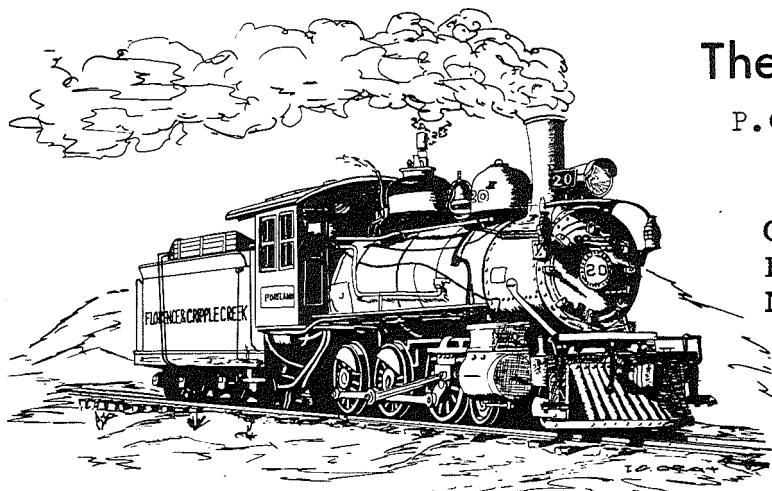


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

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

Editor ... Ted S. McKee

MEETING NOTICE: Date Wednesday, January 11, 1967
Time 8:00 p.m.
Place Western Federal Savings Bldg. (lower level meeting room),
17th and California Sts., Denver

PROGRAM NOTES: Dick Kindig will dig back into his slide collection, with some assistance from other Club members, and treat us to a program of the development of the Rocky Mountain Railroad Club since its inception in 1938. Many of the excursions on now long-gone rail lines will be recalled, as will those trips on routes still operating as we delve into the 28-year-old history of our organization.

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WHITE BALLOT VOTE ELECTS 1967 OFFICERS, DIRECTORS; For the first time in recent years a white ballot vote was cast at the
SCHNEIDER AND GRAY NAMED TO TWO TOP POSITIONS annual Club election conducted at our December meeting. Members attending the meeting were given the opportunity to make nominations from the floor, and write-in spaces were provided on the ballots. Following an absence of floor nominations, however, a motion was made for a white ballot and was passed unanimously.

Elected to serve the Club for 1967 were: Ed E. Schneider, president; Tom Gray, vice-president; Rollin Cordill, secretary; and, of course (we wouldn't want it any other way), Ane Clint, treasurer. Three directors were also elected to replace those whose terms expired in December. Named to serve two-year terms on the board: Bob Berens, Wilson Ruid and Dave Digerness.

Our sincere congratulations to the electees -- with this kind of strength active in the management of Club affairs we know 1967 will be a good year.

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1967 POCKET CALENDARS ENCLOSED; The Club's 1967 pocket calendars are enclosed, this one showing Union Pacific's mighty 8444 in action
UP's 8444 APPEARS FOR FIRST TIME on a recent Club excursion. The smoke-filled photo, by Club member Bill Gordon, catches the big engine in action in October, 1965, near Edson, Wyo.

Just for the record, the 8444 is a Northern type locomotive -- 4-8-4 -- built by American Locomotive Works in the 40's. She was officially retired in 1960, but continued to serve railfan organizations on special excursions. The engine was completely overhauled last winter at tremendous cost to the railroad and is expected to serve fans for a number of years to come. She was originally numbered 844, but another 4 was added when the UP placed an 800 series diesel of the same number in service several years ago. The metal hoods on each side of the boiler, strictly a Union Pacific innovation, serve

as smoke shields to deflect stack exhaust and prevent it from obscuring the engine crew's view ahead.

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DUES, DUES, DUES 'Nuff said? A check in the mail now will take care of your 1967 membership in the Club. Why not send it off right now while you're thinking of it. Despite rising costs all along the line we have again been able to hold our dues schedule at the same level for this year: \$3.00 for Colorado residents, and just \$2.00 for out-of-state members. If you haven't already sent yours in, we'll be looking for a check soon.

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8444 UNDER STEAM IN CHEYENNE LAST MONTH; UP's 8444, usually stored dead in Cheyenne over the winter months, suddenly appeared in the yards there December 13 with a full head of steam. No announcement was made by the railroad beforehand, and no explanation has been given since. Regardless of the reasons, Cheyenne railfans were treated to a three-day Christmas present as the big engine chuffed back and forth.

