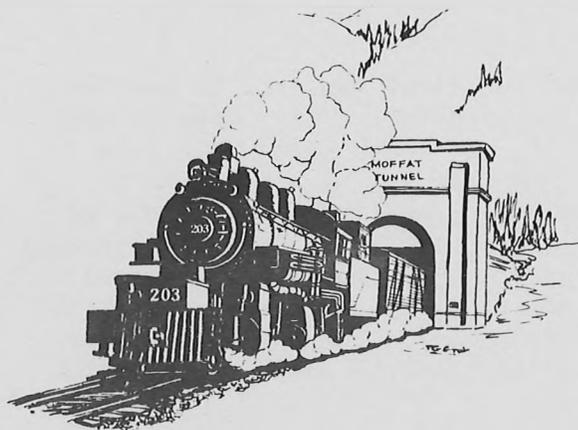


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391  
September, 1980

Denver, Colorado 80201  
No. 252

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

Editor . . . . . Neal A. Reich  
Contributing Editor . . Darrell T. Arndt

MEETING NOTICE: Date . . Tuesday, September 9, 1980  
Time . . 7:45 P.M.  
Place . . Southeast wing of Christ Episcopal Church, 2900 South  
University at Bates. Off-street parking at rear (east)  
of meeting hall. Please use building's south entrance.

### PROGRAM NOTES: MODEL RAILROADS UNLIMITED

Clever Chairman Choo-Choo Chaim's carefully considered choice for September includes a covey of continuously cavorting comic chorus cuties connivingly convincing a curious model shop customer to construct a complete model railroad empire. Translating from the vernacular of the modeler: Headlining the club's September program will be MODEL RAILROADS UNLIMITED, a humorous look at model railroading from the most primitive layout to the huge, computer-controlled club system. A second feature, RAIL-RODDER, stars Buster Keaton on a cross-country Canadian caper. Filmed on the Canadian National Railroad, this promotional film is Keaton at his best, as he tours Canada, coast to coast, by rail.

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Helen McGraw Tatum thrilled the capacity audience at the August club meeting with her presentation, LAST RUN OF ENGINE #9. This nostalgic look at life on the South Park Division of the Colorado & Southern Railway presented not only train operations on the narrow gauge line, but also scenes of the communities served by the famous railroad. OSHA would just love the ice-cutting process and loading of the large blocks of ice into the narrow gauge boxcars as seen in this 45-year-old movie. Cattle ranching, a July 4th celebraton at Bailey, and views of everyday life in the area combined with some classic train shots for a most memorable evening.

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MANITOU & PIKES PEAK EXCURSION - Exciting news comes from the club's Trip Committee, with the announcement of an excursion scheduled on the Manitou & Pikes Peak Railway with Steam Locomotive #4. That's right! On Saturday, September 13,

The Rocky Mountain Railroad Club will operate the first fan trip to use the 1897 Baldwin #4 since its return to service last spring. Only 50 seats are available in the coach powered by Engine No. 4, and these seats were sold out by ticket orders purchased at the August meeting and by a few orders received since then. There are 26 additional seats available in the diesel coach that will accompany the steam powered train, and these remaining spaces will be sold on a first-come, first-served basis. The steam locomotive will operate about two miles up the mountain to Minnehaha, where excursionists will transfer to a diesel coach for the ride to the summit. There will be plenty of opportunities to photograph the steamer as well as the diesel at Manitou, and photo run-bys will be made on the mountain.

THE DATE: Saturday, September 13, 1980, at 1:00 P.M. sharp.  
FARES: Adults, \$10.00 and Children 5 through 11 years of age, \$5.00.  
REMINDER: Please exchange stubs on tickets issued by the club for M&PP tickets at the depot ticket window in Manitou.

Remaining tickets for the diesel section of the excursion should be ordered directly from Treasurer, Ardie Schoeninger, at 1040 Field Street, Lakewood, Colorado, 80215, and NOT through the club's post office box. Tickets will be sold by order of receipt of payment, with any remaining tickets available at the September club meeting.

