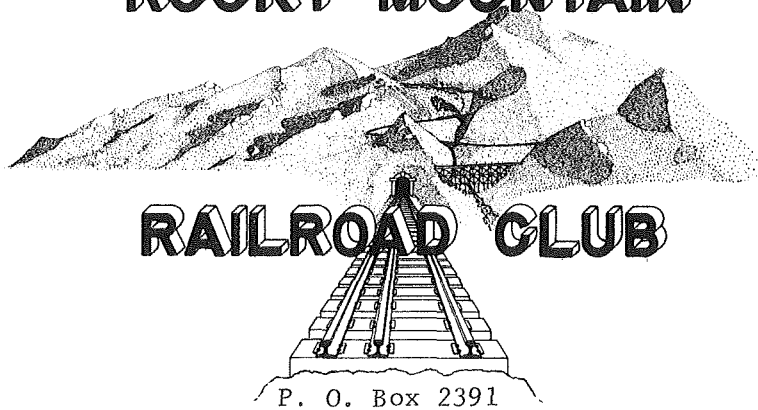


# ROCKY MOUNTAIN

November, 1965

Newsletter No. 75



P. O. Box 2391  
Denver, Colorado 80201

The November, 1965 meeting of the Rocky Mountain Railroad Club will be held on November 10 -- the customary second Wednesday of the month -- at 8:00 p.m. in the basement meeting room of the Western Federal Savings & Loan Association building at 718 - 17th Street in downtown Denver. Scheduled as program for the evening is a repeat of a show given earlier this year, but missed because of inclement weather, by many of our friends and members. At last February's meeting Club member Charles Ryland returned from a business trip at 5:30 the evening of the Club meeting and almost had to "call out the rotary" to break through the drifts to

present his program. Because of the weather, only a few members were on hand to enjoy the presentation, and Charles has therefore graciously agreed to present this material again at the November meeting.

Charles will present a series of beautiful slides of the meter-gauge steam railroads and electric interurban and trolley lines of Greece. These pictures, covering not only the lines between Athens and Corinth, but also views of Crete, the Isle of Rhodes, Istanbul (Constantinople) and southern Germany, are accompanied by a highly informative and entertaining commentary mixing ancient history with the modern situation. All members and their friends are invited to enjoy this interesting and unusual program.

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At the October meeting our audience was treated to a comprehensive historical presentation on the trolley and interurban lines of Denver and vicinity. The program, given by Club members Ed Haley and Dick Kindig, covered the subject completely, from pictures of the first horse car line across Cherry Creek at Larimer Street through the early "Short" electric cars, cable cars, steam dummies and all types of electric cars, to the sad day of the last run. All these were explained by a superb commentary prepared and related by Ed Haley.

After enjoying this program, many departed not at all convinced that the "Progress" of today is really an improvement over the mass transit facilities serving the Denver area in an earlier time.

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SPECIAL!

SPECIAL!

SPECIAL!

SPECIAL!

SPECIAL!

Here is your opportunity -- exclusively for Rocky Mountain Railroad Club members -- to purchase at a substantial discount one of the finest volumes of western history ever to appear on the market. The book, THE GREAT GATES, is the latest work from the prolific pen of well-known Colorado Springs author Marshall Sprague. Mr. Sprague is perhaps best known for MONEY MOUNTAIN, his colorful history of Cripple Creek and the equally colorful men who gave the town a permanent place in western Americana.

THE GREAT GATES, published in 1964 by Little, Brown and Company, tells the story of every Rocky Mountain pass -- from famed La Glorieta just south of Santa Fe, New Mexico, to Kicking Horse and Athabaska in the wild reaches of British Columbia.

Such a comprehensive work is an undertaking that would most probably result in utter chaos had it not been the labor of Marshall Sprague. His accounts are detailed, yet fascinating. His history is accurate, yet completely readable. The facts are all there, yet the smooth narrative carries the reader with nary a bump through more than 300 years and many thousands of miles of Western history as we like to see it written.

THE GREAT GATES presents something for every historical interest. One can spend a quiet evening reading of the Conquistadores, Kit Carson and others who played an important part in the development of the southern passes and the opening of the rich country beyond. A smooth transition brings the reader into Colorado for an armchair tour to Vail, Berthoud, Cottonwood, Tincup, Loveland, Cumbres, Wolf Creek -- and such lesser known rocky gashes as Music,

Comanche, Whisky Creek, Los Pinos, Carnero, and Yellow Jacket. There's railroad lore a plenty, and a vast segment of Columbine State history.

Then travel north with Lewis and Clark to Lost Trail and Lolo...still further north to Kicking Horse and Jackpine.

History? Yes. But with a style and vigor that blow fresh breezes of life through rusting Spanish armor in New Mexico and rotting ties in Colorado, bleached bones in Wyoming and broken wagon wheels in Montana.

