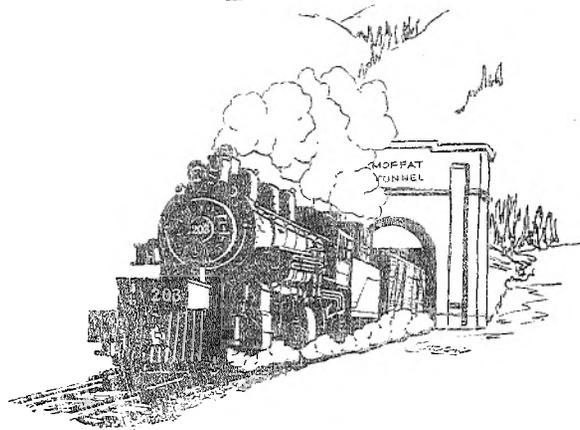


Rocky Mountain Rail Report



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 - - - Darrell Arndt

MEETING NOTICE: Date Wednesday, September 12, 1973
Time 7:45 p.m.
Place Southeast wing of Christ Episcopal Church,
2900 S. University at Bates; offstreet parking
at rear (east) of meeting hall.

PROGRAM NOTES: John S. Ingles, a member of the Rocky Mountain Railroad Club since the mid-1940's, will entertain us at the September meeting with a series of his excellent slides taken in 1970 on the railroads in Switzerland and the surrounding countries. Color photography is just one of John's many hobbies. He is also greatly interested in railroads of every kind, model railroading and live steamers. In fact railroading has been John's whole life. He retired just a few years ago from his job as mechanical engineer for the Detroit, Toledo & Ironton and moved to Denver. Prior to that he had worked for the Illinois Central and Pullman Standard. Come to the September meeting and see what Central Europe has to offer prospective passengers in the way of wonderful railroading.

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THE LOOP TO LIVE AGAIN - The State Historical Society of Colorado has cessioned out to Lindsey Ashby, President of the Colorado Central Narrow Gauge, the rebuilding and operation of the Georgetown Loop. Ten narrow gauge freight cars are on 800 feet of track at the Silver Plume depot, where construction will begin from. Abutments for the first bridge have been poured and are ready for the pin truss steel bridge to be set in place. The Union Pacific has donated two and one-half miles of track to the State Historical Society for use on the loop. The Denver and Rio Grande Western donated a caboose and five narrow gauge freight cars. Engine No. 40 from the Colorado Central at Central City will have the honor of pulling trains over the line until other power is obtained.

Particular care has been taken to insure that the line will be as historically similar to the original as possible, yet adhere to present day safety standards. (i.e. Link and pin couplers, hand brakes, etc. are out; knuckle couplers, air brakes, etc. are in!!)

The construction and operation of this early Colorado engineering marvel will certainly be watched with much anticipation and pleasure by many Colorado rail and history buffs.

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"THE RUNAWAY" - As soon as you are through reading this, hotfoot it to the

nearest calendar and put a big red circle around Saturday, September 29th. That is if you want to be sure not to miss the televising of "The Runaway." This is the movie of which portions were filmed earlier this year on the D&RGW between Winter Park and Denver. A passenger train "loses" its brakes and goes for a wild ride through the mountains. Ben Johnson and Vira Miles star in this premier presentation of a weekly series of ABC Suspense Movies. Show time in Denver will be 7:30 pm on that date.

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ON JUNE 3rd, 1921, at 3:55 p.m., D&RG train No. 3, the ten car Salt Lake - San Francisco Express, departed Denver Union Station for Pueblo and the west. As the train steamed south through the rolling hills and windswept prairie land that abuts the Front Range, the travelers aboard were unaware of the fate that lay ahead. For history was to record that before midnight that same day, No. 3 would be slowly but completely dismembered and destroyed in the Pueblo yards by the worst flood the city has ever endured.

The blow by blow account of the enormous destruction wrought in the Pueblo rail yards, and the heroic rescue attempts by men and machines throughout that infamous night, was dramatically told in "THE CASE OF TRAIN NO. 3" by Arthur Ridgeway, published by the Rocky Mountain Railroad Club in 1957. Recently, a number of these 70 page, paper back books were found in storage. The club is pleased to make the remaining copies available to its members for the modest price of \$3.00 apiece.

Besides describing the events which took place in Pueblo, the book touches upon the physical effects on the rail line West to Canon City, the damage to equipment and property, restoration work, and the reasons for the flood. Numerous photos, taken from the ground and the air, plus four fold out graphs and detailed maps, enable the reader to more clearly visualize the sequence of events.

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ALSO STILL AVAILABLE at \$2.50 each are a few copies of "A CENTURY OF PASSENGER TRAINS" by Jackson C. Thode. This 175 page, illustrated history of the Rio Grande passenger service was one of twelve articles comprising the 26th Annual "BRAND BOOK", published by the Denver Posse of the Westerners. In the fall of 1972 a special printing of this article was made in booklet form and distributed to members of the RMRRRC.

