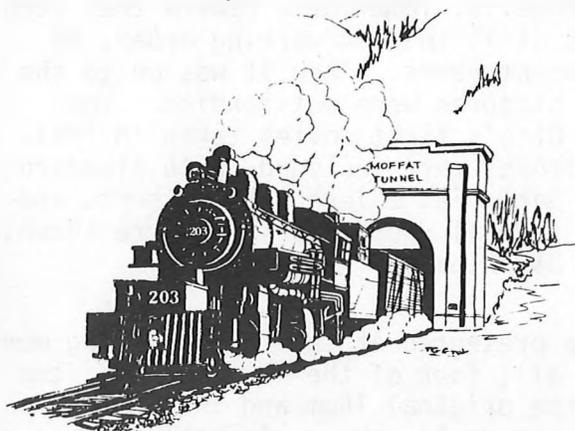


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
April, 1981 No. 259

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

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

MEETING NOTICE: Date -- Tuesday, April 14, 1981
 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.

PROGRAM NOTES: POTPOURRI NIGHT

While members of the Rocky Mountain Railroad Club thoroughly enjoy the photo presentations at the monthly club meetings, most of us do not have the numbers of quality slides necessary to put on a full evening's program. So at one meeting each year, everyone is afforded the opportunity to show a few of the pictures from his or her slide collection to the assembled group. At the April club meeting, the annual POTPOURRI NIGHT is the featured attraction on the agenda.

So don't be bashful! Get busy right now and select about 20 of your favorite slides that you would like to present. In fact, you don't even need to bring as many as 20 slides, 5, 10 or even 15 will be welcome. The group of slides may cover a wide variety of subjects, or one specific topic. However, there are a few ground rules to be followed. The slides to be shown should be the standard 2" x 2", of a railroad topic, sharp and in focus. And the slides will need to be stacked as follows to be in the correct sequence in the club's slide projector: FIRST SLIDE should be on the BOTTOM of the pile, with the white or blank side up; the second slide ON TOP of the first, also with the white or blank side up, and continuing all through the slides in this manner, ending up with the LAST SLIDE to be shown on the TOP of the stack. WHEW!! Anyone who can follow those instructions really deserves to have his or her pictures shown.

While the attendance at the monthly club meetings is often "standing room only" for the pictures of Otto Perry or other well known photographers, and rightfully so, members are urged to attend POTPOURRI NIGHT, even if they do not exhibit any photographs. Apparently, many folks pass up this event, feeling that the quality of the program may not be up to the standards of other presentations. If so, they are missing out on some fine photography and interesting subject matter, such as scenes of Eastern U.S. railroads, trolleys and some of the lesser known western railroads. It's not all Rio Grande narrow-gauge and Sherman Hill, but a look at this fascinating hobby of ours through the lens of that fellow who sits on that nearby folding chair at most of the club meetings. See you there!!

At the beginning of the program at last month's club meeting, Dick Kindig showed the large turnout of people on hand the Cine Kodak, Model B, 16mm movie camera that Otto Perry purchased in 1941. The 100' reel camera is still in good working order, in fact, Dick has used it himself occasionally in recent years. Then it was on to the business at hand, and as usual, the Perry moving pictures were outstanding. The five reels of films covered railroad action from Otto's first movies taken in 1941, through scenes from 1962. A variety of area railroads were included, with standard gauge Rio Grande, Missouri Pacific, Rock Island, Santa Fe, Colorado & Southern, and Union Pacific all well represented. Scenes from several club excursions were shown, as well as action on the Rio Grande Southern and D&RGW narrow gauge.

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THE FIRST THREE REELS of the moving pictures that were presented at the March meeting were duplicate prints that the club has had made. In all, four of the 400' reels of the Otto Perry movies have been duplicated, both in the original 16mm and in Super 8. Thus, the original films can be stored in the club's vault, the duplicates shown, and other duplicate reels can be made from the master copy in both film sizes. This is the first step in an ambitious project of the Rocky Mountain Railroad Club to preserve the irreplaceable Perry films, while possibly making Super 8 copies available for sale to the public. And, with the excellent quality of the copy prints, it looks like that project is off to a fine start.

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BILL CRAMER OF DENVER was the successful bidder in the mail auction of the set of signatures from the club's 1959 publication, "Pictorial Supplement to Denver South Park & Pacific," by Kindig, Haley and Poor. A big THANK YOU goes out to all the folks who participated in the mail auction as well as the other sales of the signatures. In all, over \$400 was realized in this project, which will be used by the Archives Committee in its continuing task of preserving and cataloging the treasures owned by the club.

