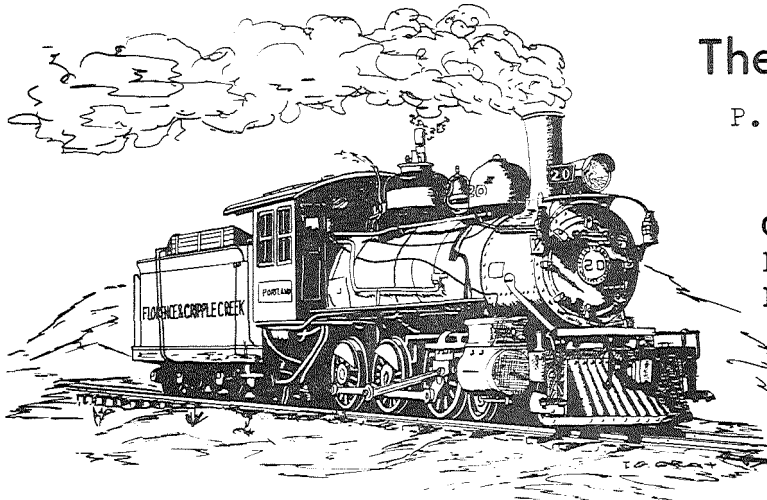


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

September 1967

No. 97

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

Temporary Editor - Ed Schneider

MEETING NOTICE: Date Wednesday, September 13, 1967
 Time 8:00 p.m.
 Place Western Federal Savings Bldg., (lower level meet-
 ing room), 17th & California Sts., Denver

PROGRAM NOTES: Our program this month will be a talk by Jack Thode, "A DAY IN
RIO GRANDE HISTORY," - the story of the successful completion
of the strategy formulated to beat the Colorado Midland into
Aspen.

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ANNUAL ALPINE On Saturday and Sunday, August 26 and 27, the Annual Alpine Tunnel
TUNNEL DAYS Days celebration was held at Pitkin, Colorado. A most impressive
program was planned, with Dow Helmers, Art Pearson, Mac Poor, Don
Smith, F. B. Trudgeon, and Charlie Webb presenting the programs for the two days.
The number of people attending exceeded all expectations, and it was necessary to
move the meetings in Pitkin to larger quarters to accommodate all those present.
Bad weather, unfortunately, forced cancellation of quite a bit of the activities
planned.

A marker has been placed at the West Portal of the Alpine Tunnel. The marker,
approximately 20" x 40", is of Colorado Rose-red granite, and was quarried near
Lyons, Colorado, by the G & L Granite Co. The sketch on the marker, a train
emerging from the West Portal, was drawn by W. T. Marks. The marker was made by
the Erickson Memorial Company.

The marker was named the "MAC C. POOR INFORMATIONAL MARKER." Mr. F. B. Trudgeon,
Tunnel Days Chairman tells us, "The purpose in naming it after Mac C. Poor, author
of the book, D.S.P. & P., was to publicly recognize him for his many years of
research and effort in publishing his book on this historic narrow-gauge railroad.
By his initiative he leaves for this and future generations, an authentic story
on the struggles, triumphs and demise of this fascinating railroad that faithfully
served many early day Colorado Mining camps."

* * * * *

HERE AND Several Club members rode Rio Grande trains 1 and 2 during their last
THERE seek of service, ending 96 years of passenger operations out of Denver.
George Trout and Bob LeMassena were on No. 2's last run on 27 July.
Bob bought the last ticket to be sold and was the last passenger, boarding the
train at Littleton.

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Colorado railroading is now one century old. The Union Pacific's tracks entered Colorado Territory from Nebraska on 19 June 1867, just east of Julesburg. There were no celebrations of this momentous event, however: very few people were aware of the exact date.

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LIVE STEAM NEWS Back during the Great Depression, Dick Jackson (who lived here then) built himself a 1"-scale 4-4-0, and operated it on an 800-ft. loop of track back of the Mt. Vernon Country Club. In 1938 Dick moved to Beverly Hills, Calif., taking the engine with him. He still runs it out there on a 300-ft. oval, and he says that his 37-year old engine runs better than he does.