Orders may be sent for either of these publications to Jackson C. Thode, 2921 South Locust, Denver, Colo. 80222. Please make your check payable to the Rocky Mountain Railroad Club.

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NEW POWER IN AMTRAK'S ROUNDHOUSE - Amtrak's western trains are the first recipients of the new 3000 hp diesel locomotives being built by the Electro Motive Division of GM. The 100 mph units were first used on the Super Chief, and are now being assigned to trains operating between Chicago-Houston, Los Angeles-San Diego, and Los Angeles-Seattle.

The new units will outshine their 20-year old predecessors in almost every respect (except perhaps appearance?!). Numerous improvements in safety and operating features will result in increased efficiency and reduced maintenance. Because of the high horsepower rating, each engine will be able to replace two of the older units now in service. As fuel and water storage capacity is greater, there is a longer allowable operating time between servicing stops.

Ecology minded folks will be pleased to learn that the new locomotives are designed to meet the most critical exhaust emission standards, emitting far less pollutants than the power they replace. New silencing devices reduce

engine noise to the lowest of any locomotive of comparable power operating in the U.S.

Extensive use is made of easy access, solid state, transistorized components, and printed circuit boards. All critical electrical controls use solid state modules. Should one fail, it is replaced with an operating one in a simple operation. The cab area is designed for maximum safety, structural strength, crew comfort and visibility.

Each locomotive contains two, high capacity steam generators for train heating and air conditioning. When Amtraks new all electric intercity passenger cars are introduced, they will require their electric power from the head end. Anticipating this, the new diesels have been designed so the steam generators may be easily replaced with two diesel-electric power plants. An electric "train line" from the loco will supply 440 volt, 3-phase, alternating current power to the cars for heat, light, and air conditioning. (Imagine a transformer or some other gizmo going haywire in a sleeping car, and you end up plugging your electric shaver into THAT kind of juice in the early morning hours!?!)

Introduction of this power, along with the receipt of current orders for new passenger equipment, electric locomotives, and Turbo Trains, will hopefully be just one of many positive steps taken to improve intercity passenger service to the degree where it can benefit Amtrak, the participating railroads, and the traveling public.

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ELSEWHERE WITH AMTRAK - The San Francisco Zephyr will remain in daily service between Denver and San Francisco through the 27th of October due to continued heavy patronage. This portion of the Chicago-San Francisco run normally reverts to tri-weekly service around mid-September.

Amtrak now allows passengers to take along a bicycle in lieu of one piece of luggage on most trains for a \$2.00 handling charge. This service has turned out to be quite popular.

Slumbercoach service (not sleeping car) will be discontinued on the Denver Zephyr and Empire Builder September 10th, to allow this equipment to be used in New York-Florida service for the winter season. This service will be restored next summer.

The amount of luggage handled in Chicago's Union Station during the month of June this year was an increase of 50% over the same month last year.

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NARROW GAUGE AT NORTH PLATTE - Steam powered operations have begun on the Nebraska Midland Railroad, a new three-foot gauge line under construction at the Buffalo Bill Scout Ranch at North Platte, Nebraska. Motive power is in the form of ex-White Pass & Yukon, outside frame 2-8-0, the "Klondike Casey", previously in the possession of the Black Hills Central RR in South Dakota. The road operated daily through September 3rd, and will run week-ends in September. A caboose, and about half a dozen narrow gauge stock cars and high side gondolas with benches are used to accomodate passengers over the 2,000 feet of track now in use. A brochure may be obtained by writing the railroad at Box 1309, N. Platte, Nebraska.

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RAILROAD MOTEL FOR SALE - Here's your chance to own the real thing. Equipment is all set up to go as motel/lounge at Antonito, only one-half mile from CATS station. \$18,500 price includes "Imperial Letter" from UP's "Overland Limited" (Pullman), baggage-dormitory from the "Overland Ltd", and dining-

lounge car from UP's Portland Rose". The owner has complete schematics on all the cars, which are set up on track. Also included in base price are 200 sheets and pillowcases, 64 pillows, 50 blankets, over 25 new mattresses, and RR linens for 25 tables. (Imagine what your wife's Monday wash would be like.). Possible availability of 10 acres of ground and one more pullman. Expected gross for 1973 season without diner-lounge: \$43,200. For further info call Mimi Bischoff at 596-9680 or 685-5778 (home). Mail address: Shamrock Realty, Suite 102, Maxdon Bldg., 3770 E. Boulder, Colorado Springs, Colo. 80909.

