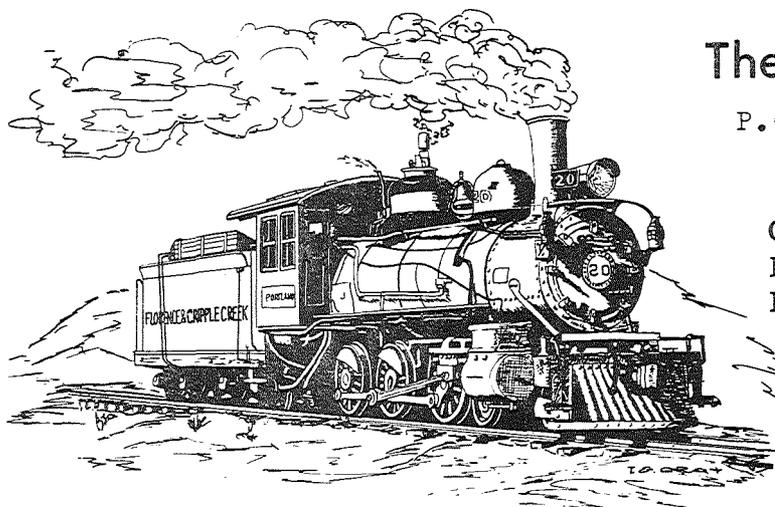


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

April 1968

No. 104

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, April 10, 1968  
Time . . . . . 8:00 p.m.  
Place . . . . . Western Federal Savings Bldg., (lower level  
meeting room), 17th & California Sts., Denver

PROGRAM NOTES: Our program, "Steam's Finest Hour", will be presented by  
Jim Grisenti, and his program is a trip on the narrow gauge  
from Alamosa to Durango.

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EXCURSION So you think the Rocky Mountain Railroad Club has experienced  
TROUBLES extra-ordinary troubles in operating excursions with Locomotive  
No. 51? Listen to this sad tale of woe concerning the February  
18, 1968 excursion of the High Iron Company, which scheduled a 15 hour round  
trip between Newark, New Jersey and Wilkes-Barre, Pennsylvania. It was a  
well planned and advertised trip, with souvenir tickets, reprint of an 1855  
timetable, dining car and excellent menu and double headed steam power. It  
turned out to be quite a trip with most passengers arriving home from 24 to  
26 hours after their departure. First disappointment for the railfans was  
that steam power was not put on the train until 17 miles out of Newark at  
Cranford. At White House, 28 miles further on, an unscheduled stop was made  
to clean the fire and blow up steam (shades of the 51) for the grade approach-  
ing Hampton. The steam power was not sufficient to haul the train up the 10  
mile grade and a diesel pusher was coupled on. By this time the special was  
running way late and constantly losing time so all photo stops were cancelled.  
At Jim Thorpe, Pennsylvania, a second steam engine was coupled on for the last  
55 miles to Wilkes-Barre and departure was made 2 hours and 15 minutes behind  
schedule. Because of the schedule, the train was turned at Ashley, about 3  
miles short of Wilkes-Barre. A Jersey Central diesel switcher was used to  
turn the train. It coupled on while the two steamers went to be serviced and  
turned and backed the coaches into a side track. After uncoupling, the diesel  
derailed as it was passing through the switch into the side track, trapping  
the passenger cars. Since the steam engines could not get to their train,  
the passengers waited for three hours in cold coaches until the diesel was  
rerailed and the switch repaired. At 7:40 p.m., now over 4 hours late, the  
double headed train, assisted by a diesel pusher, headed east to do battle  
with the 2 percent grade to Laurel Run. But there was still trouble ahead,  
for at 9:20 p.m., near White Haven Tunnel, approximately 140 miles out of  
Newark, the tender trucks of the lead engine, an old friend of Rocky Mountain  
Railroad Club members, ex-Great Western No. 90, derailed. Five hours later,

the coaches were finally hauled back to Penobscot and buses were provided to carry the passengers on to a near dawn arrival at Newark.

The above information was extracted from the February 25, 1968 issue of the Newark Sunday News and the clipping was sent to us by member I. E. August. This account is written, not with sarcasm, but with a great deal of sympathy for the officials of the High Iron Company. The catastrophes which occurred were due to situations completely beyond their control and it took a major effort on their part to get their passengers back to their starting points.

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Member Kent Stephens of Chico, California writes us that "It might be of interest to readers of the report that the three ex-D&RGW German-built hydraulic diesels are now being scrapped by Associated Metals of Sacramento after being retired by the Southern Pacific. Five of the original six cab units of the joint SP-D&RGW order are being scrapped - SP #9100, 9102, 9103 (ex Rio Grande 4001), 9104 (ex R.G. 4002), 9105 (ex R.G. 4003), and hood-type units #9117 and 9119. All of the German-built hydraulics will go as they come up for heavy repairs, but SP is to retain the three Alco-built hydraulics. Reasons for the retirement of the units lies principally in problems connected with the high-speed diesel engine (complexity of construction, inaccessibility for ready repair, etc.). The German diesel engine is not compatible with the normal engine maintenance procedures used by the S.P. and the additional time required for repairs results in a higher maintenance cost for the German units."

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SWAP 'N SHOP Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into correspondence concerning an item, nor will we appraise items to be offered for sale. Send your listings to the Editor by the 20th of the month preceding publication.

Wanted - Want Union Pacific employee timetables, especially those from 1940 - 1955. Also, want Operation and Maintenance Manuals for stokers, injectors, and feed water heaters. Frank Peacock, 3203 Hall St., Apt. 182, Dallas, Texas 75204

Wanted - Information on the location of two stolen marker lamps. Since club members would most likely be contacted in an attempt to sell these marker lamps, I am offering a \$25 reward for information leading to their return. The lamps are modern, being spherical in shape, illuminated electrically, and each has three colored indicating roundels with one small white bullseye on the fourth side. The lamps were removed from their mountings on the front of my home about March 16, 1968.  
I. E. August, 1990 Applewood Drive, Denver, Colorado.

Wanted - Slides of D&RGW diesels especially German-built hydraulics (#4001-4003), 100 series switchers, Alco PA's while on California Zephyr. Kent Stephens, 7 Jean Lane, Chico, California 95926

Wanted - One copy of "The Mighty 800" published by Kratville in good condition; also am looking for cast iron Monon alligator and information on same. Daryl Rider, Sheldon Jackson College, Box 479, Sitka, Alaska 99835

For Sale - A note from our narrow gauge friend, Myron Henry - "I have a lot of train orders. They go back in the late 1940's and into 1960's and quite a number of time cards . . . I will sell."  
Myron Henry 541 10th St., Durango, Colorado

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Ed Schneider, President  
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