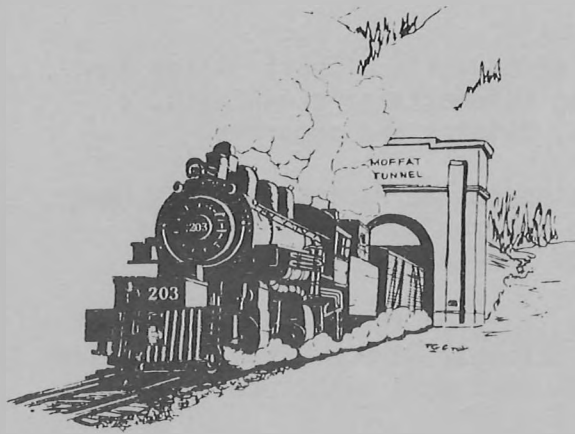


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
September, 1982

Denver, Colorado 80201
No. 276

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

Editor - - - - - Neal Reich
Associate Editor - - - Steve McCormick

MEETING NOTICE: Date -- Tuesday, September 21, 1982
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: A TALE OF TWO TUNNELS

The program at the September 14 club meeting will offer a report on two of the best known railroad tunnels in Colorado. In their slide presentation, A TALE OF TWO TUNNELS, Bob and Darlene Edgerton will take a then-and-now look at the famous Alpine Tunnel of the Denver South Park and Pacific Railway, and the Colorado Midland Railroad's Hagerman Tunnel. Bob Edgerton has been a member of the Rocky Mountain Railroad Club since 1966, and he and Darlene's interest in Colorado history dates back to 1958, when they joined the Ghost Town Club of Colorado. Since that time, they have hiked and four-wheeled into many of the remote areas of the Colorado Rockies, where they have photographed the remains of many settlements, mines and railroads that have boomed and busted.

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Perhaps Club President, Jim Ranniger, said it best when he remarked that, "If that is the backup program, I'd sure like to see the main attraction." President Jim was referring to the fine slide show that Ron Ruhoff had just presented to the folks attending the August 10 meeting. At the start of the evening, Ron had explained that his scheduled movie presentation had been scratched, due to a mechanical problem with the equipment, so he had adapted one of his slide stories, SAN JUAN VISTAS, to include a railroad theme. Ron then provided a beautiful look at the San Juan high country, from Durango to Telluride, including the remnants of some of the mining communities that had provided a need for the narrow gauge railroads. In addition to some spectacular scenery, rugged jeep trails, and interesting ghost towns, a number of pictures of well-known former employees of the D&RGW Railroad brought back pleasant memories of riding the narrow gauge.

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- PLEASE NOTE: -
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Due to Election Day falling on our regular meeting night, date for the
September meeting has been changed to September 21. This is for the
September meeting only.

COMING EVENTS

- Sept. 22-25 . The 2nd National Narrow Gauge Convention at Denver's Airport Hilton Inn, with a wide range of activities, including manufacturer's exhibits, a swap meet, an auction, prototype steamups, clinics and programs.
- Sept. 25 Rocky Mountain Railroad Club steam excursion on the Manitou & Pikes Peak Cog Railway, with locomotive No. 4 making the run as far as Mountain View siding. Tickets are still available. See Ardie Schoeninger.
- Sept. 27 A "Journey to Yesterday" on the Silverton Train of the Durango & Silverton Narrow Gauge Railroad. Sponsored by the National Narrow Gauge Convention Committee, the double-headed special train will make eight photo runbys during the 90-mile round trip.
- October 9 ... The Annual Banquet and meeting of the Rocky Mountain Railroad Club, at Henrici's in the Hilton Inn, I-70 and Peoria Street, featuring delicious food and drink, many door prizes, and outstanding movies from the club's Otto Perry Collection.

