club "treasures." However, because of the age of this equipment, it is sometimes necessary to do more than just "maintain". Sometimes the need arises to rebuild. Such is the case with the 100 year-old ex-Rio Grande Southern narrow gauge business car, RICO. The car's platforms were, to put it simply, just plain "shot." The car body ends were also in weakened state. Measures to correct this have necessitated removing interior walls, fabricating and installing reinforcing steel bracing, and building an all new platform from scratch. To do the job right, oak was selected as the best and most durable wood, the cost of which came to over \$800 for both ends. Not cheap! Needless to say, we spend not a dime unless absolutely necessary. Cutting the wood and steel, and doing our own welding, even making our own bolts from raw materials, has saved many hundreds of dollars (although it would have been easier to just buy the parts, pre-made, or pay someone to do the fabricating). So far, over 300 man-hours have gone into the one RICO platform this summer by club volunteers. Your past support of the book drawing (plus a number of separate individual contributions to the equipment fund each year) has helped make this work possible. If you do not have time to come out to the museum, or live at too great a distance, you can still help us by participating in the drawing. Many thanks for your consideration!!

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Darrell Arndt

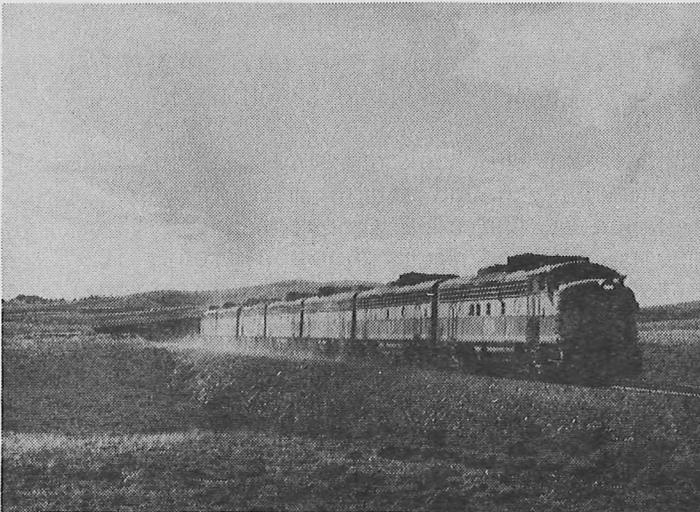
THE ROCKY MOUNTAIN TRAIN COLLECTORS CLUB will have a Christmas Train Show at the Jefferson County Fairgrounds on Sunday, December 21, between 10:00 A.M. and 4:00 P.M. Admission - \$1.00, Children 50¢. For information, call 321-8069.

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THE BILL FOR CONSTRUCTION OF COLORADO'S MOFFAT TUNNEL is still being paid, although the amount owed is substantially less than it was a few weeks ago. On Friday, October 24, \$505,000 in Moffat Tunnel bonds were retired, with the official shredding ceremony taking place at the First National Bank in Denver. The five Moffat tunnel Commissioners witnessed the shredding, which leaves \$784,000 in bonds to be retired in 1983. Over \$15,000,000 in Moffat Tunnel bonds were issued in the 1920's to finance construction of the 6.2 mile-long bore under the Continental Divide. Payments on the bonds were originally made from taxes levied in 8 Colorado counties, but in recent years, payments have come from revenues collected from the Denver & Rio Grande Railroad and the Denver Water Board, lessees of the tunnel, and from interest on Treasury Bonds registered in the name of the Moffat Tunnel Commissioners.

The dream of pioneer railroad builder, David H. Moffat, the tunnel through James Peak eliminated the time and difficulty of travel over 11,600 foot Rollins Pass, cutting almost 25 miles and 7 hours off the trip. Construction of the tunnel took over 5 years to complete, at a cost of \$2,500,000 per mile. Dedication of the Moffat Tunnel was held on February 26, 1928, witnessed in part by 2,500 people who had ridden to the site from Denver on 4 special passenger trains. In 1936, a trans-continental water diversion tunnel was added next to the railroad tunnel, to provide water for the city of Denver. Since the opening of the Moffat Tunnel, it is estimated that more than 300,000 trains have passed through, hauling over 10 billion tons of freight. And the D&RGW's Rio Grande Zephyr still carries passengers through the Moffat Tunnel on its tri-weekly trips between Denver and Salt Lake City.