Down in Pueblo, member Bill Daney is the Club's only member in the steam locomotive business. He has built 6 1½"-scale engines for other miniature railroaders, but his greatest effort was a 3'-gauge 2-8-0 built for a man in Phoenix, Arizona. Bill has many 1½"-scale patterns which may be helpful to others working in this scale. And, if you can't find him at home, Bill will probably be down at the Pueblo City Park running the 15"-gauge engine there.

For a genuine thrill, you should see Byron Squires' ¾"-scale 4-6-6-4 race around his big oval at Baker St. and Templeton Gap Rd., just south of Black Forest town. On Labor Day, several of the local (and out-of-town) live-steamers will take their engines down there for an afternoon of fun. But his 6' high trestle is no place for anyone with a weak heart!

Jerry Cutshall, a new member, is the Rio Grande's diesel shop-foreman at Burnham during the daytime. At night, though, he spends his time on D&RGW 1700, which he is building in ¾"-scale. This masterpiece, now under construction, can be seen at Jerry's home, 45 S. Zephyr St. out west of Denver.

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RECLAMATION AWARDS CONTRACT TO RELOCATE RAILROAD AROUND PUEBLO RESERVOIR The Department of the Interior announced August 5, 1967, the award of a \$2,956,100 contract to relocate a 16 mile stretch of the Denver & Rio Grande Western Railroad around the site of Pueblo Dam and Reservoir, a feature of the Bureau of Reclamation's Fryingpan-Arkansas Project in Colorado. The contract goes to the H. E. Lowdermilk Company of Englewood, Colorado, on the lowest of ten bids received under Specification No. DC-6540.

Commissioner of Reclamation Floyd E. Dominy said the contractor will construct roadway and structures for Approximately two miles of double track railroad, 14 miles of single track railroad - of which 1.5 miles include a passing track, and a half-mile extension to an existing siding. The contractor is allowed two years to do the work.

Other work under the contract includes constructing four railroad bridges, three precast prestressed concrete highway bridges, and 2½ miles of local roads. Placing the ballast for the ties and the actual laying of the railroad track will be done by the D&RGW Railroad Company.

The D&RGW RR tracks now run approximately through the middle of the Pueblo Reservoir side along the Arkansas River between Pueblo and Florence. The relocation will move the tracks to higher ground north of the reservoir site from a point just west of Pueblo to a junction with the existing tracks about 12 miles east of Florence.

Construction of Pueblo Dam is expected to begin in 1969, with completion scheduled for 1972. Pueblo Reservoir, which will be the largest of the four reservoirs on

the \$203 million Fryingpan-Arkansas Project, will impound 357,000 acre-feet of water for irrigation, municipal and industrial use, and flood control in the Arkansas Valley of southeastern Colorado. Also, the reservoir's 5,700 surface acres and 60 miles of shoreline are expected to become a major recreation area.

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COMMENTS ON THE In reading some old newspapers from a by-gone era, some interest-
SOUTH PARK comments were discovered in "THE WHOOPER", an independent paper
published in Kokomo, Colorado, Vol. I., No. 34, Friday,
October 21, 1898:

"Kokomo needs a vigilance committee, needs one badly too. The South Park train leaving Leadville takes baggage for this place but does not deliver it until 5:27 that day, carries it to Como and back. This will break the people who patronize this road of sucking eggs and add to the passenger business of the D. & R. G., also their express business. A vigilance committee would have work to do to compel the Park to live up to its common carrier contracts, you can't do it, that is, not easily by law."

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SHOP 'N SWAP

Wanted: "Denver, South Park & Pacific" and "Pictorial Supplement"
by M. C. Poor and "Rails Around Gold Hilled" by W. M. Cafky.
Bill Martinsen, 1407 Carroll Ave., Ames, Iowa 50010

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Thought for Today Yesterday is a cancelled check. Tomorrow is a promissory
note. Today is the only cash you have. Spend it wisely.

* * * * *

Ed Schneider, President

R. A. Cordill, Secretary

Tom Gray, Vice President

Ane O. Clint, Treasurer