The railfan fan will delight in such illustrations as an early photo showing Silverton Railroad construction on Red Mountain Pass, an Otto Kuhler painting of a South Park double-header on Fremont Pass, and a pleasingly smoke-filled shot of Colorado Midland power in Ute Pass.

And if this isn't enough to satisfy the reader, Mr. Sprague has tied everything in a neat package with 32 pages of footnotes, a 40-page alphabetical index by state of every known pass, and a comprehensive index that quickly sends one to the correct pages for answers to specific questions. Information on individual passes includes such useful facts as the exact altitude, its location, its purpose, how it received its name and what the name means. Special notes indicate how each pass can best be traveled today: standard car, four-wheel-drive vehicles or dependable, historic footpower. A two-page frontispiece maps locates each pass.

We can best sum up THE GREAT GATES by quoting from a review which appeared last year in a Denver newspaper: "Once again Colorado and the West owe Marshall Sprague a salute for an important and worthwhile contribution to the history and lore of the Rocky Mountain area. THE GREAT GATES belongs on every bookshelf."

And now, to help you put THE GREAT GATES on your bookshelf, we have made special arrangements with the publishers to offer Club members this important volume -- postpaid to your home -- for only \$4.50. This low, low price represents a discount to Club members of \$3.00 from the regular retail price of \$7.50.

This special offer is a first for the Rocky Mountain Railroad Club and your interest will help make possible future offerings of books of importance to our members. Send your order now and you will be assured of receiving your copy of THE GREAT GATES in time for Christmas -- or for Christmas giving.

Just fill in the enclosed coupon and mail with your check or money order payable to the Rocky Mountain Railroad Club. Your discount applies only on orders placed through the Club. Mail to: The Rocky Mountain Railroad Club, 5445 Caryl Place, Littleton, Colorado 80120. Don't pass this opportunity by -- order your copies soon.

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No sooner had last month's Newsletter been reproduced and taken to the postoffice for distribution than we were advised by Club member Alfred Oppliger of St. Louis that the Missouri Pacific was about to make our note concerning the four-trains-a-day each way between Kansas City and St. Louis incorrect. MoPac has announced its intention to apply for abandonment of trains 11-12 (the Colorado Eagle until 18 months ago) not only between Kansas City and St. Louis, but also between Kansas City and Pueblo, Colorado. These two trains are now incurring the largest deficit of any trains on the railroad, according to the MP, which also says it lost almost \$9,200,000 performing passenger service in 1964.

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The year 1965 is noted for more anniversaries in connection with railroading than is generally realized. For instance, last July 9 celebrated the 60th anniversary of the "Coyote Special" on the AT&SF. At one o'clock in the afternoon on Sunday, July 9, 1905, a special train chartered by Mr. Walter Scott, better known as "Death Valley Scotty," pulled out of La Grande Station on the Santa Fe System at Los Angeles. The train consisted of engine 442, baggage car 210, dining car 1407, and standard Pullman 'Muskegon,' the three cars weighing exactly 170 tons. This was the train which came to be known as the Death Valley Coyote and the Scott Special.

At 11:54 on the forenoon of July 11 it came to a stop in the Dearborn Street Station at Chicago, having made the run of 2,265 miles in 44 hours and 54 minutes. The record stands

unparalleled in railroad history. The legendary Scotty paid \$5,500 for the train, which made the trip faster than any human had ever covered the distance. Today, however, the Santa Fe's Super Chief makes the run in 39 hours and 30 minutes, and certainly at a very substantial reduction in fare!

Another little noted railroading anniversary this year is the commemoration of the 75th year of operation of Colorado's own Manitou & Pike's Peak. Construction over a period of a year of the 8.9 miles of cog track, anchored directly to the solid granite of the mountain every 200 feet on the sharpest grades, was completed on October 20, 1890, when a group of dignitaries rode a train to the summit of Colorado's most famous mountain to drive the traditional Golden Spike. It was an exceptionally short passenger "season" that year because the officials immediately descended the mountain to the Manitou Springs depot and closed the line for the year!

The little railroad, built to standard gauge under the aegis of Zalmon G. Simmons of "Beautyrest" mattress fame, has an average 12.5 grade; 40% of the route up the mountain is curved. Grades reach a maximum of 25% (one foot rise in every four feet traveled), while the sharpest curve is 40 degrees. The famous old ungainly, tall-stacked steamers of the Cog Road started facing retirement in 1939; as the road states: "Today M&PP passengers don't have to sit in swirling currents of smoke and cinders" (wouldn't that be fun once again??), for the line now has in service several 220-HP 80-passenger, combination engine-coach, Swiss-built diesel electrics. They each make one round trip daily during the summer months when the line is open.

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WORK DAY!                      WORK DAY!                      WORK DAY!                      WORK DAY!                      WORK DAY!