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ARIZONA OZONE - The Black Mesa & Lake Powell, the new all electric coal hauling line being built in northeastern Arizona, and which was described in a previous issue, moves closer to completion every day. Test runs are now being conducted. Trips for stockpiling are expected to commence in December. Full operations should begin next May. The 52 million dollar automated line has the distinction of being the first 50-kilovolt electric railroad in the world. The 50-KV system will require only one substation along the 78 mile line, resulting in substantial savings. Four would have been necessary with a 25-KV system.

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THE U.S. ARMY DIESEL mentioned in last month's newsletter as being transported over the D&RGW was not passing through, but coming to Colorado. Barry Silver and Bob Harman of Pueblo report that the Alco unit was RSD-1, No. 8670 destined for the DOT Test Track east of Pueblo. It is being leased to the test track to assist their ex-Army GE 44 tonner No. 002 with switching chores, while a U30C diesel No. 001 supplies power for the subway cars currently being tested. This unit is supplying the electrical power until an adequate transmission line and facilities are completed to the Test Center.

Speaking of the subway cars, a pair of them were involved in a very unfortunate accident in mid-August, in which the operator was killed. During a test run the cars hit an open switch, sending the experimental rapid transit vehicles into a siding occupied by a locomotive and gondola car. The locomotive is presumably the U30C used to supply power, and move the subway cars to the test track where third rail is available. The gondola serves as an idler car between the diesel and the transit cars when they have to be moved. A standard knuckle coupler is on one end, while the type used on the transit cars is mounted on the other. Inauguration of similar trains in New York, Boston, Cleveland, Philadelphia, and Chicago this fall may be delayed pending the length and outcome of the ensuing investigation.

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SEABOARD COAST LINE ENGINE 501 and the complete five car set of Nebraska Zephyr articulated cars are up for sale. The train is presently stored on a stub track at Denver Union Station. The cars are completely furnished, includes an observation car and diner. Some mechanical work is needed. For more information contact Richard McKinley, 11685 Gilpin, Denver, 80210. Phone 722-2368.

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SAN JUAL TIDBITS - The 4-wheel SG&N caboose, which has been sitting around Silverton over the years, has received a new lease on life. It has been refurbished by the town and is now used as an information center. Comfort stations and drinking fountains have also been built nearby for the many visitors that arrive by train each day.

The days appear to be numbered for the Needleton Tank on the Silverton

branch. The body of an old narrow gauge oil tank car has been set on a concrete foundation just north of the Wooden tank as a replacement. Installation of necessary piping and the spout remains to be done.

In Ridgeway, the narrow gauge cabooses which rested in the park near the station has been removed. Jerry Albers of Grand Junction, and a summertime employee of the CCRR at Central City, purchased the car and moved it to Grand Jct. There he hopes to restore it, and give it better care than it received at Ridgeway.

Rio Grande engine No. 476 is out of service on the Silverton, disabled by a broken side rod.

An ex-RGS Galloping Goose is now in operation at Knotts Berry Farm, Buena Park, California.

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THE REMAINING RIO GRANDE narrow gauge freight cars that had been parked on the grounds of the Denver Federal Center were trucked to Silver Plume on August 12th.

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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 any correspondence, nor will we appraise items.

MILTON FICK, 3143 W. 26th Ave., Denver 80211 is looking for erection drawings of Moffat Road No. 303 Ten-Wheeler passenger engine and for a Moffat Mike 400 series freight engine.

A. VON BLON, Box 6422, Waco, Texas (817, 753-8229) is seeking, Copies of THE STAR, a 4½" x 5-3/4" weekly newspaper printed by a teenage boy in Colo. Spg., in the '90s. Offer sheet music DREAMING OF THE SILVER RIO GRANDE, view of Mt. Holy Cross in color on Cover, edges frayed, split fold, 1906, Folder, PANORAMIC SPECIAL, 1926, defective folder, National Limited B&O RR late "20.

FRANKLIN S. MILLER, 1334 S. Downing St., Denver, Colo. 80210 will sell:

<u>Denver South Park and Pacific Supplement</u> , #1265 by Kindig, Haley, and World Press, 1959, (in original mailing carton) -	\$125.00
<u>Switzerland Trail</u> #733 by Forest Crosson, Pruett Press 1962 (in original mailing carton) -	\$125.00
<u>The Rio Grande Southern Story</u> by Josie Moore Crum, Rare. Durango Herald-News 1960 (in original mailing carton) -	\$125.00
<u>Three Little Lines</u> #574 by Josie Moore Crum, Durango Herald-News 1960 72 page paper-back. -	\$ 18.00
<u>First 5 Years of the Railroad Era in Colorado</u> by E. O. Davis, Sage Books 1948 -	\$ 25.00
<u>Narrow Gauge in the Rockies</u> by Beebe-Clegg. published by Howell North 1958 -	\$ 20.00

Will exchange any two of the above books for a good copy of Denver South Park and Pacific by Poor.

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Charles Max, President

Bill Gordon, Secretary

E. J. Haley, Vice-President

Carl E. C. Carlson, Treasurer