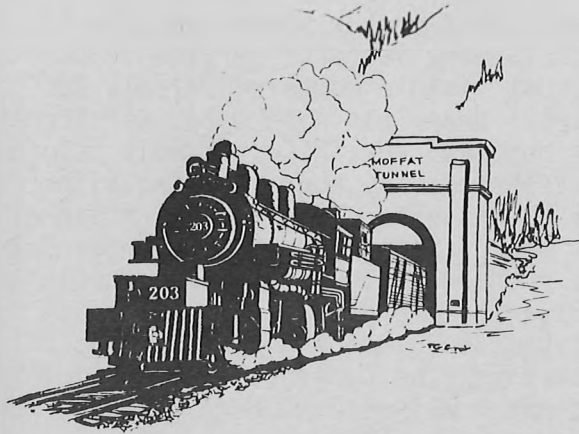


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391  
January, 1982

Denver, Colorado 80201  
No. 268

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

Editor ----- Neal Reich  
Associate Editor ----- Steve McCormick

MEETING NOTICE: Date . . . Tuesday, January 12, 1982  
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: THE COLORADO & WYOMING RAILWAY

The January 12 program will provide a look at one of the most unique railroad operations in this part of the country, the Colorado & Wyoming Railway. Bill McKenzie will offer a slide show and narration on the history and present-day operation of the C&W. Bill has just completed a book on the Colorado & Wyoming, and many of the photographs in the program will come from this publication. The C&W is a subsidiary of the Colorado Fuel and Iron Co., and is unique in that it consists of three unconnected divisions in two states. The Southern Division hauls coal from the Jansen Mine near Trinidad, Colorado, and the Middle Division is located in and around the CF&I steel mill at Pueblo.

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December is the month of tradition, and the final Rocky Mountain Railroad Club meeting of 1981 was no exception. As has become custom, it was moved and unanimously approved by those in attendance, to dispense with the required reading of the club's membership roster and minutes of last year's annual meeting, prior to the election of officers for 1982. Treasurer Ardie Schoeninger presented a detailed report on the financial status of the club and the sales of the MEMORIAL EDITION OF DENVER SOUTH PARK AND PACIFIC. Yet another tradition was carried forth when Neal Miller distributed his annual Christmas gift, a nice 8X10 photograph of a UP freight train at Hermosa Tunnel, taken on July 4, 1955. The December newsreel featured an entertaining report by Jim Ranniger on the club's trip to the Old Settlers and Threshers Reunion at Mt. Pleasant, Iowa, last Labor Day. This movie production included scenes of club members enjoying the trip via Amtrak, as well as scenes of the many activities and the wide variety of food to be enjoyed at Mt. Pleasant. All of this was topped off by a beautiful spread of delicious holiday goodies, including cookies, cake, punch and coffee, a fitting topper to a highly successful Rocky Mountain Railroad Club Year.

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OFFICERS OF THE ROCKY MOUNTAIN RAILROAD CLUB FOR 1982, as elected at the December meeting, are: President, Jim Ranniger; Vice-President, Erwin Chaim; Secretary, Bill Gordon; and Treasurer, Ardie Schoeninger. Elected to a two-year term on the club's Board of Directors were Kurt Penny, Jim Trowbridge, and Bill Youder, who will serve, along with holdover members, Carl Carlson, Bill Gould, and Keith Kirby.

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MEMBER HONORED - At the December club meeting, President Jim Ranniger presented a Certificate of Merit to DARRELL ARNDT, in recognition of his many years of service to the Rocky Mountain Railroad Club. One of the club's most visible members, Darrell has served as Equipment Chairman for the past two years. Under his direction, considerable restoration work has been completed on the club's business car, RICO, as well as other pieces of rolling stock. In addition, he has contributed many hours working with the Trip Committee, in the planning and management of excursions and in the operation of the club's annual hike. And it always seems that when someone is needed to help out on a project, Darrell Arndt is the man who can be counted on to volunteer. Probably his most noteworthy efforts have been in the publication and distribution of this newsletter. For over eight years, Darrell has served as Editor and Contributing Editor of the Rocky Mountain Rail Report. In that time, the publication has maintained a high standard of accuracy, wit and integrity of which all club members can be proud. Congratulations, Darrell!!

