

# ROCKY MOUNTAIN

R O C K Y M O U N T A I N R A I L R E P O R T

January 1966

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Current news and historical notes of Rocky Mountain railroading published monthly for its members by:

## RAILROAD CLUB

THE ROCKY MOUNTAIN RAILROAD CLUB

P. O. Box 2391

Denver, Colorado 80201

Editor ..... Ted S. McKee

MEETING NOTICE: Date ..... Wednesday, January 12, 1966  
Time ..... 8:00 p.m.  
Place ..... Western Federal Savings Building (basement meeting room),  
718 - 17th Street, Denver

PROGRAM NOTES: 1966 gets under way in fine fashion as Bill Gordon presents a fascinating evening of D&RGW narrow gauge and Union Pacific movies -- all steam! Join us and bring a friend.

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### OFFICERS AND DIRECTORS FOR 1966

Officers and directors to serve the Club and its members during 1966 were elected at our annual meeting in December. A near-record turnout, including

### ELECTED AT ANNUAL DECEMBER MEETING

some members from out of town, was gratifying evidence of the support and interest members show in our organization. Nominating committee spokesman Neal Miller announced the group's ballot and introduced the candidates. Nominations were then opened so additional candidates for any office could be added from the floor.

Final ballot count by the election judges showed the following results: Ted McKee re-elected as president for a third term, Ed Schneider elevated from the board of directors to vice president, Dick Kindig, one of the Club's most willing and frequent office holders, re-elected secretary, and Ane Clint re-elected treasurer. Ane thus starts her eighth consecutive year in that office, a well-deserved record.

Three new directors were named to the Club's six-man board to serve two-year terms. Joining the three carry-over directors will be Arl Cuthbert, Herb O'Hanlon and Bryant McFadden. Arl's is probably a new name to many of you, but his face has become familiar over the years to most Denver members. Herb, of course, is our immediate past vice president; and Bryant you'll recognize as circulation manager for Club publications.

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### "GREAT GATES" AUTHOR TO HOLD AUTOGRAPH SESSION AT JANUARY CLUB MEETING

Marshall Sprague, author of THE GREAT GATES, chronicle of Rocky Mountain passes, has graciously accepted an invitation to attend our

January meeting and autograph copies of his book purchased by Club members under our special discount offer (see below). Mr. Sprague, a resident of Colorado Springs, has authored a number of western history volumes, including MONEY MOUNTAIN, the story of Cripple Creek, Colorado; NEWPORT IN THE ROCKIES, an historical look at the city of Colorado Springs; MASSACRE: THE TRAGEDY AT WHITE RIVER; and is currently at work on a volume dealing with famous "dudes" who left their mark in the West.

Any member or guest who has a copy of THE GREAT GATES and would like Mr. Sprague's autograph, may bring their book to the January meeting. The autograph session will be held immediately following the program. Copies of the book will not be on sale at the meeting.

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### DISCOUNT OFFER ON "THE GREAT GATES" STILL OPEN; ORDER YOUR COPY NOW

Sales of THE GREAT GATES, a complete and highly readable history of every Rocky Mountain pass from New Mexico to Yukon Territory, are approaching the

250 mark -- and the special Club discount to members is still open for those who haven't yet taken advantage of the opportunity to obtain copies of this fascinating book at a substantial saving. THE GREAT GATES was reviewed in our November newsletter.

The book retails normally for \$7.50 but, through special arrangements with the publishers, we are able to offer it to members for \$4.50 mailed to your home, including postage and handling. Send your orders, including check or money order payable to the Club, to 5445 Caryl Place, Littleton, Colorado 80120.

Orders must then be submitted to the publisher in lots of 10 books or more. This was no problem before Christmas with 20-25 orders arriving every day. But with the rush over, it sometimes takes as long as 10 days to make up an order. So we request your patience, and ask that you allow three-four weeks for delivery.