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ALWAYS THE HIGHLIGHT OF THE CLUB'S ANNUAL SCHEDULE OF ATTRACTIONS, the Annual Banquet and meeting of the Rocky Mountain Railroad Club is scheduled this year, for Saturday, October 9. And one of the most popular attractions at this yearly get-together, is the awarding of a number of door prizes to lucky ticket holders. Anyone having items he or she would like to donate to the club for door prizes at the Annual Banquet, is urged to contact President, Jim Ranniger, or any member of the Board of Directors. Railroad books, maps, timetables, trip brochures, or any other interesting bits of railroad memorabilia are welcome. And, if you won a prize last year and don't need it, bring it back and let it find another good home.

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A PLEASANT OUTING ON ROLLINS PASS - Good weather and a congenial group of participants combined to make the Club's August field trip on Rollins Pass a most enjoyable venture. A low bank of heavy clouds engulfing the Continental Divide above the Moffat Tunnel provided a rather ominous greeting upon arrival at the East Portal that morning. Fortunately, they retreated as the sun climbed higher and clear skies prevailed for the rest of the day. The D&RGW helped to get things off on the "right track" by providing a westbound freight over the "Moffat Tunnel Route," then an eastbound freight out of the tunnel and then the Rio Grande Zephyr, complete with the Wilson McCarthy bringing up the rear. At Ladora, a hike provided a view of original grade, trestle remains, and square water tank, and the caved-in remains of Tunnel No. 31. Bill Gould's "Mobile Loco Sound Effects Co." awaited hikers behind the hill, and provided a rather "ghostly" atmosphere to the abandoned grade. Upon returning to the cars and continuing up the "Giant's Ladder," a stop was made above Ladora to view the panorama of the surrounding valleys. Yankee Doodle Lake provided a picturesque setting for lunch, as Ranniger's Roadbed Commissary went into action at high noon. In the afternoon, the group continued to Needle Eye Tunnel, the official end of the day's activities, where a breathtaking view in all directions awaited. Some chose to hike through the tunnel and on up the grade a bit further, and others elected to take their vehicles through its rock strewn floor and continue to Corona.

A tip of the Chef's Hat to Jim and Lil Ranniger, for bringing the commissary to another "remote" location, and to Carl and Mary Carlson, for their assistance with the lunch. Next year, our exploration of Rollins Pass will be completed as a sequel to this year's field trip. (Rollins Pass - Part II!?!?) will take us to the Winter

Park-Corona side of the Mountain!

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LOST AND FOUND - A club jacket was left behind at the lunch stop at Yankee Doodle Lake, on August 14. It may be claimed at the September meeting.

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NEEDLE EYE TUNNEL TO BE CLOSED - As a postscript to the field trip, we hear that on the following Tuesday, Boulder County Commissioner, Josie Heath, announced that county crews were planning to put a barricade on the Rollins Pass Road just below the tunnel and above the twin trestles - something "environmentally compatible, as well as permanent." The tunnel was partially blocked in 1979, with an earth berm after a portion of the tunnel roof dropped off. However, people eventually began venturing through the historic bore again. The county is concerned about its liability, should someone get injured by falling rock inside the tunnel. There had been discussions and hopes of raising funds to repair the tunnel and twin trestles, but County Commissioner Maggi Markey, who had been encouraging a plan to repair the structures, has had to move out of state. Heath, her successor, has indicated she does not see the project as a "priority issue" right now.

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AT LAST!! The Rocky Mountain Railroad Club is pleased to announce that tentative arrangements have been made with the Union Pacific Railroad, to operate a 3985 excursion during 1983. A date has not been set, and no details are yet available for publication. Watch future issues of the "Rail Report" for more information as it becomes available.

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A FEW TICKETS ARE STILL AVAILABLE for this year's excursion on the Pikes Peak Cog Railway, Saturday, September 25. The remaining tickets will entitle the bearer to ride up the mountain in the diesel car, descending by steam car, as more fully explained in last month's newsletter. Anyone desiring space, but not now holding tickets, should contact Ardie Schoeninger immediately.

