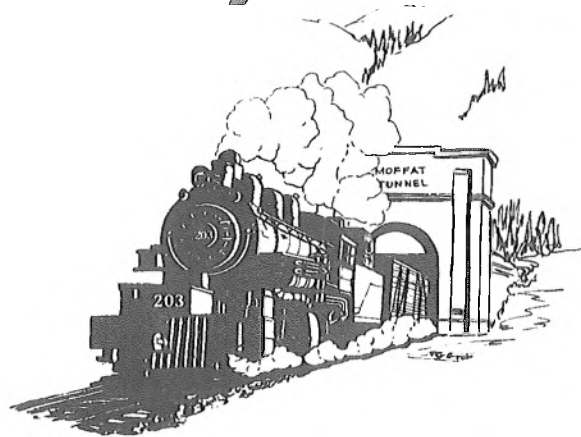


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201
July, 1977 No. 214

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

Editor - - - Darrell T. Arndt

MEETING NOTICE: Date . . . Tuesday, July 12, 1977
Time . . . 7:45 P.M.
Place . . . Southeast wing of Christ Episcopal Church, 2900 So.
University at Bates; offstreet parking at rear (east)
of meeting hall.

PROGRAM NOTES: July's program will consist of a professionally produced, color-sound, 16 mm motion picture on Nickle Plate Railroad No. 759, and the various operations it participated in while it worked in excursion service in the 1960's. This beautiful machine was recalled to active duty from its resting place at Steamtown, on the Vermont-New Hampshire border, and proceeded to delight rail enthusiasts and the general public with its far-flung rail odysseys.

Our Program Chairman, Ed Gerlits, really came up with three "jewels" for the May meeting. TOCCATA FOR TOYS, like MODEL RAILROADING UNLIMITED, was an extremely well done overview of the variety of toy trains that were once available, to provide hours of fun with the use of a little imagination. MODEL RAILROADING UNLIMITED was a humorous and clearer view of how one can become involved in model railroading and illustrates some of the wonderful complications that can occur in the hobby, both real and imagined. END OF AN ERA provided a nostalgic glimpse of the final days of steam on the Rayonier Lumber Co. logging lines. With Mallet and Mikado-type locomotives included in its eight-engine roster, we saw some mighty fine scenes of hard-working machines blasting through the forested hills of the Pacific Northwest. These three films can easily be placed at the top of the railfan's and modeler's "don't miss" list!

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THE 1977-'78 ROSTER - Included with last month's newsletter, was the 1977-'78 Club Membership Roster. Publication of the Roster and the mailing of it to some 1,200 members, is no small chore, needless to say, so a note of recognition is due those who assisted in the project. Those involved included Jim Trowbridge, Carl and Mary Carlson, Ed Haley, Sharon Leslie, Darrell Arndt, and Dick Kindig, with Bryant McFadden, Bill Van Patten, Bob Griswold, Bill Gordon, John Newell, and Olie Larsen lending a hand with the mailing.

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ON SATURDAY, JULY 16, the High Country Railroad at Heritage Square will host the Rocky Mountain Railroad Club to a three-engine, two foot gauge steam spectacular. Providing the transportation and entertainment will be the Henshell 0-4-0 tank engine, built in 1939, the Hartmann 0-8-0 tank engine constructed in 1918, with Klein-Linder axles (a very unusual articulation system), and the 1920 Lima built three-cylinder, two-truck Shay. Plenty of photo stops and runbys will be provided along the one and one-half mile line that is nestled against the Front Range and features a snowshed, cuts and fills, a small lake and scenic views of Denver and Golden. A variety of operations and consists will be on the agenda. Two high side gondola cars have been built for additional capacity, and will be used with the Brookfield coach and the two traditional excursion cars. The beautiful Sandley built business car "Columbine" will also be open. The High Country Railroad's Bi-Centennial unit, the "Ant," will be available in its colorful paint scheme for diesel enthusiasts to muse over. Of course, the "Square" itself has 34 shops, plus eating establishments and other rides and amusements and plenty of free parking.

Hours of operation will be from 11:00 A.M. to 6:00 P.M. A fare of \$5.00 per adult, and \$3.50 per child age 5-12, will be charged with under 5 years free. Tickets will be sold at the ticket office at the railroad on that day. Your ticket will permit UNLIMITED rides on the trains, AND a lunch. Heritage Square is located on US 40 about one mile southwest of the 6th Avenue/US 40 junction. From Denver, just head west on 6th and turn left at the US 40 intersection. Whether you have seen the railroad before or not, this is an excellent opportunity to see the line and its intriguing motive power at work, get pictures and just have a pleasant afternoon. Be sure to come on out!!