Most of the action took place right in the yards, with the 8444 trailing a string of gondolas part of the time, and running alone the rest. There were reports that the engine had been steamed up to participate in a "classified government project." There was no definite indication as to who might be involved or why, but one report suggested it was the Army's Picatinny, N. J., Arsenal.

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UNION PACIFIC DONATES \$10,000 TO AID The Union Pacific late last month presented a \$10,000 check to the Colorado State Historical Society to further the organization's plans to rebuild the famous old Georgetown Loop. UP president Edd H. Bailey made the presentation to the Society, saying he hoped the donation would "aid in the study of the part railroads have played in the opening and development of the west."

The move was actually history repeating itself since the railroad was involved in financing the original line, which lifted tracks in a spectacular combination of curves and trestles from Georgetown to Silver Plume. The most famous portion of the construction, a spot where rails crossed themselves several hundred feet up the mountain on a high curving trestle, was the most publicized piece of rail construction in the country during the time it was in operation.

The loop line between the two high mountain towns was constructed as soon as it became apparent that rich mineral deposits in the Silver Plume area would require rail service if they were to be fully exploited. The Colorado Central finished its line into Georgetown in August, 1877. With the boom up the hill in Silver Plume, UP's fast-dealing Jay Gould purchased the CC and began construction on the precipitous extension. The line operated variously under UP, Burlington and C&S heralds until 1939 when a mining decline combined with the threat of a U.S. involvement in World War II brought its abandonment.

A gash on the side of the mountain and a Historical Society marker are all that remain today of the spectacular construction. The Society, under the leadership of Stephen H. Hart, president, and James G. Rogers, chairman of the board, has been talking reconstruction of the loop for several years. Interstate 70, which now stretches westward from Denver to the Silver Plume town limits, was planned to by-pass the railroad's construction area in the event the dream would see reality.

The depot has been saved (see Rail Report #88, December, 1966) and will eventually become part of the project. The old building is now being used as headquarters by the Loveland Basin Ski Patrol. Patrol leader Ed Schroeder reports that the move has been completed, and that restoration work will start just as soon as manpower is available.

Georgetown, in the meantime, is enjoying a mild boom, with several near-by ski areas to attract business to refurbished hotels and restaurants during the winter, and a well planned round of summer activities -- plus a variety of mountain grandeur that attracts

local people as well as visitors to Colorado. An enlightened town council controls all building and remodeling to make certain that the entire town will present itself to the public much as it did on that bright summer day 90 years ago when the railroad arrived.

The Rocky Mountain Railroad Club has given its full support to this venture and we hope to be on the first train to chuff into Silver Plume, recreating the time, the spirit and the atmosphere that must have accompanied the first, first train these many years past.

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RIO GRANDE MOVES TO DISCONTINUE "PROSPECTOR"

The Rio Grande has requested ICC permission to discontinue the Prospector, overnight service in both directions

AS WP RENEWS BATTLE TO ELIMINATE CAL ZEPHYR

between Denver and Salt Lake City, effective this month.

Road president G. B. Aydelott cited mounting losses of the train as the primary reason for discontinuance. At the same time, however, he emphasized that the D&RGW would continue to provide rail service between Colorado and Utah points with the famed California Zephyr. He said the Zephyr is also a money loser -- \$280,000 in 1965, probably more last year -- but "we can live with that and we feel that the train provides a needed service to our territory. But the Prospector is another story. Lack of patronage makes it clear that it is not needed and with the mail contracts gone there is no justification for its continuance."

In the meantime, and on the same side of the ledger, the Western Pacific has filed a 51-page brief with the ICC outlining reasons why the California Zephyr should be discontinued. At the top of the list was a claimed operating loss of \$2,000 per day on the train. The document further claimed that updating CZ passenger equipment would cost \$2.5-million, while required engine modernizations would add another \$1.8-million. WP further claims that the train's schedule, although set up to afford passengers a daylight view of the magnificent scenery along the line (Feather River Canyon and the Sierras being the high points in WP territory), is not conducive to securing local traffic between Salt Lake City and the coast.

