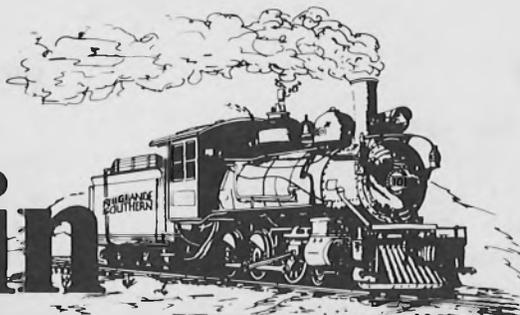


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

November 8, 1983; 7:30 P.M.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Les Grenz Editor
Steve McCormic Associate Editor
Darrell Arndt President
Erwin Chaim Vice President
Bill Gordon Secretary
Ardie Schoeninger Treasurer

Send all items for publication to: ROCKY MOUNTAIN RAIL REPORT; Les Grenz, Editor; 6288 Vance Street, Arvada, Colorado 80003.

COPY DEADLINE--All copy for publication is due no later than the 18th of the month prior to month of publication.

AUCTION NIGHT

November 8 is the night. The ANNUAL AUCTION! Many exciting sale items and lots of enthusiastic bidders will make this a terrific evening. Among the many items which produce much interest are railroad books, photos, maps, time tables, lanterns, stock certificates, china, passes and other varied items. Items donated to the club to be sold are greatly appreciated. Items to be sold on consignment are also welcome. A small fee will be charged for the sale of items. Come on out on Tuesday, November 8, and watch auctioneer Erwin Chaim for an evening you ~~can't~~ won't forget.

November, 1983 No. 290
Club Telephone (303) 431-4354
P.O. Box 2391 Denver, Colorado 80201

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

MEMORIES IN SEPTEMBER

When diesel power took over the responsibility of hauling freight and passenger trains from the nation's vast fleet of steam locomotives, there was much lamenting the loss of a colorful and exciting form of motive power by American train watchers ... and occasionally an expression of resentment leveled at those more clean and maintenance free machines. Who would have ever thought that the departure of the "covered wagons," Alco PA's, etc. would be noticed when their successors came upon the scene? After all, a diesel is a diesel!!(??). Well, John Dillavou's September program reminded us that although the transition from steam to diesel was quite dramatic from an operational and visual point of view, the difference between several generations of diesel machines is also substantial. Not only are very few of the eye pleasing streamlined diesels of the 40's and 50's left in service, but the wide variety of colorful and sometimes intriguing paint schemes that adorn their flanks have fallen victims to mergers and the economics of more simple painting applications. John's program included a memorable sampling of various railroads' early generation diesel power and the trains they pulled, accompanied by an informative commentary. Thanks John for bringing a fine program to share with fellow members!

AN OPPORTUNITY

As the end of the year approaches, it is, once again, time to remember that election of club officers and directors will be taking place shortly. The club has always been fortunate to see these positions filled with individual volunteers who have provided management and guidance in the best interests of the organization. Should you like to be considered for nomination to a position or have a recommendation for someone you feel could make a worthy contribution in this manner, please contact any member of the nominating committee, Ed Gerlits, Cyndi Trombly, or Bob Griswold!

TAKE NOTE

KBDI-TV Channel 12, Denver's public television station, will present a seven-part series entitled GREAT LITTLE RAILWAYS, the premier showing having taken place on Monday, October 31, at 8 PM. The programs are featuring 40 minute films which explore narrow gauge railways in North America, Poland, Greece, the Philippines, India, Portugal, and Ecuador. The White Pass & Yukon is featured in one segment, but we don't have the date of that showing.

STILL AT IT

The three Rio Grande "F" units from the Rio Grande Zephyr were observed recently hauling ballast trains to the Glenwood Canyon area where heavy trackwork is underway. The engines are stationed at Minturn.

COAL????