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NOW IS THE TIME TO MAKE PLANS to attend the 32nd annual reunion of the Midwest Old Settlers & Threshers Association at Mt. Pleasant, Iowa over the Labor Day weekend. The Rocky Mountain Railroad Club has made arrangements for a group to travel to this exciting event via Amtrak's San Francisco Zephyr. Included in the tour price is rail transportation, motel accommodations, admission to the reunion grounds and grandstand show, and bus transportation in the Mt. Pleasant area. But don't delay! See the attached brochure for details and make your reservations now!'

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LOOKING GOOD - The interior repainting work on Denver Union Station is progressing well and the result is literally like the difference between night and day. The deep blue is gone, and the ceiling and walls now sport an off-white scheme with brown trim. The depot will be 100 years old this year and a commemoration, coordinated by the Intermountain Chapter, NRHS, is being planned in July.

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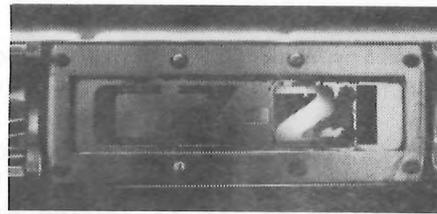
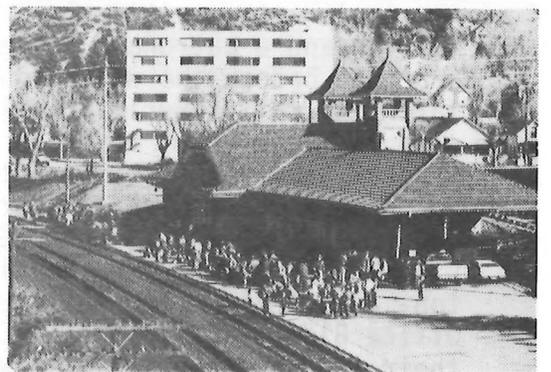
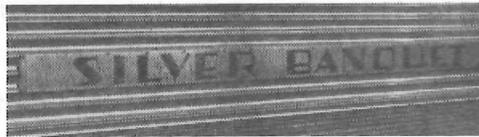
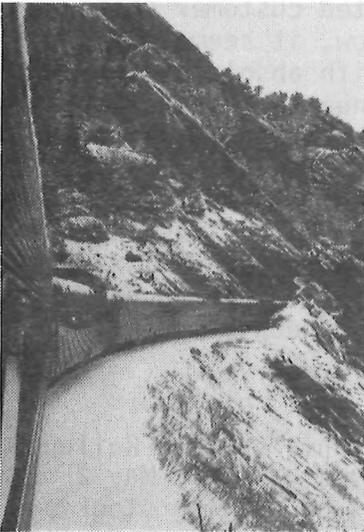
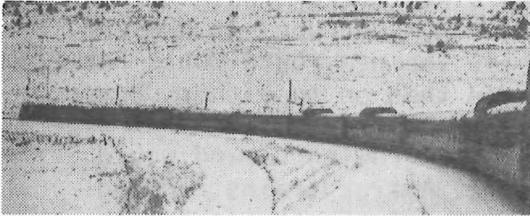
THE GLENWOOD TRIP IN FEBRUARY was a swell way to spend a couple of days away from home. A small storm hit the night before the trip, enhancing the scenery with that white stuff that has been in rather short supply this winter. A few of the pleasant distractions in store for the trip included absorbing the mountain scenery, eating in the diner, pondering the quiz handout, visiting with others and taking in the program after dinner. A few of the sights that weekend are reviewed in the photos on the next page.

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RIO GRANDE ZEPHYR



GLENWOOD SPRINGS WEEKEND



THE SAN FRANCISCO ZEPHYR is now operating with two Superliner sleeping cars.

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COMING UP - Please keep May 16 in mind when planning your Spring "schedule." That's the club's work day out at the Colorado Railroad Museum. We hope to make good progress on several projects, including new coats of paint on our Caboose 0578 and PCC Car 3101. Ranniger's Roadbed Commissary will insure that no one goes hungry at lunch time.

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AN INCREASE IN PASSENGER TRAIN SERVICE for the state of Nebraska and possibly Wyoming is the subject of a study requested recently by Nebraska Governor, Charles Thone and Congresswoman Virginia Smith. Officials have proposed a new Amtrak route through Nebraska, and the addition of a second Chicago to San Francisco run. At present, Amtrak's San Francisco Zephyr crosses their state, while the new route would run from Kansas City across central Nebraska to North Platte, and then on to either Denver or Cheyenne on the Union Pacific Railroad. They cite a large increase in Amtrak ridership over the last five years in Nebraska, and believe the growing demand would justify additional service. The prospects for additional Amtrak trains running through Nebraska seem dim, however, with proposed cuts in Amtrak service nationwide under the new federal administration.