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WHILE WE'RE ALL PRACTICING WRITING 1982 instead of 1981, a good chance to use that date would be on a check for your 1982 Rocky Mountain Railroad Club dues. The yearly membership fee of \$12 is payable now, so why not get yours in the mail today! And don't forget the annual book drawing, with first prize, a copy of COLORADO MIDLAND, by Morris Cafky. Chances are \$2.00 each, with all proceeds going to the club's equipment fund.

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FOLLOWING A LONG-STANDING TRADITION, the waiting room of Denver's Union Station glowed with the spirit of the Christmas season with the trimming of this year's tree. As in the past, Rocky Mountain Railroad Club members selected an appropriate pine, harvested it, and placed it in its time-honored spot in the middle of the vast waiting room. Intermountain Chapter, NRHS, provided lights and ornaments. Actual decoration of the tree was performed by Denver Amtrak employees and friends.

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THE SMELL OF COAL SMOKE LINGERED OVER NORTH TABLE MOUNTAIN on December 5th and 6th, as Colorado Railroad Museum Engine No. 346 was in steam to officially bring the jolly, rotund one (no, not President, Jim Ranniger!) into town. The museum's annual Santa Claus event has traditionally been one of the last area steam-ups of the season. This year, however, except for the presence of the man in red, one would have thought that this was one of the first steam-ups of spring, what with the daytime temperatures ranging in the high 60's and low 70's.

And speaking of the Museum, if you haven't already heard, Colorado Rail Annual No. 15 is off the press, and on the bookseller's shelves. The only hitch is that this year's annual doesn't have anything to do with Colorado Railroad history. Rather, the focus of this volume is on some of the lesser known roads and branches of Idaho and Montana. You may not be able to ride on the Utah & Northern, or the Gilmore & Pittsburgh anymore, but you can read about them in the pages of Annual No. 15, available in person or by mail from the Colorado Railroad Museum.

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TRIPS, EXCURSIONS AND OTHER SPECIAL EVENTS!! This year's club calendar is full of all types of activities for just about everyone. Coming up in the near future, are the following:

FEBRUARY 14, 1982 - RMRRC Steam Special from Durango to Teft Siding (Tall Timbers) on the D&SNG RR. The club has chartered a train consisting of heated coaches, a snack car, lounge car, "Alamosa," and an open observation car for use of its members, friends and guests. A few tickets are still available for the train, at \$20 each adult and \$12 each child. Also available is a train, bus and motel package from Denver. Address ticket requests to: Rocky Mountain Railroad Club, C/O Jim

Trowbridge, 502 So. Cody Street, Lakewood, CO 80226. Reservation deadline for the trip package, including bus and motel, is January 10, 1982. Package ticket holders, please NOTE: Your tour packet to include train tickets, bus pass, accommodation confirmation and banquet tickets if applicable, will not be sent to you until approximately January 15.

APRIL 24 AND 25, 1982 - Glenwood Springs Weekend aboard the Rio Grande Zephyr. The "Grande" has filed for a rate increase which is currently pending before the ICC. This prevents us from bringing you all of the excursion details in this newsletter. Watch next month's Report for full information. Those of you who have taken this trip in the past know how much fun it is. Those of you who haven't, for Heaven's sake, c'mon along this year!

MAY 30, 1982 - Negotiations are underway with the Union Pacific, for our annual steam excursion. Watch future Rail Reports for more information on this annual favorite.