In a September issue of the Rocky Mountain News, was an interview with the vice-president of American Coal Enterprises, Inc., regarding their plans to build and market the ACE-3000, a coal-fired, modernized version of the steam locomotive. Accompanying the story, was a $\frac{1}{4}$ page photo of Union Pacific's No. 8444. We found the photo somewhat interesting as the no-caption photo was of a Rocky Mountain Railroad Club trip taken by Keith Kirby and submitted to the News several years ago in conjunction with an article about a Club excursion. Ironically, of course, No. 8444 is oil-fired!

WE ARE PROUD TO ANNOUNCE...

An important addition to the Rocky Mountain Railroad Club film library took place recently with the acquisition of the 16MM railroad film collection of Irving E. August. These films, which total over 12,000 feet in length, document aspects of rail activity in the U.S., Canada, and Mexico during the period between 1951 and 1971, and include notable sequences in Colorado and Wyoming during the waning days of steam on standard and narrow gauge lines. Selections from these films that have been presented by Irv at Rocky Mountain Railroad Club meetings have always been received with much enthusiasm, a testimony to the quality of these exceptional films. We are proud to have been provided the opportunity by Irv, to assume responsibility for the preservation of these films. Not only will they be available for our enjoyment and appreciation, but for other generations to come!

AMTRAK FUNDING THREATENED

Sen. William Armstrong - R-Colo., intends to introduce an amendment to a Senate bill that would end government subsidies for Amtrak. The amendment would direct Congress to stay out of Amtrak management, and direct Amtrak to take whatever action necessary to turn a profit by 1985, the last year for which congressional appropriations for the railroad would be allowed under the amendment. (The amendment made no allowances for funding the acquisition of a magic wand.)

MORE ON BOARD

Amtrak reports that ridership between Chicago and Oakland grew three times faster than ridership in other parts of the country, a change attributed to re-routing the California Zephyr over the D&RGW. Businesses in Glenwood Springs indicate that they don't receive the business from Denver that they used to with the Rio Grande Zephyr, as long distance travelers have displaced some of that traffic. Glenwood is seeing more visitors from the West Coast and Mid-west. (One day, late this summer, over 500 people boarded the CZ westbound from Denver.)

A GOOD TIME

The Club's annual banquet at the Hilton Inn once again provided a special opportunity for members to gather in relaxed surroundings and visit with one another. During our dining on roast sirloin, Duane Sole entertained with various selections at the piano. It is always a delight to have our own live music, and a note of thanks is, once again, extended to Duane. Following dinner, those attending from out of state were welcomed, and door prizes were distributed to lucky winners. Visitors from far away included A. Maynard Cole of Lebanon, Indiana, Mr. and Mrs. James Dee of Corning, New York, Karl Rusch of Atherton, California, Helen Tatum from Surf City, North Carolina and Russell Treptow of Springfield, Missouri. Rounding out the evening was the showing of the full-length motion picture, Von Ryan's Express. We would like to thank all who helped make the banquet run smooth, including Jim Trowbridge who coordinated the arrangements and also handled ticket sales, and Erwin Chaim for securing the program. Tom Caldwell insured the club projector was on hand, and Ed Haley and Dick Kindig saw to it that the machine and film cooperated with each other during the showing. Door prizes always prove to be another aspect of the banquet to look forward to, but that would not be possible without the contributions forthcoming from members and companies. We would like to thank the following for their support in that regard: Carl Carlson, the Denver & Rio Grande Western Railroad, Bill Gould, Ed Haley, Jack Thode, Olie Larsen, Jack Morison, Francis Rizzari, and Sundance Publications. Frequently, individuals bring items up at the last minute, unbeknownst to us, so we do hope we have acknowledged all.

COUGH UP

The D&RGW filed a lawsuit against the Utah Railway contending the railway has refused to pay its share of the cost of repairs to the eastbound track at Thistle. The lawsuit is based on claims on a 1913 contract in which the two railroads agreed to share in expenses resulting from improvements or additions to the line.