It has been many a moon since we called a work day at the Colorado Railroad Museum in Golden to further pamper our equipment stored there. But the time has come to call for a good crew of willing volunteers to help prepare Club property at the museum for the winter just ahead.

We need an array of talent and muscle to paint (yes, we have powered spraying equipment available) the shop car and engine 20, dust and tidy the caboose and see to a myriad of smaller details that will ease the splendid old age of our valuable and rare equipment.

The day: Saturday, November 13; the time, 9:00 a.m.; the place, Colorado Railroad Museum, 17555 West 44th Avenue, Golden.

Our work session will be held only if the weather permits. If we are rained, or snowed, out, the work day will automatically move forward to the following Saturday, November 20 (and so forth until we have a good day).

Crews have been disappointingly thin in numbers on some occasions in the past. Suffice to say that you are needed. If you can't make a day of it, please give us what time you can spare. We can guarantee a job for everyone who shows up.

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Last passenger train to operate on the Rio Grand's Silverton Branch in 1965 was a 5-car special sponsored by the Durango Herald News on October 9, upon the occasion of the newspaper's open house to celebrate installation of a new \$300,000 press and associated equipment. Total passengers handled on the branch during the 1965 season exceeded 71,100 -- a fine improvement over the 65,200 registered in the previous peak year of 1964, and 21,100 more than rode the trains in 1963!

Another record also has been set by the third annual picnic train to Cumbres Pass, sponsored by Alamosa's Gamma Gamma Chapter of Epsilon Sigma Alpha International Sorority. Last year the 17-car train handled 528 passengers, leading to our comment that it was no doubt the largest single-engine passenger excursion ever operated on the narrow gauge system. This year's train, which ran on Sunday, October 10, with the same 17-car consist, accommodated 498 adults and 132 half fares - a total of 630 persons! Not even 17-car standard gauge passenger trains can often boast such patronage!

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Not to be outdone in the sponsorship of special excursions, the Rocky Mountain Railroad Club on Sunday, October 17, operated its fifth special train (all steam powered) during the year 1965 -- an eight-car limited north from Denver on the Union Pacific to Cheyenne, Wyoming, where the famous steamer, engine 8444, was coupled on for a steam-powered run to

Rawlins and return via Sherman Hill. The trip was enjoyed by some 230 passengers, including Club member and Editor of Trains Magazine, David P. Morgan, and his wife Margaret, who arranged a special trip to Denver for the occasion. The powerful engine put on a magnificent display of fast running on the return journey from Rawlins, being clocked at times at less than 45 seconds per mile (better than 80 mph!)

With the Las Vegas diner serving delicious food all during the journey, and a lounge car fully stocked with necessities and passengers, it was agreed by all on board that only steam between Cheyenne and Denver could have improved the operation.

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Most of our Club members will remember the faithful diligence with which our esteemed old timer and ex-Moffat Road employee - the late Bert Fullman - served the Rocky Mountain Railroad Club in his capacities as a member of the Board of Directors, and the person who so ably handled the monthly folding, stuffing, sorting and mailing of these Newsletters and other Club releases. The old gentleman died last January 21 in his 85th year, and his cheerful attitude and humorous outlook on life have been missed by all his friends.

Since his death it has been the feeling of many that some form of memorial should be established and maintained in his name by the Rocky Mountain Railroad Club. A few donations for this purpose have already been received, in fact, and a number of ideas have been given thoughtful consideration by your Board of Directors. It was voted unanimously at the Board meeting of September 17 to progress negotiations with the Western History Department of the Denver Public Library looking to creation of a Bert Fullman memorial section of railroad and other historical items to which Club members and friends could contribute money or materials as they desire and as might seem appropriate.

The library people have given this idea a most favorable reception, and arrangements are now being concluded by Club officers for this purpose. The noted railroad artist, Club member Howard Fogg of Boulder, has consented to prepare a special painting depicting a scene on the Moffat line as it was in the teens and early twenties when Bert worked for the road, to form a part of the library exhibit.

Cash contributions made to the Rocky Mountain Railroad Club for the Bert Fullman Memorial are tax deductible, and it is hoped that in addition rare books, old photos and other pertinent materials will be considered for donation to this Memorial by Club members. The Western History Collection already is widely known for its diversity and completeness, and it is believed that its usefulness and interest can be further enhanced by the materials made available in the Bert Fullman Memorial being established by our organization in tribute to a true gentleman and a faithful, loyal and enthusiastic Club member.

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Three-fourths of the earth's surface is water and one-fourth is land. It's clear the good Lord intended man should spend three times as much time fishing as he does plowing.

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Ted S. McKee, President

Richard H. Kindig, Secretary

Herbert O'Hanlon, Vice President

Ane O. Clint, Treasurer

Jackson Thode, Newsletter Editor