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EFFECTIVE WITH THIS ISSUE of the newsletter, Steve McCormick has assumed the duties as Associate Editor of the Rocky Mountain Rail Report. Steve has been a member of the Rocky Mountain Railroad Club for several years, and brings a wide range of railroad experience to the publication. Those folks in the Denver area, having items of interest to the membership, are urged to contact Steve at 422-0049. In addition, Darrell Arndt will remain on the staff of the Report. Darrell has worked on the newsletter for over 8 years, and his ability and experience will be of great assistance.

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MEMBERS OF THE ROCKY MOUNTAIN RAILROAD CLUB will soon have the opportunity to start their own collection of the fabulous railroad movies of Otto Perry. In May, the club will offer for sale, the first 3 reels of Super 8 moving pictures, which have been duplicated from the original Perry films. These 200-foot reels are in both color and black and white, and contain some treasured scenes of steam railroading in the Rockies. Reel No. 1, for example, was filmed by Otto in 1941, his first year of movie-making. It includes shots of both standard and narrow gauge trains on the Rio Grande Railroad, plus action on the Manitou & Pikes Peak, CB&Q, Rio Grande Southern, Rock Island, Missouri Pacific, Great Western, and a veritable "parade of power" on the Union Pacific. The other 2 reels are equally impressive. Details on prices and order forms will be included in coming issues of the Rocky Mountain Rail Report. Why not make plans to start your own Otto Perry Collection right now?

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ROCKY MOUNTAIN RAILROAD CLUB CHARTER MEMBER - JACKSON C. THODE (Third in a series) - Anyone who has written of Colorado's railroad history, has found Jack Thode to be a great source of information, combining a world of personal knowledge with an extensive file of reference material. For the holder of Rocky Mountain Railroad Club Membership Card No. 4 is known for his unselfish cooperation in assisting other rail historians. Jack Thode is a native of Denver, and after graduation from East High School, attended Colorado A&M (now CSU) for two years. In 1936, he started working for the Denver & Rio Grande Western Railroad, sorting waybills in the freight accounting department. The job appealed to him, and he stayed with the railroad while attending night classes at the University of Denver, graduating in 1942 with a degree in commerce. Jack soon acquired a fascination for railroad history, which led to an interest in photography. Soon, photo sessions around the Denver yards, with such pals as Dick Kindig and Les Logue, spurred the formation of the Rocky Mountain Railroad Club.

After four years in the Army Air Corps, Jack returned to the D&RGW, and the activities of the Rocky Mountain Railroad Club. He has held many club offices, including Editor of the Newsletter, and on the Board of Directors. Jack was Club President in 1963, and fondly remembers the excursion with CB&Q Steam Locomotive 4960 to Colorado Springs to celebrate the Club's 25th Anniversary at the Antlers Hotel. On the southbound

trip, the 4960 ran low on water, and a fleet of fire trucks from the Air Force Academy came to the rescue. He is also a member of the Colorado State Historical Society, Utah Historical Society, Denver Westerners, the Lexington Group in Transportation History, and the Railway and Locomotive Historical Society. Jack Thode retired from the Rio Grande as Chief Budget Officer, in December, 1978. His 42 years of service to the railroad included a stint as Secretary to Executive Vice President, Al Perlman and President Gus Aydelott. His wife, Joyce, and three children have always been supportive of his hobby, and Jack reports he is now busier than ever. He is the author of one book, "A Century of Passenger Trains," but there could be another one along some day soon.

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ACCORDING TO FIGURES FROM THE PUBLIC UTILITIES COMMISSION of the City of San Francisco, nearly one third of the \$58,000,000 needed to renovate its historic cable car system has been raised. Recently the Department of Transportation in Washington announced approval of a \$6,000,000 grant for the project, and earlier had chipped in \$3,000,000. The City plans to apply for \$12,000,000 in grants for the next three years, and the federal government has indicated it will pay for 80% of the total project if the city or private donors come up with the rest. A private group, the Committee to Save the Cable Cars, has collected \$5,300,000 in cash, and pledges that will be used to help rebuild the system. The largest single gifts to this fund thus far, \$1,000,000 each, have come from Chevron USA and United Air Lines- Western Hotels. The committee has also raised \$1,800,000 in gifts of \$100,000 each from 18 firms. Every organization that donates a minimum of \$100,000 is allowed to "adopt" a cable car. So far, 18 cars or half of the city's cable car fleet, have been "adopted."