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A THOUGHT - As everyone knows, the new administration and our representatives in Washington are planning budget cuts left and right. Almost no limb of the government is going untouched, and Amtrak is no exception. However, for the National Railway Passenger Corp., it appears "cut" should be replaced by a more definitive word, like "butcher!" As proposed, the budget reduction would virtually eliminate all Amtrak service in the U.S., except in the Northeast. This, after Washington has authorized millions of dollars to finally get all of Amtrak's trains re-equipped with modernized or brand new equipment resulting in a reliability level that has generated customer satisfaction and a patronage increase of noteworthy proportions. Now, it seems we are about to become the only industrialized country in the world with absolutely no intercity rail service at all .. and the OPEC folks will continue to have something else to laugh about at their cocktail parties. For Colorado, both Senator Hart and Senator Armstrong are supporting the Amtrak whack (Amwhack?!). Should any of our Colorado members wish to express their feelings where it would do the most good, here are the addresses: Senator Gary Hart, 254 Russell Senate Office Bldg., Washington, D.C. 20510; and Senator William Armstrong, 140 Russell Senate Office Bldg., Washington, D.C. 20510 - and for the Denver area, Rep. Pat Schroeder, 2437 Rayburn House Office Bldg., Washington, D.C. 20515. Presumably, if not enough people promptly give their two-cents worth, Amtrak isn't going to be worth a nickle! D.T.A.

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THE BIG ONE! - Preparation for the dedication of the State of California's State Railroad Museum at Sacramento continues, the celebration to be marked by a railfair May 2 through the 10th. The \$14 million facility, with its 21 pieces of rolling stock, artifacts, exhibits and buildings is one of the largest in the world. A number of club members from Colorado are heading out to the event, and Dick Lawrence has space reserved on Amtrak and by air if anyone has made a late decision to go. A May 1-3 RT air fare from Denver would be \$231 and RT Amtrak, with economy sleeper, would be \$241. Accommodations additional. We are not having a formal club trip, but if any member decides they would like to go on their own, call Dick at Westland Travel, 232-6600.

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BUSINESS HAS BEEN BRISK around the Union Pacific roundhouse at Cheyenne, with repair work continuing on steam locomotives 8444 and 3985. Both engines received federal inspections during March, clearing the way for their operations this year. The 8444 is now tentatively scheduled to depart Cheyenne for Sacramento, Calif. on Thursday, Apr. 23. The popular Northern is to be on hand for the grand opening of the California State

Railroad Museum from May 2 through May 10. As a proposed fan trip in Idaho has been cancelled, the 8444 will return directly to Cheyenne, leaving the California Capitol City on May 11. After Sacramento, the next appearance for the 8444 will be in Denver for the 100th anniversary of the Denver Union Depot, which was officially opened on June 1, 1881.

While operations with the UP 8444 are scheduled for this year, the railroad has made absolutely no commitments thus far to operate the 3985, and will not do so until officials are completely satisfied that the locomotive is in sound operating condition. Observers feel chances are excellent that the 4-6-6-4 will make the Sacramento trip with the 8444, and also be run at other times during 1981. After the stationary steam-up of January 17 and 18, the new lagging and jacket were installed and a coat of paint applied to the 3985. Needed repairs were made to the brakes, stokers and piping systems, and the engine was once again connected to the house steam lines. On Friday, March 13, the engine was moved outside for the benefit of a Union Pacific photographer, and on Wednesday, the 18th, was run for the first time since restoration work began. As expected, there were air and water leaks, as well as other problems with the 3985 that required repair. Of major concern was a deficiency in the steam pressure reaching the air pumps, but following the running test, this was corrected. The Challenger was run on #4 track in the Cheyenne "passenger" yard, and performed beautifully. Any attempt at a written description of the 3985 in action would be inadequate. It made several round trips from the east end of the yard to the west end of Cheyenne, at times reaching an estimated speed of 35 to 40 mph. All those folks who have worked so long and hard restoring the 3985 were most pleased with the performance, and looked forward to the first main line run which was to have been made to LaSalle and return on March 25 (as of this writing).