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DUES ARE DUE FOR 1966: A gentle reminder that 1966 Club dues are now due. And they remain the same again this year, despite rising operating costs and increased member benefits. At just \$3.00 per year for Colorado residents and \$2.00 per year for out-of-state members, membership in the Rocky Mountain Railroad Club is probably the best railroad bargain in the country. Help us maintain this position by sending your 1966 dues in now.

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TWO WORK DAYS AT RAILROAD MUSEUM SEE CLUB EQUIPMENT READIED FOR WINTER Two full and productive work days at the Colorado Railroad Museum in Golden saw Club equipment displayed there put in first class condition and made ready for winter's onslaught.

The first session was held in mid-November, the second on December 11. Hard working crews cleaned, swept, dusted, washed and painted everything they could get their hands on. Equipment Committee chairman Bill Gordon reports that the volunteers accomplished everything that needed to be done and then some.

Biggest jobs were refurbishing the outside lettering on some of our cars, and chipping and painting the shop car. Our sincere thanks to everyone who gave time and effort at one or both of these work sessions.

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CHERRELYN HORSECAR ROLLS AGAIN IN ENGLEWOOD FOR CITY HALL OPENING The famed Cherrelyn horsecar, a cherished bit of the Denver area's colorful transportation history, once again rolled through the streets of Englewood (first suburb south of Denver) last month as the city dedicated its new city hall.

The car had been on display since 1950 at a site near the old city building after it was donated to the Englewood Rotary Club by Mrs. F. C. Liebhardt of Edgewater, Colorado. When city offices moved to the new quarters the car was taken right along and enshrined next to the building at 3400 S. Elati St.

Original plans for the move, as conceived by the Englewood Jaycees, called for towing the car with a 'Jeep' to its new site. But it was discovered that the ancient vehicle was simply too weary to stand such a journey and it was carefully loaded on a flatbed for the trip.

The car, No. 10 of the Cherrelyn line, was literally world famous during its operation from the late 1800's to 1911. Riding one of these cars was a tourist must, and thousands of postcards showing the horse riding the car were mailed all over the world. Here's how this unique line operated:

A mild mannered horse, generally better known for its easy disposition than for grace or speed, would plod uphill out of the business district towing the small car. The horse frequently wore a battered straw hat, its ears protruding from appropriately cut holes. Upon reaching the top of the hill, the horse would be unhitched and loaded on the car's open platform where, head and rump extending into the breeze, it would ride the car downhill as it coasted back to the starting point. The price for this great show was just a nickel.

The line started at the Englewood trolley loop in the vicinity of what is now Hampden Ave., and ran for about a mile up the hill southward to Cherrelyn, a small community now incorporated into Englewood.

The horsecar is nicely displayed for photographs and a trip to Englewood to snap this colorful relic is well worth any railfan's time.

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DENVER AND RIO GRANDE AMONG FOUR LOCAL WINNERS  
NAMED BY AMERICAN ASSOC. FOR STATE AND LOCAL HISTORY

The Denver and Rio Grande Western Railroad was one of four Denver-area award winners named in December by the American Association for State and Local History for "outstanding contributions to the study and understanding of local history." Other winners were KRMA-TV, Denver; Leslyn Enterprises; and Mr. and Mrs. Samuel P. Arnold.

The railroad received its award for preserving the narrow gauge line between Durango and Silverton. Any member who has ridden this beautiful line can readily understand why the D&RG received its award.

Leslyn Enterprises, Denver, publishes the SILVER STATE RECORD under the able editorship of Mrs. Helyn Chapman. This monthly newspaper features reprints of significant early-day Colorado events, and carries news of area historical groups (including our Club). The paper, we feel, performs a needed function and is an item that can be enjoyed by any history buff. Write Mrs. Chapman at 1263 Downing, Denver, for subscription information.

KRMA-TV is Denver's educational station and was named an award winner for its series of half-hour programs entitled "The Glory Trail." The series highlighted the exploration, growth and development of Colorado and the West, with one program devoted entirely to early day railroading in the Rockies.