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LISTED BELOW ARE SOME OF THE REPORTING MARKS of privately owned unit coal trains which pass through Denver, Colorado:

REPORTING MARKS	OWNER	LOCATION
AEPX	American Electric Power Service Corp.	Lancaster, Ohio
ARRX	Arco Coal Co.	Denver, Colorado
CCTX	Central Power and Light Co.	Corpus Chirsti, Texas
CSUX	City of Colorado Springs Dept. of Public Utilities	Colorado Springs, Colo.
DEGX	Mississippi Power Co.	Birmingham, Alabama
FPPX	Fayette Power Project	Smithville, Texas
GAUX	General American Transportation Corp.	Chicago, Illinois
GRDX	Grand River Dam Authority	Vinita, Oklahoma
NORX	Northern Indiana Public Service Co.	Hammond, Indiana
OGEX	Oklahoma Gas & Electric Co.	Oklahoma City, Oklahoma
OPsx	Public Service Co. of Oklahoma	Tulsa, Oklahoma
PLMX	PLM, Inc.	San Francisco, California
PSCX	Public Service Co. of Colorado	Denver, Colorado
SATX	City Public Service Board of San Antonio	San Antonio, Texas
SDEX	Swindell-Dressler Energy Supply Co.	Salt Lake City, Utah
SFIX	System Fuels, Inc.	New Orleans, Louisiana
SSIX	Itel Corp., Rail Division	San Francisco, California
UFIX	Utility Fuels, Inc.	Houston, Texas
WFAX	Western Fuels Association, Inc.	Washington, D.C.

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REMEMBER THIS ONE? - Finnegan was a railroad engineer, and it happened that his train was derailed. After the crew got it back on the track, Finnegan wired his report to his supervisor. The report was very lengthy, with a multitude of details, not all relevant. The boss called Finnegan, thanked him, and said if it ever happened again,

the report should be short, to the point, so that several hours would not have to be wasted in reading the report. Finnegan did have another derailment some time later, and he wired his boss - "Off again, on again, gone again. Finnegan."  
(M.T.C. Dots and Dashes)

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AMTRAK HAS INSTALLED A NEW \$55,000,000 RESERVATIONS SYSTEM, called Arrow" which will utilize 3 IBM computers and more than 2,700 terminals, nationwide, to speed up information and reservations service. In addition to furnishing train information ten times faster than the old system, Arrow is also able to make speedy credit checks and can determine if an unused ticket returned for refund is stolen or lost. With connecting train and bus information available for any train on the passenger rail network, Amtrak expects to expand ticketing inventory from the current 180 days to 340 days, permitting customers to make confirmed reservations nearly a year in advance. The new system has a telephone network connecting Amtrak's 5 reservation sales offices across the country. Should all telephones at one center be busy, the caller instantly will be connected with another center - and Amtrak has taken delivery on the first of the 125 new second-generation Amfleet passenger cars, which are scheduled to be assigned on the Silver Star run from New York to Florida.

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A RECENT VISITOR TO THE CHEYENNE ROUNDHOUSE OF THE COLORADO & SOUTHERN RAILWAY was former Union Pacific diesel switch Engine No. 1087, now the lone locomotive on the roster of the Rawhide Short Line Railroad. The engine was in Cheyenne to receive a new brown and yellow paint job from Rawhide employees, before returning to service at the Rawhide Electric Power Plant, now under construction near Wellington, Colorado. The 1087 was built by E.M.D. in 1948, and is one of the many NW-2 class of switchers which have seen service on the UP for many years.