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OFFICIALS OF THE BURLINGTON NORTHERN RAILROAD have questioned claims that moving the nation's coal by slurry pipeline is cheaper than by unit coal train. Michael M. Donahue, Vice President for Coal of BN says that the railroad charges slightly more than a penny per ton-mile to carry coal, while the cost for moving coal by slurry pipeline is about 1.5 cents per ton-mile. He adds that rates for hauling eastern coal by rail are almost double the BN fee, while the national average freight rate for all commodities is 3.5¢ per ton-mile. In the last six years, the Burlington Northern has invested \$720 million in track improvements, new equipment, and CTC systems to handle its more than one half of all the western-originated coal traffic.

Burlington Northern officials have also questioned predictions by Colorado state officials that 80 coal trains per day will soon be running through front range cities. Wayne L. Arntzen, Vice President and General Manager of BN's northern region, responds that the railroad is not now operating any coal trains through front range cities, nor is any other railroad. The Colorado & Southern Railway, a BN subsidiary, is the only railroad which passes through the front range communities of Boulder, Longmont, Loveland and Ft. Collins. While the C&S line is the most direct north-south route from the BN mainline near Bridger Jct., Wyoming to Denver, there are no plans to use the C&S for coal traffic "for at least five years." The C&S line is built of rail too light to handle the 15,000 ton coal trains and its steep grades would require at least two helper-locomotives to move the heavy trains. Mr. Arntzen pointed out that the company plans to continue its current operations in running both loaded and empty coal trains through Denver via the present eastern route through Nebraska.

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THE DENVER & RIO GRANDE WESTERN has filed for a rate increase on the Silverton - Adult fares to \$18, kids to \$11. The railroad will be operating the line this year if the planned sale to Charles Bradshaw does not take place before April 1. Both parties are awaiting a ruling from the ICC on whether or not Bradshaw must take the union contracts in order to operate the line. Bradshaw has indicated he will back out if he has to go union, and the union will evidently appeal if the ruling goes against them.

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THE SMALL BOY STOOD ON TIPTOES and put his arms around the neck of the stooping, gray-haired porter to say goodbye. The two had become fast friends in the last couple of months, sharing a few minutes together every couple of weeks. Now, Matthew Crowding was learning the transient nature of all things, even friendships. But it wasn't a sad occasion. They promised each other they would exchange letters and visits. They exchanged gifts, a 65-year old John Barnes took 5-year-old Matthew on a last tour of the first sleeping car behind the locomotives of the silvery San Francisco Zephyr, standing momentarily still Friday night in Denver Union Station.

Since late November, the Longmont boy's parents, Ed and Judith Crowding had brought Matthew by the Denver train station to watch the trains come in before they went on to the Colorado Rockies hockey games. Matthew's friendship with Barnes began on his first trip to Union Station, and as luck would have it, the Rockies were in town every other week as the Zephyr would come through on a Friday.

Barnes started with the Southern Pacific Railroad during World War II. He has been at it more than 37 years, and he is retiring. This is his last run on the Zephyr. He will be through Denver, Monday, on the homebound trip, but Matthew won't be able to be in Denver. So Friday night Matthew and John Barnes said farewell to each other. Matthew got an orange "Amtrak" T-shirt and a whole bag of surprises. Barnes got a "Denver" T-shirt with "John" and "37" printed on the back. He also got a picture of Matthew and a cake decorated with the legend, "Good Luck, John - 37 Years."

"What will you do if I send you a letter?" the porter asked the little boy. "If you send me a letter, I'll send you one back the same day," was the reply. Barnes said Matthew is the only trackside friend he has between San Francisco and Chicago, and he doesn't intend to let the friendship drop. He said he and his wife will be back to Denver in 1982 with the Shriners, and he intends to drop in on Matthew then. "There is my heart," Barnes said, beaming, pointing to the boy. It seems there is still a lot of magic left in trains - for both little boys and old men.

(by Jim Kirksey, in the February 22, 1981 DENVER POST)

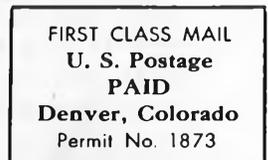
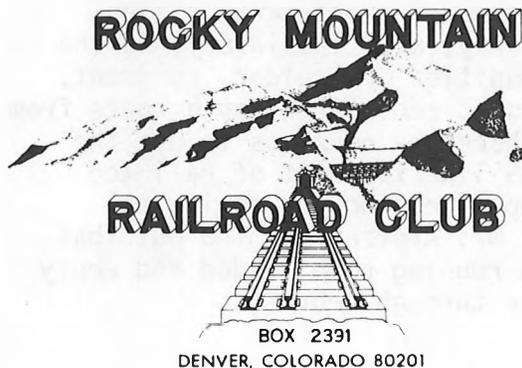
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