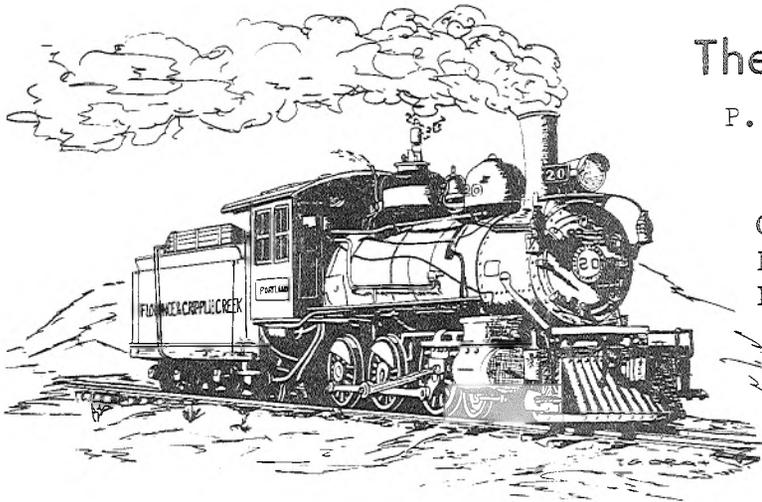


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

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CURRENT NEWS AND HISTORICAL NOTES OF
ROCKY MOUNTAIN RAILROADING PUBLISHED
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MOUNTAIN RAILROAD CLUB

Temporary Editor - Ed Schneider

MEETING NOTICE: Date Wednesday, June 12, 1968
Time 8:00 p.m.
Place Western Federal Savings Bldg., (lower level meeting
room), 17th & California Sts., Denver

PROGRAM NOTES: Our program, "Railroads Around the World", will be presented by Tom Gray. The program includes railroading in Spain, France, England, Scotland, Wales, Isle of Man, Fiji, and New Zealand.

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SILVERTON Big things again seem to be in store for Silverton in 1968. To start the
ACTIVITY season, a celebration was held in Durango on Saturday, June 1st, prior to
operation of the first train.

The line to Silverton, earlier this year, was designated by the American Society of Civil Engineers as a National Historical Civil Engineering Landmark -- the first such distinction ever for a railroad in the United States. At 8:00 AM on the first Saturday of the season, immediately preceding departure of the train, a ceremony was held at the Durango station to unveil a special plaque denoting this new honor.

Constructed in nine months, the Silverton branch has been in continuous operation since 1882. It stands as a surviving testament to the role played by the civil engineering profession in developing the west. The Silverton carried over \$300 million in ore through the years, traversing the beautiful canon of the Rio de las Animas in the rugged San Juan mountains of Colorado. The coal-burning steam locomotives now operate on the last narrow-gauge passenger service still functioning under Interstate Commerce Commission and Public Utilities Commission regulation as a scheduled carrier.

In preparation for the work facing them during the coming months, engines 476 and 478, in the shop at Alamosa for maintenance during the winter, doubleheaded west over Cumbres Pass on Tuesday, May 28th, handling a train of 24 freight cars. The Silverton branch itself had been opened during the preceding two weeks, using engine 473. With a work train of a dozer flat car and caboose, it was able to reach Silverton on Friday, May 3rd, after the dozer completed snow removal. The outfit turned on the wye south of town without cleaning the trackage on into the City, and proceeded on its way back to Durango.

It is reported that drifts up to six feet in depth, as well as the remains at the upper end of the canon near Silverton, still covering the line, had to be cleared away from the track before the work outfit could be turned around.

Two coach painters from the Rio Grande's Burnham shops in Denver spent more than a week at Durango in late May, engaged in preparing the little narrow gauge cars for their work.

Reports are that the winter snow pack around Silverton has a much higher than average water content this year, and it is hoped that warm weather will not appear so suddenly that the resulting high runoff would damage the roadbed.

From the Silverton Standard of May 24, 1968, "A Silverton setting will be a key one of several in a six-county Western Slope area utilized for the shooting of a major Hollywood film this fall.

"Announcement was formally made late this week that Paramount will shoot railroad scenes for "True Grit" in Silverton this fall. The picture, to star John Wayne, will be produced by Henry Hathaway, who directed "How the West Was Won."

"The studio will utilize locations in San Juan, Ouray, Montrose, Delta, Gunnison and possibly San Miguel counties for the majority of the shooting of the major film, a Western chase picture which involves much of the same need for diversity of setting evident in "How the West Was Won."

"The studio, after working out details with the Denver and Rio Grande, hopes to renovate the Silverton depot and indications are that both the depot and the narrow gauge train itself will be utilized for scenes in the movie.

"Shooting will start in the area on September 3 and probable run through October, with the renovation work to start in August if okayed by the railroad."

And, from The High Country column, "Engine No. 473 came into Silverton Tuesday of this week to pick up the ten loaded slag cars on the remaining siding here. Several empties will stay behind. It was the first engine all the way to the end of the track this year. Earlier in the day, it had pulled some outfit cars from Rockwood to Elk Park before running its slag mission to Silverton.

"Work is in progress on coach painting in Durango, and railroad officials are taking specific care to point out that more work is being done on the rolling stock in Durango this spring than was done all last winter over in Alamosa.

"Roadmaster Jack Renfrow says rock slides and weak spots have been more of a problem in the Animas Canyon this spring than the late-melting snow, and he reports particular trouble about three miles the Silverton side of Ah, Wilderness.

"He also noted the loss of rail at eight different spots on the road during the winter, 'not including those that town and county equipment messed up in Silverton.'

"And speaking of railroading, even though it hasn't received too much publicity yet, the Union Pacific and the Denver and Rio Grande have settled their differences east of the Rockies and have reportedly made a deal favorable to the Rio Grande.