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DIG OUT THOSE WALKING SHOES!!! - One of the closest, yet probably one of the most ignored or forgotten abandoned railroad grades near Denver, will be the setting for the club's 1977 field trip as we set aside Saturday, August 6, for the PLATTE CANYON BUNION POUNDER. This is an interesting and scenic old grade to explore, even though man and mother nature have erased many of the Denver, South Park & Pacific's (C&S's) markings in the canyon. However, parts of the grade are still sprinkled with cinders from the hard working little engines, there are old bridges still in place and in use, there are the sparse remains of the Strontia Springs Resort, the fascinating rock walls constructed by the Denver & Rio Grande for their planned line through the canyon but which never supported tie or rail, the Water Department's facilities and dam, and other points of interest are there to inspect.

We intend to provide two different methods for visiting the canyon which we hope will allow an opportunity for everyone who desires to participate in the outing. The starting point will be the parking area at the eastern mouth of the canyon near the Denver Water Department's treatment facilities at Waterton (Kassler). We will board a chartered bus at 8:00 A.M. for a ride around to the town of South Platte at the west end of the canyon. Our buses will first join the right-of-way at Pine, and proceed to South Platte, passing by Buffalo Creek, Foxton, Westall Monument, Dome Rock and other stations and attractions along the old South Park line. We will stop for a look at a few of them. At South Platte, we will disembark and proceed to walk through Platte Canyon on the old grade. Points of interest will be noted and explained as we progress. We will hike about seven miles to where the grade has been widened and graveled, and a flatbed truck fitted with sideboards and benches will take us the remaining three miles through Waterton, where our cars will be parked.

We realize that there are a number of members and friends who, for one reason or another, are not able to walk this distance through the canyon so we have made arrangements to provide a means for those folks to visit the area as well. Also, at 8:00 A.M., we will be able to take a limited number of individuals through the canyon to South Platte, and return via the same way to Waterton on the sideboard and bench-equipped truck. This is intended for folks who definitely cannot manage to hoof it seven miles. If we catch anybody climbing aboard the truck with a fake cast on their leg, flashing a forged birth certificate stamped with "1870," etc., it will be into the river for them!'

The hikers should be appropriately dressed and equipped and should bring a lunch and other snacks if desired. At some point, we will stop and eat. Hikers and riders should also bring their own drinking water (it probably will be rather warm in the canyon, depending on the weather of course) and both groups may wish to bring some sort of rain gear if the weather predictions indicate the possibility of afternoon showers. The truck ride may last into the early afternoon; the hike, late afternoon. The canyon is not a difficult hike, as hikes go, as it is entirely on the old grade, is level, and will be taken in a rather leisurely pace. The usual amount of caution should be exercised for a walk of this nature, as there are a few snakes and some poison ivy and oak along the river.

The cost of those riding the bus will be \$4.00, those just riding the truck up and back, \$1.00. This will cover the cost of the buses and a little handout that will be provided and allow us to insure that everyone will have a place when they arrive. We think this will turn out to be a fine and rewarding day for all. So just send your money to the club's post office box, and indicate the number in your party, and which group you would like to go with. Capacity is limited, so the earlier the request is sent, the better, as we will have to handle them on a first come, first served basis. Reservations will be accepted through July 27th. If there should be any questions, feel free to call Carl Carlson at 985-0975, Darrell Arndt at 321-2723, or Ed Haley at 477-5978.

