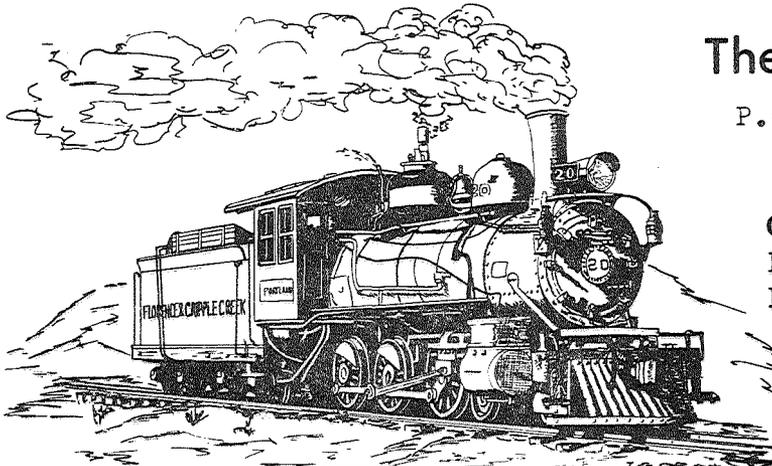


# Rocky Mountain Rail Report



## 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

Temporary Editor - Ed Schneider

MEETING NOTICE: Date . . . . . Wednesday, November 8, 1967  
Time . . . . . 8:00 p.m.  
Place . . . . . Western Federal Savings Bldg., (lower level meet-  
ing room), 17th & California Sts., Denver

PROGRAM NOTES: The program this month will be presented by Al Bartlett, "Swedish Railways, Subways, and Streetcars." All who have enjoyed Al's other presentations during past years will look forward to the entertainment promised by this interesting program.

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### CLUB MOVIE

### LIBRARY PLANNED

To aid in the preservation of irreplaceable movie films, including both 8mm and 16mm views of steam engines and trains, the Rocky Mountain Railroad Club plans to have copies made of movies judged to be sufficiently interesting to warrant the cost of having a copy made. These copies will be made at no cost to the owner, and will not damage the film in any way. They will not be used for commercial purposes, but will be used for the entertainment and edification of Club members. If you have films that you would like to have considered for inclusion in this library, please write to the Club president and describe what you have; please do not send the films until we ask to see them.

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NOS. 9 The Grande has petitioned for permission to discontinue operation of  
& 10? The Yampa Valley, effective December 1, 1967. Although we are all disappointed at the vanishing of the passenger train from the scene, on what basis could we protest discontinuance of passenger trains? Other than excursions, how often do we ride a passenger train - often enough to warrant advocating that the railroads be forced to provide an unprofitable service? Are any of us dependent upon trains for transportation, or do we just take an occasional trip by train for fun?

Rather, isn't the issue that of the Post Office Department terminating mail contracts? We have been informed that one segment of mail into and out of Denver each day is handled by three trucks each way, each running a 40 foot trailer. This does not include first class mail, which is carried by plane. Formerly, the bulk of this mail was carried on one train each way. Conservative estimates are that during the holidays, not less than 9 trucks each way, each day, will be required to handle the anticipated volume of mail, based on past experience; and this is only one segment of Denver's mail.

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SANTA FE The Santa Fe will ask the ICC for permission to discontinue almost all of its passenger trains, AT&SF President John S. Reed said October 4th. The road plans to maintain only the Super Chief and El Capitan operating between Chicago and Los Angeles, the San Francisco Chief between Chicago and San Francisco, the Texas Chief between Chicago and Texas, and certain connecting service to San Diego.

Mr. Reed said that the Post Office Department notified the Santa Fe on September 6th that by October 6th all but two railway post office cars would be removed from its passenger trains, and that the rate of payment for transportation of 2nd, 3rd and 4th class mail would be reduced. He said those classes of mail would be transferred to the Santa Fe's freight service.

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LIVE STEAM NOTES One way to learn something about how steam locomotives behave is to run one of them. It is even more interesting to fix one when something doesn't work properly. Take Harry Root's 4-8-4, for instance; it suddenly became lame one day, and could barely pull its tender. Harry checked the machinery without finding anything, so he then checked the boiler feed-pump and throttle - everything OK, however. Further investigation revealed that it ran better backwards than it did forward! This led to an examination of steam distribution which showed that the left cylinder was getting too much steam in one end, but almost none in the other. Finally, Harry noticed that the locknut on the valve-stem was loose, and as a result, the valve was not centered over the cylinder ports.