"Work started earlier this month on the remodeling of the old Rio Grande Southern depot at Telluride by the Telluride Development Corporation. Its new role will be that of a restaurant and cocktail lounge, with the decor following the railroad theme. The pace of the development of the building is still undefined, but a new roof is being put on this month preparatory to interior renovation. As evidence of the taste apparently attendant to the project: The old gold knob on the cupola will even be replaced with a shiny new one."

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LIVE STEAM Harry Root has completed his second 4-8-4, styled after Union Pacific 844, and now has it running on his track at 845 So. Yates St. It can be seen almost any Sunday morning before noon.

NOTES

The Denver Post Zone 2 news weekly of May 22 included a 2-page center-spread about Harry and his live steam models. Unfortunately, the reporter and photographer visited Harry on a weekday, so only John Hill and Bob LeMassena could be present at the time. Though cars and engines occupied half of the track, John operated his 4-4-2 for the benefit of the visitors.

John Ingles has decided to move to Denver, and will bring with him his 3/4"-scale locomotive.

Club members who might want to see live-steam locomotives in operation this summer during their vacations can contact Bob LeMassena for information as to their whereabouts. (Some of the operating scale-models are 1/6 of full-size, and are about 15 feet long!)

FROM From the Daily Express of May 2, 1968, by-line Alain Cass, "It was heart-stopping stuff. The Flying Scotsman, first lady of the steam railway (trains take the feminine), was grinding shamefully to failure.

ABROAD "There she was, trying to complete the 393 3/4-mile trip from King's Cross to Edinburgh non-stop...when a broken rail was found outside Doncaster.

"If workmen failed to replace it in time, the old lady would have to stop. And new owner, Lloyd's underwriter Mr. Arthur Pegler, and the 300 other railway enthusiasts on board would have been heartbroken.

"The driver, Johnny Hill, of Harold Hill, Essex, kept her going - just. But she was down to two miles an hour and only 10 yards or 1 1/2 seconds from the red signal when the all-clear came.

"The passengers, who had paid between L11 and L16 each for their return ticket, cheered.

"And 48-year-old Mr. Pegler, who paid L3,000 for the Flying Scotsman five years ago to save her from the scrap yard, positively beamed.

"Seven hours and 43 minutes after an emotional send-off from King's Cross by hundreds of well-wishers, the grand old lady pulled into Waverly Station, Edinburgh, to an equally ecstatic welcome.

"A huge crowd, a pipe-band, and thousands of cameras greeted her.

"Standing, grimy-faced, but proud on the footplate, Mr. Pegler said: 'This has been my greatest ambition fulfilled.

"I've lived with the idea for the past two years and I knew she would do it.'

"It was all done to commemorate the Flying Scotsman's first epic journey of 40 years ago when she hauled the first non-stop express between King's Cross and Edinburgh.

"She was younger then, of course, and did it in about the same time.

"Statistics: The old lady devoured 17,000 gallons of water, 9 1/2 tons of coal... and several years of Mr. Pegler's life."

DINING CAR The C.B. & Q. has on display in a window of the city ticket office at 17th & Champa Streets dining car sterling silver with the railroad's SILVER emblem or BR stamped or engraved on it. These items are for sale and are priced as marked. A list given us May 17 is as follows:

Quantity	ITEM	Price
2	Combination Bowl	\$ 14.00
2	9 oz. sugar bowl	10.00
1	14 oz. sugar bowl	20.00
1	8 oz. sugar bowl	15.00
1	6 oz. sugar bowl	15.00
1	cake cover	4.00
1	celery dish	8.00
1	dessert knife	1.50
1	dessert spoon	1.50
1	dinner knife	1.50

FROM THE PAST Three Denver ticket scalpers, A. L. Hatch, E.E. Sisson and J. K. Rossneu, have been arrested by means of the Railroad Ticket Protective Bureau, charged with having doctored Denver & Rio Grande and Burlington tickets by changing the destination, plugging punched holes in canceled tickets and otherwise changing them. A quantity of rubber stamps, acids for obliterating ink marks and other material said to have been used in altering tickets was found by the officers.
-- Railroad Red Book August 1904, page 8/

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SWAP IN 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 listing to the Editor by the 20th of the month preceding publication.

For Sale Collector's Item. Complete tinsplate mechanical 0 gauge train set (clock work), fairly good shape, operatable, original paint, including locos, exquisite pasgr. car, track and accessories - all of about 1917 vintage and of French make except one English loco. Like to get \$25.00.
Also, 3 D&RGW electrified switchman's oil lanterns.
Ronald F. Schilp, 4675 So. Grant St., Englewood, Colo. 80110
Res. phone 781-8946 Bus. phone 222-5533, ext. 379

For Sale Can. National front number plate - 5255 - Pacific - cast bronze - 11" x 17" - had two lugs on top edge for fastenings - one lug broken. Original paint. \$100.00 U.S. funds. Purchaser must arrange customs clearance and freight charges.
W. D. Short, 126 Mitton St. S., Sarnia, Ontario, Canada.

Information Wanted: I am considering buying a 16 1/2" gauge live steam locomotive for use in a park here in St. Petersburg. This engine was built in the late forties for a Mr. Paul Russell, who operated it as a concession in the city park, Elko, Nevada. It occurred to me someone in the Club might know about this engine and how come it was built by the Denver and Rio Grande shops in Denver. Any information about this engine would be greatly appreciated.
William N. Gillette, P. O. Box 11236, St. Petersburg, Florida
33733

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"A miser is no fun to live with, but he sure makes a wonderful ancestor!"

"Life is what happens to you while you're making other plans."

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Ed Schneider, President

R. A. Cordill, Secretary

Tom Gray, Vice President

Ane O. Clint, Treasurer