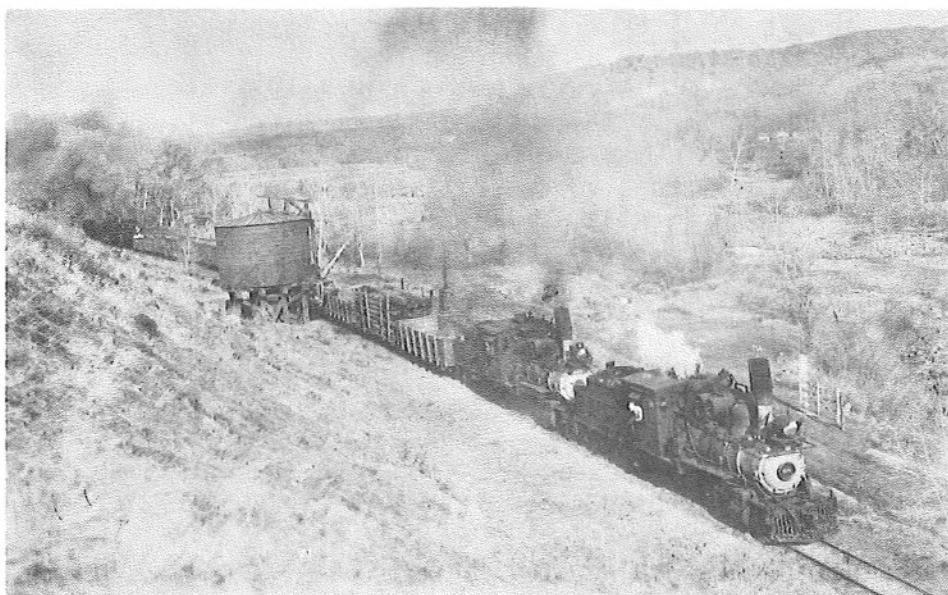
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ARRANGEMENTS ARE UNDER WAY for the November 26 excursion behind the Union Pacific's 8444. As soon as plans are finalized, a flyer will be included with the newsletter.

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RESERVATIONS FOR THE MIDWEST OLD SETTLERS & THRESHERS ASSOCIATION reunion at Mount Pleasant, Iowa on September 2 to 5 are coming in steadily, with half the spaces spoken for as of the end of June. The two enclosures with the June newsletter gave the details. The reunion is one of the largest and most popular affairs of its type and draws visitors from all points on the compass. Our visit out there is sure to be an unforgettable experience. Those who wish to join in the fun, should at least get their deposit sent in to hold their space.

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AFTER TAKING ON WATER at the tank at Waterton, Colorado, Otto Perry photographed this narrow gauge freight as C&S locomotives No. 68 and 69 move forward and prepare to climb through the Platte Canyon. Two more helper engines are cut into the train near the rear end. This photo, taken by Otto on April 1, 1937, is an example of the many photographs he took of Colorado railroads. After thousands of man-hours of research and cataloging by a number of Rocky Mountain Railroad Club members, a catalog of the Otto C. Perry Memorial Collection of Railroad Photographs is now available from the Western History Department of the Denver Public Library. Volume One lists his photographs from the Alabama & Western RR through the Duluth, Winnipeg & Pacific Ry. Quality copies of any of the 11,511 photos may be ordered from the catalog listing. Photosizes range from postcard to poster size, for individual collections or publications. The frontispiece, incidentally, is an original pen and ink drawing of a D&RGW narrow gauge locomotive by Howard Fogg. The catalog is 8½ x 11, includes 18 photos, consists of 424 pages and sells for \$6.50 plus \$1.00 for postage. A price list is furnished with each catalog. Orders should be sent to the Western History Department, Denver Public Library, 1357 Broadway, Denver, Colorado 80203, with checks payable to same. When work on the remaining photos is completed, Volume II will be printed.

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THE ROCKY RAILS '77 CONVENTION of the National Model Railroad Association will be held here in Denver in just a few weeks. The dates are July 19 through July 24, and the place is the Currigan Exhibition Hall downtown. Over 2,600 NMRA members have thus far, made advance reservations. As was mentioned in the May ROCKY MOUNTAIN RAIL REPORT, the convention will feature all sorts of activities for participants, both at the convention hall and around the town and state. It should be mentioned that the affair is open to NMRA members only, but there will be admission of the general public to certain areas during the last three days it is open; on Friday, July 22 from 6 to 9 P.M., on Saturday the 23rd from 9:00 A.M. to 5:00 P.M. and on Sunday from 12:00 Noon to 5:00 P.M. An admission charge of \$2.00 per adult and \$1.00 for children will allow admittance to the operating layouts, manufacturer's displays, and

the antique train collections. Also on display will be what is claimed to be the largest brass locomotive display ever assembled with around 1,000 HO locos on view. Should one wish to attend the entire convention, memberships in the NMRA will be available at the door for \$10.00, to which must be added \$30.00 for convention registration and an additional \$10.00 for the banquet if desired. For further info, contact Fred Bruchmann at 934-0792.

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PRECEEDING ROCKY RAILS '77 by one week, will be Railfair '77 on July 9 and 10, at the Jefferson County Fairgrounds, 15200 West 6th Avenue in Lakewood. Hours will be 9:00 A.M. to 6:00 P.M. on Saturday, and 10:00 A.M. to 4:00 P.M. on Sunday. The railroad show is sponsored by the NRHS, and will feature displays by modelers, collectors, publishers, railroads, retailers and others. Admission is \$1.00 for adults and 50¢ for children under 12.