\* \* \* \* \*

MORE THAN 400 PEOPLE rode the Rocky Mountain Railroad Club excursion from Denver to Sterling behind Union Pacific 8444 on Saturday, July 26. In addition to gorgeous Colorado weather and the magnificently performing steam locomotive, riders were treated to a taste of real-life railroading on the trip. Shortly after leaving LaSalle on the eastbound run, the train was delayed when a freight train ahead of the club special experienced air problems and set out a bad order car at Monfort. And on the return trip from Sterling, passengers experienced the joys of waiting on a siding for almost an hour to meet an eastbound freight train. But these delays were more than tolerable, when the 8444 rolled through the Platte Valley at a mile-a-minute clip, in an effort to make up some of the lost running time. And when the train pulled in to Denver, right on time that evening, folks talked enthusiastically of the day's adventures and the club's next trip with UP 8444.

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BEAUTIFUL WEATHER COMPLEMENTED THE Gilpin Tram hike on August 9, as over forty people took advantage of the opportunity to walk the grade between Blackhawk and Central City. The route of the Tram on the north side of the valley, is still quite evident, with numerous stone walls still standing in perfect condition to provide impressive testimony to the workmanship of those who constructed them by hand over ninety years ago, without the "benefit" of mortar! The hike wound through the relative tranquility of Chase Gulch and ended high above Central City, where Ranniger's Roadbed Commisary was all set for the "noontime crowd." In the early afternoon, some of the group rendezvoused at the Colorado Central Depot, to ride the train and also go out on the line to photograph it in action - a fitting end to a very pleasant day.

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COMING EVENTS - September 13 - Rocky Mountain Railroad Club excursion on the Manitou & Pikes Peak Railway, featuring a ride behind M&PP Steam Locomotive #4.

September 19, 20, & 21 - Club excursion to Green River, Wyoming via Amtrak's San Francisco Zephyr, with visits to area ghost towns, mines, and industries.

October 4 - NRHS Denver to Sterling, round trip with Union Pacific 8444. Tickets are still available!

October 11 - Rocky Mountain Railroad Club annual dinner at Henrici's, in the Hilton Inn, I-70 at Peoria Street. Delicious food and drink, door prizes, and a program of Otto Perry movies.

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ANOTHER OF THOSE "daydream" railroad promotions has faded into the dust of reality. Recently, it was announced that a small Grand Rapids, Michigan railroad would acquire about 100 miles of the bankrupt Rock Island Railroad between Limon, Colorado and Goodland, Kansas. Using leased equipment, the Fenn Valley Railroad was to commence service to the area by August 31. However, Fenn Valley President, Dan Gale (or Gail or Gayle) reported difficulty leasing grain cars and failed to show up for an appointment with officials of the Burlington Northern, to discuss leasing a diesel locomotive. Then, on August 1, the Federal Railway Administration cancelled the service order granting the Fenn Valley permission to operate the former Rock Island line. The Cadillac & Lake City Railroad, now switching 52 industries on nine miles of track in Denver, has also made application to provide service to the Eastern Colorado agricultural region.

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UNION PACIFIC 8444 AGAIN VISITED DENVER the last week in August to attend the national convention of the Brotherhood of Locomotive Engineers. UP 8444 was displayed under steam for five days and inspired an uncounted number of tall tales of railroading in the "good old days." The Saturday, October 4, NRHS excursion will again find UP 8444 on the Denver to Sterling round trip. Present plans call for UP 8444 to run Cheyenne to Denver on Friday, October 3, returning to Cheyenne the day following the NRHS excursion. (The Cheyenne-Laramie Treagle football special, with the 8444 that was scheduled for September 27, has been cancelled.