L.C. McCLURE PHOTO EXHIBIT

An exhibit of photos by noted Denver photographer Louis McClure will be held in Denver Union Station from November 14th thru December. Included will be many of his excellent railroad views along with a selection of Denver cityscapes including Denver Union Station and Denver Tramway cars. McClure trained under W. H. Jackson and then had his own studio starting in the late 1890s. The exhibit is based on McClure negatives in the collection of the Denver Public Library's Western History Department and funding is provided by the Colorado Railroad Museum and Historic Denver. It is made possible by the cooperation of Denver Union Station and Amtrak.

SWAP 'N SHOP

FOR SALE OR TRADE--4-wheel hack, from Buffalo Rochester & Pittsburg Ry with wheels and draft gear. Needs tender love and care. No phone calls. Would be interested in RR plunder or books from railroads of the southwest area. A. F. Von Blon, 1111 Colcord, Waco, TX 76707.

WANTED--Photos of Union Pacific coal facility at Cheyenne, Wyo. Contact Terry Metcalfe, 8456 Quay Dr., Arvada, CO 80003. (303) 421-8735.

TRAVELING BY PRIVATE CAR?

Before there were private planes for company executives, there were private railroad cars. Staffed by cooks, waiters, and a steward, private cars could be coupled to the rear of a train bound for the desired destination, and the honorable passenger was isolated from the rest of the train. Today there are fewer than a hundred private cars still in service. Some are available for charter from their owners to small groups who wish to experience first hand the sort of plush travel these venerable rolling penthouses provide. Amtrak will pull qualified private cars as long as the owner pays for fuel, switching, parking in terminals, extra crews or locomotives if necessary, and other related costs.

NEW TIME—THIS TIME ONLY

Due to the amount of preview, set-up and registration time required, the meeting time for November 8 will be changed to 7:30 p.m. for THIS MEETING ONLY! However, doors will be open at 7:00 p.m. The December meeting will again be held at 7:45 p.m.

ON THE PROPERTY

The Great Western Railway has taken delivery of three ex-BN GP7's to augment its present motive power. Although the sugar beet industry is not what it used to be in northern Colorado, the railroad is looking forward to the movement of a fair number of carloads by rail.

4449 NEW ORLEANS TRIP—1984

The So. Pacific 4449 engine is tentatively scheduled to go to the New Orleans World's Fair in 1984. It will consist of at least twelve, but possibly more, cars, all painted in So. Pacific "Daylight colors." Among them, will be the former Shasta Daylight cars. The present schedule calls for the train to leave Portland, Oregon on the 5th of May. It will go via Sacramento-San Francisco, Fresno, Los Angeles, Yuma, Phoenix, El Paso, San Antonio, Houston-Dallas, New Orleans. All movements will be in the daylight hours, and there will be a number of display stopovers. The consist will arrive in New Orleans on June 2, 1984. The route back will be more direct, with fewer stopovers, and arrive in Portland on June 24, 1984.

CHANGES COMING

When Amtrak's fall timetable takes effect at the end of October, several changes will take place affecting California Zephyr service through Colorado. The schedule will be adjusted slightly and more closely resemble that of the Rio Grande Zephyr. Westbound arrival at Denver will be at 7 AM, with departure of 7:30 AM. The eastbound run will now arrive at 8:50 PM, with a 9:20 PM departure for Chicago. Several stops have also been eliminated from the CZ schedule, including Monmouth, Illinois, Carlin, Nevada, and closer to home, Bond and Rifle, Colorado and Green River, Utah. We've heard that the folks in Rifle are not particularly pleased with their loss of service. The primary reason for the elimination of these stops on the D&RGW, is reportedly to allow more cushion in the Denver-Salt Lake City schedule, so the train can maintain its timekeeping without the use of a third diesel engine. In Utah, the California Zephyr will continue west through Salt Lake City (UP depot) over the Union Pacific (ex-Western Pacific) and rejoin the SP/UP joint line near Wells, Nevada. The train will, consequently, avoid the trouble-plagued Southern Pacific causeway over the Great Salt Lake, but no longer serve Ogden, which will now see only the Pioneer at its station platform. In Salt Lake City, Amtrak is negotiating for use of the ex-Rio Grande/WP station as it would allow easier switching and resultant time savings.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

Erwin Chaim
560 Emerson St.
Denver, CO 80218

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