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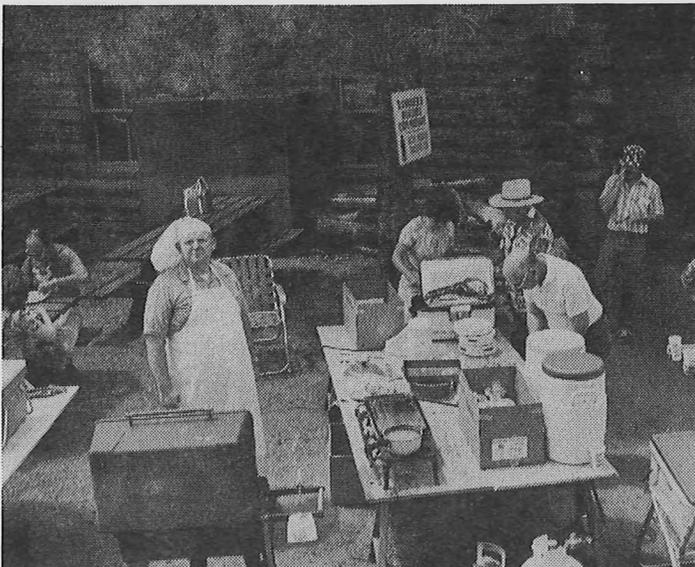
During the Wyoming trip we had the opportunity to witness U.S. Steel's ore train working upgrade near South Pass City, Wyoming.



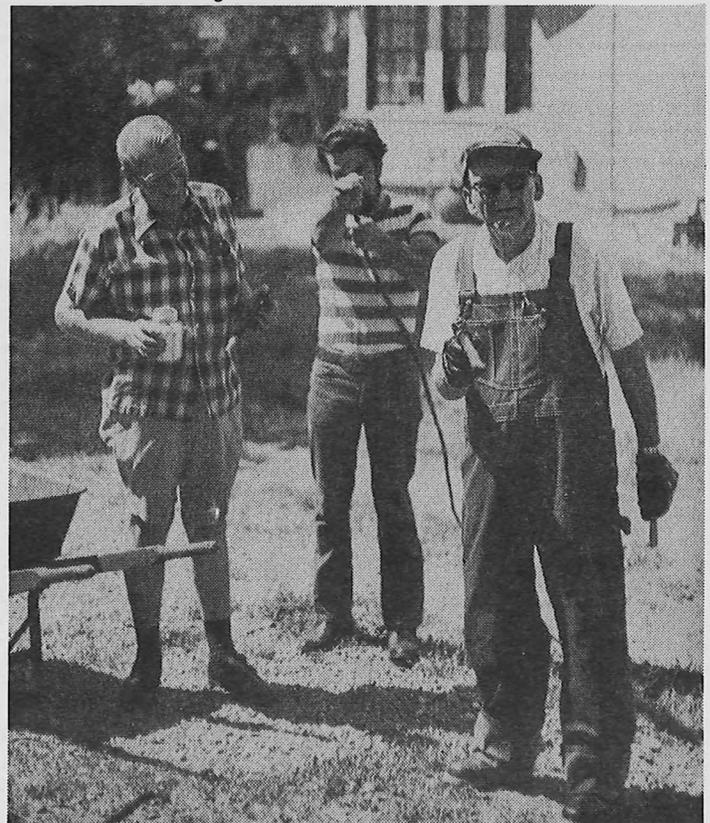
Has anyone explained to Darrell Arndt that the real work is being done on the ends of the RICO?



During the club's Wyoming trip in September a congenial group of Rocky Mountain Railroad Club members gathered together in front of Union Pacific's Green River depot prior to the arrival of Amtrak's San Francisco Zephyr.



Ranniger's Roadbed Commissary did a brisk business feeding hungry train-riders at the club's Heritage Square Outing on June 22.



Bill Gordon listens as Olie Larsen explains the care of club equipment.