Mr. and Mrs. Arnold are owners and operators of The Fort, a restaurant in the foothills west of Denver designed as a reconstruction of Bent's Fort, early frontier outpost. The architecture, displays and atmosphere are all designed to take patrons back to the time of early fur traders and marauding Indians. The Arnold's success is evident.

We are delighted that these outstanding achievements have been recognized by the AASLH -- we extend our congratulations to the winners, and add our thanks to each of them for joining the rapidly growing movement to preserve our American heritage for future generations. We might add that the Rocky Mountain Railroad Club was similarly honored by the AASLH in 1961 for our publication, "Pictorial Supplement to Denver, South Park & Pacific," the Club's third major rail history volume.

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COLLECT RAILROAD ARTIFACTS? NOW YOU CAN  
BUY, SELL OR TRADE THROUGH CLUB NEWSLETTER

As a service to Club members who collect railroad artifacts of various kinds, we will each month print listings of items wanted, or for

sale or trade. Listings will be accepted only from private parties, and must be received by the 20th of the month preceeding publication (February items due January 20, etc.). We must point out that the Club cannot enter into any correspondence pertaining to items listed in this column, nor can we offer advice on pricing any item. Publication does not constitute an endorsement by the Club of the authenticity, condition or price of any item. Please include your full name and address when submitting items. When replying to a listing, please write the member indicated, not the Club.

SPECIAL AGENTS BADGES -- WANTED OR TRADE

H. W. Hawley has an extensive collection of old police and special agents badges from many railroads and would like to hear from any members who have such items available for sale or swap. Contact Mr. Hawley at The Association of American Railroads, General Claims Div., 59 E. Van Buren St., Chicago 5, Ill.

UNION PACIFIC TAPE RECORDINGS -- WANTED

Leonard E. Mills is interested in contacting members who made tape recordings on last fall's Union Pacific excursion to Rawlins. He is particularly interested in close-in engine sounds, whistles and rail clicks. Write Mr. Mills at Route #2, Tomahawk Road, North Platte, Nebraska 69101

Send your listings to the editor, Rocky Mountain Rail Report, by January 20 for publication in the February issue.

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RAILROAD OF THE MONTH: LET'S  
LOOK AT THE GREAT WESTERN

Possibly a dozen or so of Colorado's early railroads have gained attention at one time or another through publication of historical volumes for the railfan. Club publications have accounted for five major steam lines; other volumes of note have chronicled the Rio Grande Southern, the D&RGW; the Denver, Boulder and Western; and the Denver and Salt Lake. But what about the more than 100 other rail lines that at one time or another operated within Colorado? Each has a fascinating story and we, with an eye to limitations of time and space, hope to publish each month a brief history of some of the lesser known, or less publicized, railroads of Colorado (with an occasional sidetrip into adjoining states).

For our first study let's take a closer look at The Great Western Railway, a long-time friend of the Rocky Mountain Railroad Club and sponsor on several occasions of long-to-be-remembered steam excursions. The GW is owned and operated by the Great Western Sugar Company, a producer of beet sugar on the Colorado scene for many years. The line is one of the longest privately operated railroads in the United States. And its maintenance of way crews, in our eyes, should be awarded the John Henry Gold Medal for outstanding service.

GW is not, as some may think, a recent addition to the Colorado railroading scene but, in fact, pre-dates some of the "old favorites." The line this year celebrates its 65th anniversary. In 1901 the fabled mines of the high country were still producing record amounts of gold, silver and other valuable minerals. And all was well in Denver's Mining Exchange. But other men turned their eyes to the rich soil of Colorado's eastern plains and envisioned a vast agricultural empire to reinforce, and later to bolster, the state's mining industry. Sugar beets, and the sprawling Great Western Sugar Company, provided one answer. These beets can be grown on the high irrigated plains just east of the Rockies, manufactured locally into a finished product and shipped to the nation's major population centers. And so, in 1901, the Great Western Railway came into being.