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THE SOUTH FORK (COLORADO) Chamber of Commerce has turned away an offer from the Durango & Silverton Narrow Gauge Railroad to purchase the old Rio Grande water tower in that town. The prevailing attitude was that South Fork doesn't have many landmarks - the tower is one, so let's keep it.

(The Silverton Standard and the Miner)

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RAILROAD PHOTOGRAPHY - Are you planning to get into the fun of taking your own railroad pictures? Maybe that Christmas check you may get will help. How about cameras? Well, any camera can take a picture of a train or locomotive. But if railroads are your pet subject, there are some things to avoid. First of all, don't get a camera that uses 35mm film. Oh, we know the 35mm boys don't like to hear this. It's anarchy, especially since we own small-film cameras ourselves ... It used to be that 35mm cameras were easier to use and carry, and that they were the only ones that could take color pictures without the pictures costing too much. Today, there are many cameras just as easy to carry and use, that take a larger film, and good color film is available in size 120. Large-size projectors are also available.

If locomotives are important to you and color not so much, get a size 116 camera, or better still, one that takes post card pictures. These sizes require no enlarging to get good studies of engines. Getting into the higher brackets, a view camera is tops. The "swings" allow you to focus accurately on the rear and front ends of a train or locomotive in a 3/4 view. View-type cameras are at their best in the 5x7 and 8x10 inch sizes. A tripod is a must for almost every picture they take. Best thing about these cameras is that only the lens is expensive. Newspaper-type cameras, Speed Graphic, Pressman, etc., are favorites for the man with a car. They are bulky for ordinary hand use, since you must carry a supply of film holders along with the camera. To avoid the consequent loss of good money on the trade-in, we suggest making these things a minimum right at the start:

1. A rangefinder or reflex camera to insure that you focus at the right distance.
2. A lens with f4.5 diaphragm opening, or still better, f3.5 or f2.8.
3. A fast shutter. Fast shutter speeds are a help if you plan to shoot moving trains. They are essential for shooting pictures out of train windows. 1/200 will just get by, but it is the best you can get on some press cameras.
4. Besides the camera, get an exposure meter.

From an article by Linn H. Westcott and W.A. Akin, Jr., in the Dec., 1947 issue of TRAINS MAGAZINE. My, how things do change over the years!

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FROM THE "HOW YOUR TAX DOLLARS ARE BEING SPEND" DEPT. comes this story dateline, Elko, Nev. where contracts were recently awarded on portions of project to relocate the Western & Southern Pacific mainlines away from the downtown business district. The \$44 million project, which includes construction of approximately 17 miles of new track, channelization of the Humboldt River auto and pedestrian overpasses, improved street lighting, relocation of the Western Pacific freight yard and engine facilities and a city park, is a federally funded demonstration. The relocation is designed to reduce downtown congestion caused by trains moving through and at the same time, improve safety by eliminating grade level road crossings.

The \$7.5 million worth of track construction will feature parallel WP and SP mainlines through the Humboldt River valley. Both lines are to be of 136 lb. continuous welded rail construction, the WP line being of conventional construction with wood cross ties, while the SP track will be supported by prestressed concrete ties. The new WP yard will also be of all welded construction, with improved locomotive and caboose servicing facilities to be included in the package. The original Southern Pacific mainline through the city center will be retained as a lead to serve existing industries.

Funding for this work is provided under provisions of the 1973 Federal Aid Highway Act. Should the outcome of this project be favorable (and barring a funding cut by the present admin.), 19 additional preselected communities across the US could become eligible to receive funding for similar projects. Oh, and by the way ... the cost to the Railroads for all these improvements? About \$900,000 each.

No word yet on where the poor traveler is to board the San Francisco Zephyr during the estimated one-year construction period.

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JIM RANNIGER, President  
ERWIN CHAIM, Vice-President

BILL GORDON, Secretary  
ARDIE SCHOENINGER, Treasurer

**ROCKY MOUNTAIN**



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