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WITH A CRUTAILMENT IN STEEL PRODUCTION at the Pueblo, Colorado mill of the Colorado Fuel & Iron Corporation, the CF&I iron ore mine at Sunrise, Wyoming has been shut down. Reports on the length of this closure vary from six months to two years, with a force of 35 employees remaining on the job at the mine to perform routine maintenance. The two Colorado & Wyoming diesel locomotives which work between the Sunrise mine and the BN yard at Guernsey were moved to Pueblo in July over the Colorado & Southern Railway.

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THE CLOSING OF THE CF&I IRON ORE mine at Sunrise has caused the loss of about 150 cars of iron ore per week, which moved over the C&S Railway between Guernsey

and the Minnequa plant. Part of this loss has been made up with resumption of limestone loading at the Murke Quarry near Horse Creek, Wyoming, which was discontinued two years ago. While the mine at Murke has not been reopened, limestone from stockpiles is being loaded for shipment to sugar refineries at Sterling, Ovid, and Fort Morgan, Colorado, and Mitchell, Nebraska. Limestone chips are also being moved from Murke to the new Missouri Basin's Power Plant near Wheatland, Wyoming, where it is burned with the coal to reduce air pollution.

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IN A YEAR FILLED WITH A VARIETY OF HAPPENINGS on the Denver & Rio Grande Railroad's Silverton Branch, another milestone was recently reached. In July, Ms. Dee Dunlap became the first feminine fireman to work on the narrow gauge locomotives. Ms. Dunlap had been hostleing engines in Pueblo and bumped onto the Silverton job to fill the vacancy when the regular fireman laid off.

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A MAN WE KNOW RECENTLY FOUND A nine-year-old shoe repair ticket and went to the shop with hopes of reclaiming the long-lost footwear. He presented the ticket to the proprietor, who reluctantly began a search for the unclaimed shoes. After about ten minutes, the shop owner returned and handed back the claim check. "Well," asked the customer, "didn't you find the shoes?" "Sure did," replied the owner. "They'll be ready next Tuesday."

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WITH MANY AMERICAN CITIES WORKING toward establishment of light-rail transportation systems, the Chicago, South Shore & South Bend Railroad continues to operate as America's last electric interurban line. The South Shore runs its pumpkin orange cars from the Randolph Street Station in downtown Chicago, 88 miles south and east to South Bend, Indiana. Interurban electric railroads flourished in this country from the turn of the century, until World War I, with over 9,000 miles of track linking the major cities of the Northeast and Midwest. But the coming of mass-produced automobiles and paved roads spelled the end of these lines. Most of the interurbans had no freight business to fall back on, but the South Shore Line survived because of a healthy freight business. During the 1920's the South Shore line underwent a major rebuilding and acquired the cars which are still in service today. But hurry if you want to ride the last of the old electric trains, and feel again the thrill of interurban railroading of the '20's. New electrically powered coaches have been ordered. They will be more comfortable, and with greater seating capacity. But the old-time interurban flavor will be gone, and the South Shore line will look like just another modern commuter railroad.

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TODAY, WE OFTEN HEAR THE TERMS "standard gauge" and "narrow gauge" used casually in conversation, or read of them in accounts of our railroad history. But how did standard gauge become standard? -- and who decided what the standard railroad gauge should be? During the 1860's there were at least a dozen track widths in common use on America's railroads. From New England to the Midwest, it was four feet, eight and one-half inches. In parts of New Jersey, Pennsylvania, Ohio, Illinois, and Indiana, a track width of four feet, ten inches was in use. All the railroads of the South were of five-foot gauge, as were those in California, as established by State law. Many of the roads of the Southwest

and those in Missouri were built with a width of five and one-half feet, and other parts of the Midlands, a gauge of six feet was common. With all sorts of other gauges in use around the nation, creation of the transcontinental railroad was to be the influence necessary for the adoption of a standard railroad gauge.