The purpose of the line was, and is, to transport freshly harvested sugar beets from receiving stations scattered throughout the plains north and east of Denver to one of six factories in five communities, and to move refined sugar to trans-con interchanges. The GW operates 63 miles of mainline trackage, with 25 miles of yard track and sidings. GW yards and shops are located at Loveland, some 60 miles north of Denver. Motive power consists of five diesel units and one steamer (the Club's old friend, decapod #90). Three other steamers have been sold in recent years; one, the #51, is owned by Club member John Birmingham's Singing Rails, Inc., and was used on several of our excursions last year.

Rolling stock, at last report, includes six cabooses (of an unusual sidedoor design), 194 gondolas, 34 molasses tank cars, one box car, three flat cars, six work cars and one diesel crane. The line at one time operated a regular passenger schedule but these trains have long been absent from the timetable. Our 1916 Official Guide shows four daily varnish runs: No. 1 northbound in the afternoon from Longmont to Eaton, No. 3 from Officer Junction west to Loveland; and their counterparts, No. 2 and No. 6. The firm at the time was affiliated, as were many western roads, with the Adams Express Company.

In the absence of one of Ed Haley's excellent maps, picture Loveland as the center of GW operations with the mainline running due east to Officer Junction. There, the northern branch swings northeast to Windsor and Severance; then nearly due east to Eaton where it connects with the UP mainline between Cheyenne and Denver. South of Officer Junction, the GW winds down to Johnstown, where branches ramble west to Welty and northeast to Elm. The mainline continues south and slightly west through the rolling beet country to Longmont.

GW trains roll at various and sometimes unexpected times of the year, but all engines see duty in fall when the sugar beet harvest is in full swing, and into the winter as long as the refining process continues. Until their retirement, GW's steamers saw action as back-up power on several occasions in recent years and local fans still hope for the sight and sound of the #90. But to no avail so far this season.

The Great Western is perhaps most famed for its operation of the mighty streamlined McKeen cars. These two passenger-mail-express monsters, which measured 70 feet over all and seated 77 passengers, were powered by gasoline engines and featured sidedoor passenger

loading and circular windows. They were built in 1910 and 1911 and purchased by the GW from the Denver, Laramie and Northwestern in 1917, being numbered M-1 and M-2. The McKeens posed a curious sight in those days, rambling about the pastoral countryside on an all-steam railroad. The two cars operated until 1926, and were sold in 1927 for a total of \$2800! We groan with you and, as you, wish that such an opportunity would present itself today.

And so goes the Great Western ... incorporated just 31 years after steel rails entered Denver town ... today chugging (possibly "grinding" is a better word) over the Colorado plains serving this state's growing beet sugar industry.

Next month: The Manitou and Pikes Peak.

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COLORADO RAILROAD SALARIES Colorado rail historians generally blame low salaries paid by local lines during the 1880's for clouding  
NOT ATTRACTIVE IN 1885 what by comparison with other states was a relatively peaceful rail labor picture. We offer no comment but simply report for your amusement some of the monthly salaries paid rail workers in Colorado, as officially reported to the state railroad commissioner in 1885:

Division superintendent, \$244.70; road master, \$112.81; dispatcher, \$103.96; conductors, \$88.85; engineers, \$116.77; Firemen, \$55.76; brakemen, \$57.82; baggagemen, \$58.76; flagmen and switch tenders, \$56.49; station agents, \$63.09; telegraph operators, \$54.55; section foremen, \$59.06; section laborers, \$35.49.

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THOUGHT FOR JANUARY Parting thought for this month is a favorite of ours, and has been attributed to the Cheyenne Indians:

"Climb the mountains and get their good tidings,  
Nature's peace will flow into you as sunshine flows into trees,  
The winds will blow their freshness into you, and the storms their  
energy,  
While cares will drop off like autumn leaves."

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Ted S. McKee, President  
Ed Schneider, Vice President

Richard H. Kindig, Secretary  
Ane O. Clint, Treasurer