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THE JULY ISSUE OF RAILROAD MODEL CRAFTSMAN features an illustrated article about the construction of a Colorado short line built by our club President, Jim Trowbridge. It is HO scale (he would have gone full scale if he could have) and since Jim is an avid Colorado Midland fan, it does have a "tinge" of the CM influence in it. The article, which includes several color photos as well as black and white, was written by Jim and describes the detailed but rugged ("kid-proof") layout he built for his son Jimmy. Two other club members, Al Turner and Steve Shoe, did the photography for the article. To regress a bit, in last January's issue of MODEL RAILROADER, there was a fine article on John Widmar's Royal Gorge & Western N gauge railroad empire and the highly detailed modeling he has done on it. In the August issue of RAILROAD MODEL CRAFTSMAN that should be out soon, Al Turner (Turner Brothers Circus) has written an article on Glen Brazelton's model layout. Glen is an avid modeler, and is the proprietor of Caboose Hobbies. It does seem like there is a good representation of model railroaders in the club.

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GOOD NEWS FROM GRAND JUNCTION - Renovation of the 72 year old Denver & Rio Grande Western Railroad depot in Grand Junction is now under way and will be followed soon with the construction of two new buildings of similar architectural design that will create a complex of retail-office-restaurant space in downtown Grand Junction. The complex, to be known as (hang onto your hat) Puffer Belly Station, will represent a total investment of one-half to three-quarter of a million dollars. Renovation of the depot is already underway, and is the first phase of the development plan. It is expected to be completed within six weeks. Pete West tells us that sandblasting of the building is now complete, and it looks absolutely magnificent. The Rio Grande will retain use of the main floor for office and passenger accommodations and the second floor will be converted into office space available for lease. In Phase II of the project, a separate building housing a restaurant will be built as soon as the depot work is finished. It will be north from the depot, separated by a parking lot, and should be finished early next year. In Phase III, a second building will be constructed south of the depot, and will house retail stores and offices. More than 100 new parking spaces will be added to the existing capacity in three places. Office and retail space in the complex will total about 13,000 square feet, and the restaurant will have about 4,300 square feet.

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10 YEARS AGO IN THE ROCKY MOUNTAIN RAIL REPORT

The double spouted water tank in Durango has been dismantled ... The private car, "Nomad" at Durango suffered a fire in the galley that completely gutted the head end of the car.

AND 15 YEARS AGO ...

The ICC has denied the D&RGW permission to abandon the Durango-Silverton portion of the narrow gauge line. The Rio Grande claimed that the passenger line was not profitable ... The CB&Q ran No. 638 between Denver and Longmont for four days for school children ... Publication of the book COLORADO MIDLAND was authorized by the club's Board of Directors ... 300 fans enjoyed the club's three-day narrow gauge trip...and...a bit of humor was included from the Santa Fe

Wife: "Lets have some fun this evening."

Husband: "Okay, but leave the light on in the hallway, just in case you get home before I do."

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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 appraise items.

WANTED: Would like to buy a slide projector - new or used manual-feed "classroom type" projector for 2" x 2" slides.
NEAL REICH, P.O. Box 74, Chugwater, Wyoming 82210.

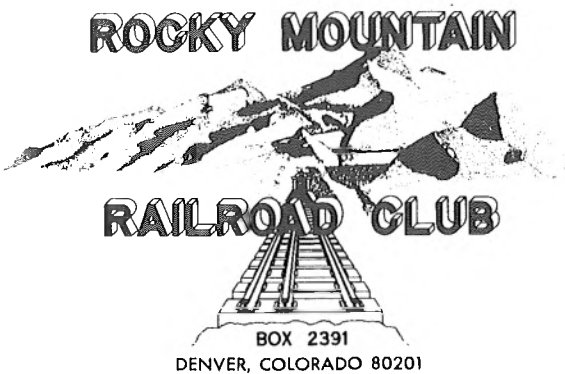
FOR SALE: RAILS AROUND GOLD HILL by Morris Cafky, 1955 Will sell to highest bidder over \$150. A mint-condition copy of this rare book, still sealed in its original, unopened shipping box.
EDWARD W. CALLENDER, 2204 Ingalls Street, Denver, Colorado 80214

(Remaining Swap 'N Shop items will be included next month.)

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JAMES R. TROWBRIDGE, President
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