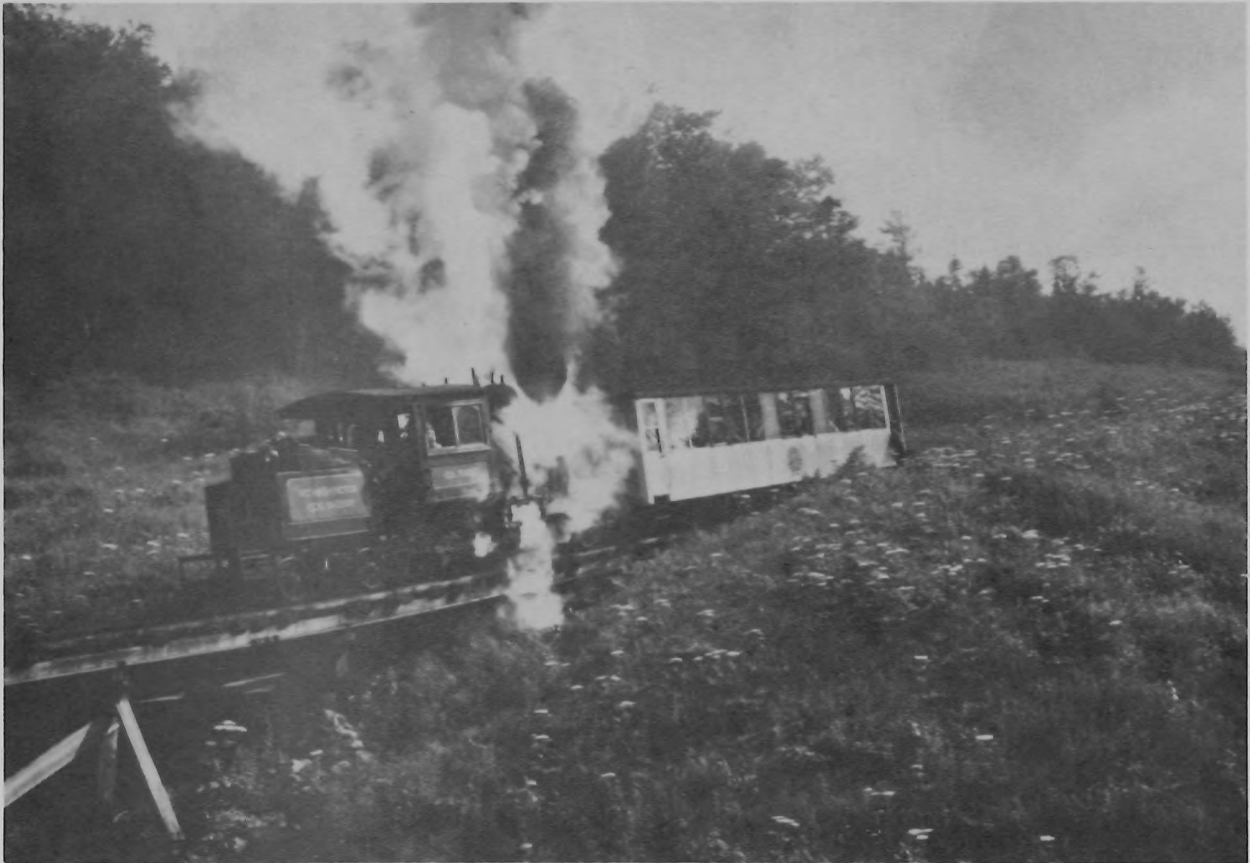
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RARE MILEAGE - On Saturday, August 27, the Cadillac and Lake City gave fans the rare opportunity to ride from Limon, Colorado to Goodland, Kansas. Departing at 9:00 a.m., the train made a day-long, one-way, eastbound prairie crossing on the C&LC's ex-Rock Island trackage. Passengers were accommodated in two UP cabooses, with F's powering the otherwise all-freight consist. Fare for the 107 mile movement was \$25.