Under the Act of 1862, the President of the United States was authorized to fix the gauge of the transcontinental railroad. President Lincoln was ready to comply with the act, and much political maneuvering commenced to help him decide on the best possible choice. Naturally, each region lobbied for adoption of that gauge in service on its railroads, and the dispute got so serious that Lincoln finally called a cabinet meeting to settle the issue. At last, President Lincoln proclaims the California gauge of five feet as the width for the Pacific road, but it was not accepted. Congress then assumed the task of making the decision, and after 8 months of contention, in March of 1863, passed a law making 4 feet, 8½ inches the gauge for the Union Pacific Railroad. All the railroads not built at that width quickly saw the necessity for track alteration to enjoy the benefits of the transcontinental traffic. Track width alteration commenced almost at once, and continued until the declared governmental standard became the true "standard gauge."

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THE COLORADO DEPARTMENT OF HIGHWAYS has said it will make application to the Federal Railroad Administration for \$783,000 to construct and operate grain loading facilities on the Union Pacific Railroad at Cheyenne Wells. The Cheyenne County Cooperative Association had proposed construction of a loading facility capable of handling 50-car units to forestall the threat of abandonment on this UP rail line. This application is the first to be filed for such funding under a bill passed by the State legislature authorizing the Highway Department to apply for Federal grants and administer construction of rail facilities.

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THE WESTERN RAILROADER, the Western Railfan publication, reports an apparent attempt to derail a passenger train on the California Western Railroad. On May 25, a disastrous accident was prevented by Trainman, Ed Freitas, when he pulled the emergency air. The Super Skunk train, carrying some 500 passengers, was seven miles east of Ft. Bragg, when it was diverted into a spur track by a mis-thrown switch, and stopped just three feet from the end of the rail. The local sheriff's office reported that the switch lock had been shot off with a 22-caliber gun.

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SWAP 'N SHOP - Personal ads are accepted from club members for items to be listed for sale or trade, or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

FOR SALE: One Denver Tramway switch lamp, complete with kerosene founts and all lenses. \$65.00.  
IRV AUGUST, 1990 Applewood Drive, Lakewood, Colorado 80215.  
Phone: 237-2585.

FOR SALE: The following railroad passes to the highest bidder: 2 - Otto Mears paper passes; a 1901 Silverton Northern and 1892 Silverton Railroad. 1901 Chesapeake Beach; 1901 Rio Grande Southern; 1899 C&S; 1894 Rio Grande Western; 1909 CS&CC District Railway; 1891 D&RG; 1894 Santa Fe; 1882 UP; 1882 Colorado Midland.  
R. A. RONZIO, P.O. Box 344, Golden, Colorado 80401. Phone: 279-1507.

FOR SALE: Brass HO scale locos, none of which has ever been operated: CNJ 4-6-4T, \$100; DL&W 4-8-4, \$100; PRR 4-4-4-4, \$100; B&O 2-10-2, \$50 (plastic). 1919 Locomotive Cyclopedia, \$200. Also, B&W post-card negatives of mid-western steam locos. Write for a listing.  
R. A. LE MASSENA, 1795 Sheridan Blvd., Denver, Colo., 80226.

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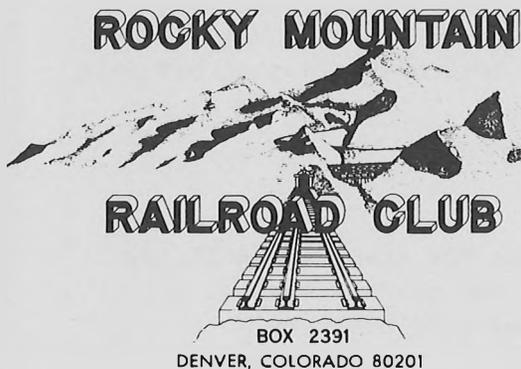
ED GERLITS, President

BILL GORDON, Secretary

ERWIN CHAIM, Vice-President

ARDIE SCHOENINGER, Treasurer

P.S. October 4 & 5 - Fall steam-up at the Colorado Railroad Museum at Golden with Engine 346 under steam and Galloping Goose operating.



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