Fixing the trouble was something else, however. Without cooling the boiler, the fire was killed, and the pressure dropped by running the engine around the track a few times. Then Harry removed a plug in the valve chamber and adjusted the valve's position until it admitted equal quantities of steam with the valve gear hooked up near center. A few minutes later, with only half of full steam pressure, the engine was running again, better than ever.

Who said that it takes only 5 minutes to find out what's wrong with a steam locomotive, and 5 hours to fix it?

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RIO GRANDE LINE CHANGE Steel rails are singing once more in South Canon, on the site once occupied by the Colorado Midland. Located along the south side of the Colorado River immediately west of Glenwood Springs, the line was abandoned in 1918 when the Midland folded; now 7¼ miles of the old grade have been rebuilt and a modern, high-speed, heavy-duty railroad constructed to form the Rio Grande's new main line through the area. During construction on the old right-of-way, a full 30' length of the Midland's original 57-lb. rail, rolled by Colorado Fuel & iron in 1887, was unearthed.

New 136-lb. rail, welded into 1440' lengths at Grand Junction, was brought to the new roadbed in early July. A "straddle buggy" obtained from the Santa Fe was used to lay the rail on the new line, with one of the Rio Grande's Plasser power tampers working down the ballast and ties to provide proper surface and alignment. Also required before the line could be completed were new signaling, communications and power-switch facilities, as well as two long steel bridges, one at each end of the line. First train over the new main, most extensive line relocation on the Rio Grande since construction in 1913 of the 2% grade on the west side of Soldier Summit in Utah, was westbound 1st-87, headed by a 1967 model GP-45, unit 5317, shortly before noon on Monday, October 10th.

With opening of the new line, the Rio Grande's old trackage along the north bank of

the river will be removed to provide room for construction of an additional segment of Interstate Highway 70. For a short time, until the old line is taken out, two tracks once again occupy South Canon, as they did from 1889 until 1918.

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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 correspondence concerning an item, nor will we appraise items to be offered for sale. Send your listings to the Editor by the 20th of the month preceding publication.

Wanted - To contact any one interested in railroading in the southwestern States. Photos, periodicals printed in or about Mart, Yoakum, Waco, Walnut Springs, Texas. A. F. Von Blon, Jr.  
1208 Locust, Muskogee, Okla.

COLORADO MIDLAND The Club still has Morris Cafky's "Colorado Midland" available, although the supply will be exhausted soon; probably before the first of the year. If you haven't yet gotten a copy, or want to get another (perhaps for a gift), may we urge you to send in your order now.

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TRIP COMMENT We have been asked many times by many people, "when is the next excursion?" and, "why aren't we having more trips?" Illustrative of the results of efforts made to arrange trips is the following letter received from the Rio Grande:

".....This is in response to your letter of September 11 to Mr. Aydelott, who is out of the city.

"Your conversation with Alexis McKinney, as reported by him, reassures my confidence that you and your fellow officers and members of the Rocky Mountain Railroad Club will respect and welcome a forthright answer to your questions regarding a special train for a circle tour via the Moffat Tunnel and Royal Gorge routes.

"The Rio Grande no longer will run special or excursion passenger trains on its standard gauge lines, and will not consider any proposals for the operation of such trains.

"The Rio Grande will welcome members of the Rocky Mountain Railroad Club on any of the company's existing scheduled passenger trains to the extent of their capacities with regular equipment and on scheduled runs. Consideration will be given to proposals for use of Silverton Train equipment for special or charter use on the Durango-Silverton narrow gauge branch. . . . ."

We felt that you would want to know that the lack of trips this year was not due to lack of effort on the part of your Trip Chairman.

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THOT FOR THE DAY The greatest gift in the world is all the time you need - but it is only made available. It remains for us to learn how to get the most out of it. Time is given us to invest - not spend.

\* \* \* \* \*

Ed Schneider, President

R. A. Cordill, Secretary

Tom Gray, Vice President

Ane O. Clint, Treasurer