The original request for discontinuance set this month as the deadline, but Western Pacific has agreed to continue operation to mid-February to give the ICC sufficient time to study all the facts. The D&RGW, which handles the Denver-Salt Lake City portion of the run, the Burlington, heading up Chicago-Denver service, and numerous towns, cities, civic groups and state agencies from Illinois to Nevada have all filed counter-briefs and petitions in a concerted attempt to keep the Zephyr operating.

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TWO COLORADO ENGINES APPEAR IN HOLIDAY DRESS;

Two Colorado engines appeared in gay holiday dress in recent weeks. One is a solid, droaning workhorse belonging

ONE A MONUMENT, THE OTHER A STURDY WORKHORSE

to Colorado Fuel and Iron's Colorado and Wyoming Railway, the other is a silent monument to Colorado's pre-diesel railroading days.

The C & W power is number 101, a 121-ton diesel unit that was a victim of Colorado's disastrous 1965 flood. The engine met disaster while making a routine 28-mile run between the CF&I Allen Mine and the Jansen railroad interchange near Trinidad in southeastern Colorado. It was pulling a string of 58 gondolas loaded with coal destined for the firm's Pueblo steel plant when the engine and lead car plunged off the flood-weakened roadbed into the Purgatoire River. The unit sank on its side in four feet of river bottom mud.

Raising the giant was a masterpiece of engineering. A new river channel was dug to divert the river, and pumps were used to keep water away from the prostrate engine. A floor of old railroad ties was built in the mud and hydraulic jacks lifted the engine some six feet. It was then lowered on to steel rollers specially fabricated at the Pueblo plant, pulled 30 feet away from the river and uprighted on a 350-foot temporary incline track. A bulldozer then pushed the engine to the mainline and another unit

hauled it to the shops where its bent body was straightened, diesel engine and traction motors completely overhauled and other necessary repairs completed. A coat of new paint completed the job and the 101 is rolling again ... as good as new.

The other engine in festive dress was D&RG's old number 169, a veteran narrow gauge hog on display next to the Alamosa city hall. As part of the city's Christmas lighting spectacular, the engine, tender and coach that make up the train were decked out with hundreds of red and yellow bulbs. Red lights were used to completely outline 169's cow-catcher, stack, boiler, cab and leading pony truck, while alternating red and yellow lights highlighted her rods and six drivers. The old gal, we are sure, never looked better!

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MODEL OF EARLY D&RG ENGINE BRINGS A handmade non-working model of an early D&RG eight-wheel engine brought the second highest price at a recent auction of models at famed Christie's auction house in London. SECOND HIGHEST PRICE AT AUCTION A total of 225 finely wrought models of locomotives, ships and steam engines made in Europe and America between 1750 and 1958 were put on the block. The announcement brought a deluge of cablegrams and letters from interested buyers all over the world -- and more than \$110,000 at the sale.

Top money -- \$8,232 -- was paid by an Englishman for a gleaming 18-inch-high brass model of an 1870 fire engine. Most of the locomotives were of English engines, but the little D&RG eight wheeler went for \$3,822 despite its Colonial heritage. A picture of the beautifully worked model shows it carrying road number 120 which, according to our files, never existed. It's our guess that prototype for the model was a Class 42 4-4-0, built originally by Baldwin and placed in service during the road's early expansion into the mountains. The class was replaced completely in the late 90's by the more powerful ten wheelers (six coupled), with the 4-4-0's being sold off. In any event, correct number or not, the new owner has a model to be proud of, with more history than he may be aware of.

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SHOP 'N SWAP If you didn't get it for Christmas, here is the place to look for it ... or ask for it. Let us know what you have to sell or trade, or what you want to buy. Listings for each issue should reach the editor by the 20th of the preceding month.

RAILROAD MAGAZINES -- FOR SALE

"Railroad" magazine, 1955 back through 1932. \$1 per copy 1939 and earlier, 50¢ per copy for 1940 to 1955. R. A. LeMassena, 1795 S. Sheridan Blvd., Denver, Colo. 80226

RAILROAD PHOTOGRAPHS -- BUY, SELL AND TRADE

Collector of steam railroad material. Interested in narrow gauge lines. Will buy, sell and trade black and white pictures (116 and postcard sizes) and 35mm color slides. Lawrie Brown, Putney, Vt. 05346.

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THOUGHT FOR JANUARY All of life is either in the process of growth and development, or in the process of death and decay. There is no standing still.

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Ed E. Schneider, President

R. A. Cordill, Secretary

Tom Gray, Vice President

Ane O. Clint, Treasurer