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THE UNION PACIFIC RAILROAD HAS DONATED ITS DEPOT at LaSalle, Colorado, to that town for use as a community center. The presentation of the building was made as part of a day-long celebration, July 31, that included a barbeque, softball game, and the actual moving of the structure from its original site to a city park. The LaSalle Depot was built by the UP in 1910, at a cost of \$6,880, and the 96 by 24 foot wooden station contained the standard offices, waiting room, express room, baggage room complete with scale, and telegraph office. Its gabled roof and large windows made it one of the most attractive depots on the UP system, and it joins a long list of classic depots that have given way to new and smaller offices.

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Mt. Washington Cog Railway Locomotive No. 10 leaves Base Station on the first run of the day on July 1, 1982. The hour-long, 3½-mile climb to the summit of the 6,923 foot New Hampshire peak, is a spectacular one, with an average grade of 25% and a maximum 37.41% grade on Jacob's Ladder. (Jim Ehemberger)

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ANOTHER OLD COLORADO RAILROAD STATION BUILDING which has been restored to use, is the Chicago Burlington & Quincy depot at Grover, Colorado. Abandoned after service on the Sterling to Cheyenne branch line, was discontinued in 1973, the two-story frame station has been converted into a museum and prairie study center. A group of area residents adopted the depot as their 1976 Bicentennial project, and after a fund-raising campaign, the building was purchased for \$2,000. It was then cleaned up, walls were plastered, floors repaired, rewired, water lines connected, and repainted. Now each summer, students from Denver schools, as well as nature study groups, use the center for research and nature projects. The agent's office is to be restored and the upstairs living quarters have been redecorated, with the clothing and furnishings of the turn of the century.

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OF ALL THE ATTRACTIONS FOUND IN OUR NEW ENGLAND STATES, perhaps none other has the special appeal of the Mt. Washington Cog Railway. Mt. Washington, at 6,293 feet, the highest peak in the White Mountains of New Hampshire, does not sound as impressive as the 14,000 footers of the Rocky Mountains. Yet, it offers a rugged beauty, magnificent view of the surrounding country, and some of the most capricious weather to be found anywhere. In fact, it was on Mt. Washington, that the highest wind ever observed by man, was recorded on April 12, 1934, when the instruments

measured 231 miles per hour.

The Mt. Washington Cog Railway was the dream of a successful businessman named Sylvester Marsh. In 1865, he organized the Mt. Washington Steam Railway Company, and after four years of hard work and overcoming a multitude of disappointments, saw the line officially open on July 3, 1869. The Mt. Washington Cog Railway set the standards for cog lines all over the world, and is a study in interesting data. For example - the line is built on a three-mile-long trestle, since construction of a uniform grade on the steep mountain strewn with large, jagged rocks would have been too costly. The gauge is 4'- 8" and trains traveling to the summit do so on an average grade of 25%, with the maximum 37.41% grade on Jacob's Ladder. The Mt. Washington Cog Railway was the first to employ an improved cog rail, which is still in use today. And, two simple devices developed by Sylvester Marsh, make the cog locomotives safe in both ascending and descending the mountain. One applies power to the rear axle of the engine through cog wheels, multiplying the power while permitting the use of a locomotive of comparatively light weight. The other is a "level pawl" or ratchet, to engage with a toothed wheel during the ascent, and prevents a runaway in case of a failure in steam power. It is this device that produces a unique clickety-clack sound that the Mt. Washington locomotives produce going up hill. And while the cog railways all over the world have converted to diesel and electric power, the Mt. Washington Cog Railway has always used only coal fired steam locomotives.

With all the tradition of the world's oldest cog road, its unique equipment, the scenic splendor in which it exists, the Mt. Washington Cog Railway faces a period of extreme crisis. Maintenance has been deferred in recent years, and the trestle structure and track are in need of extensive repairs. And, while there are eight vintage steam locomotives on the line's roster, only three or four can be relied on for daily operations. The newest of these engines was turned out by the cog road's shop in 1972, and there is another under construction. But a shortage of funds has all but halted work on the new locomotive and prevented needed repairs on other equipment. In an effort to raise needed capital, fares were raised this year to an incredible \$20 for the round trip. And, obvious scheduling and operational problems have added to the situation. Mrs. Arthur S. Teague has run the Mt. Washington line since her husband's death in 1967. She admits running a railroad is a man's job, and the cog road is for sale. Asking price is reported to be \$1,200,000. There have been offers, but Mrs. Teague says she will be selective to whom she sells. One of her considerations is that the new owner will retain the use of only steam power. Some people feel that the State of New Hampshire should purchase and operate the line. In any case, the loss of this fantastic American railroad would leave us all the poorer.

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THE FT. COLLINS MUNICIPAL RAILWAY SOCIETY held ground-breaking ceremonies on Saturday, August 7, for the trolley barn to be built in City Park. The barn was dedicated in the memory of Chet Watts, the society's first president, and a well known Ft. Collins civic leader and historian. Construction work on the project to restore trolley service to West Mountain Avenue in Ft. Collins can begin in earnest now, and the Burlington Northern has delivered three carloads of rail and track material to that city. In addition, the society has received a number of substantial monetary donations in recent weeks, from area businesses and corporations, while restoration work in Birney Car Number 21 continues. Interested persons are welcome at the old Ft. Collins Municipal Railway barn on any Saturday morning.

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THE DURANGO & SILVERTON NARROW GAUGE RAILROAD continues to make news in its second year of operation. The railroad recently announced the purchase of the private cars, NOMAD and CINCO ANIMAS from the private corporation which had leased them for use on the SILVERTON. Both are scheduled to remain in charter service. The NOMAD was built in 1878, and has seen service in a variety of capacities, from chair car to business car, to the charter runs. Also known as the B-3, the NOMAD is scheduled for major repairs in the Durango car shop this fall. The CINCO ANIMAS also boasts a colorful career, in fact, its origin is uncertain. Designated Car B-5 in 1913, it apparently was rebuilt from Outfit Car F, after a wreck on the Rio Grande Southern, in 1909. The CINCO ANIMAS was repainted this summer, and has carried the D&SNG lettering for some time. The third private car, owned by the D&SNG, is Car B-7, the GENERAL WILLIAM JACKSON PALMER, which is also scheduled for rebuilding this fall, although it will not be used in charter service.

Two new open cars have been put into service on the D&SNG this season. Ridership on the line is up 13% over 1981, which includes the afternoon run to Cascade Canyon. In spite of the increase in business, 13 employees have been laid off in recent weeks, mostly car shop and maintenance of way workers. The 25-man car shop force is scheduled for a winter car program aimed at providing 3 complete trains next season. Owner, Charles Bradshaw, has announced that plans for a train originating out of Silverton, in 1983, have been temporarily shelved.

The morning train to Silverton, the SAN JUAN EXPRESS, and the afternoon Cascade Canyon turn were discontinued on August 22. The cars from these two trains will be added to the 2 regular trains, with the second section continuing as long as needed. The last train of the season, into Silverton, will be on November 28, and on the 29th, the winter run from Durango to Cascade Canyon will commence. On Sunday, August 8, the motor car operator riding ahead of the morning SAN JUAN EXPRESS, found a large mud and rock slide covering the rails near Teft, at about MP 478. The slide was about 80' long, 30' wide, and 6' deep, with rocks 3' in diameter. Word was sent to the train to slow down while the motor car operator went for track-clearing equipment. The slide was cleared before the train arrived, allowing engine #476 and the SAN JUAN EXPRESS to reach Silverton only 30 minutes late.

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BILL GORDON, Secretary

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