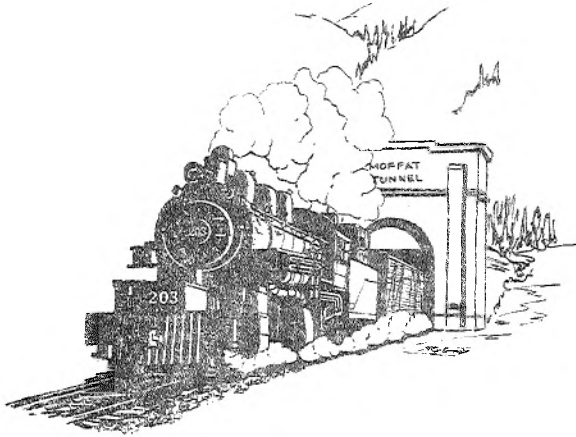


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P.O. Box 2391      Denver, Colorado 80201

JANUARY 1974

No. 172

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, January 9th, 1974  
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:                    OTTO PERRY MOVIES

January's program will consist of 2,000 feet of 16mm movies from the Otto Perry film library now owned by the Rocky Mountain Railroad Club. There will be five of Otto's 400 ft. reels spliced together, each usually covering a part of one year, and these will range from 1942 to 1964. Included will be such rare and interesting views of double-headed Moffat and Rio Grande trains, Laramie, North Park & Western No. 8 on a freight train, the Rio Grande's "San Juan" in both black & white and color, and a Rocky Mountain Railroad Club Special on an excursion from Alamosa to Silverton.

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Visitors at the December meeting were shown a variety of railroad operations of both the steam and diesel age recorded through the lens of Bill Gordon's camera. What greater contrast could there be than moving from the seemingly "shoe-string" type operation of the Vera Cruz trolley system to the impressive spectacle of a Big Boy charging over Sherman Hill with a heavy freight drag? The comparatively more humble operation of a GW steam powered sugar beet train and D&RGW narrow gauge freights brought to mind the common sights of not so long ago on the local Colorado scene. Among other interesting operations shown was the picturesque San Francisco Cable Car System. Bill's photos left many a viewer amazed with the almost unbelievable maintenance and meticulous care given the Cable Cars.

The selection of officers for 1974 was also made at last months meeting, the results of which are: Charles Max, President; E. J. Haley, Vice-President; Bill Gordon, Secretary; Carl E. C. Carlson, Treasurer; and William Van Patten for Ass't Treasurer. Joining the Board of Directors are Ane Clint, Ed Gerlits and John F. Jordan. Carry-over Directors from last year are Charles Ryland, Donald F. Smith and Ed Schneider.

Neal Miller gave everyone present his traditional Christmas gift. This year his photo was of D&RGW Engine No. 493 with a freight train on the Farmington branch.

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TICKETS ARE STILL AVAILABLE for the 8444 excursion to Laramie, Wyo. on January 20th. The recent "wintery" weather we have been experiencing indicates there should be an excellent opportunity to see and photograph the engine running through a heavy snow cover.

\* \* \*

DUES ARE DUE - The Treasurer is now accepting dues of 1974. Sending your \$3.00 in now would be welcomed as the membership cards can be made up and returned that much sooner. It also makes life easier for the treasurer. Contributions to the equipment fund would also be greatly appreciated to help out with the necessary spring maintenance.

\* \* \*

WE ARE SORRY TO REPORT that the father of long time Club member Arl Cuthbert suddenly passed away on December 27th. Arl's father, David, has a rather interesting railroad career behind him. When only 17 years old in 1898, he entered railroad service at Gunnison, Colorado where he began firing on the Rio Grande and was subsequently promoted to engineer in 1901. In 1907 he left the Rio Grande to be an engineer on the Colorado Midland. He became a travelling engineer in January 1918 and stayed with them until the road closed in August of that year. Hiring on as an engineer with the Union Pacific at Cheyenne in October of 1918, he remained with that line until 1951. A career that covered a broad spectrum of rail-roading beginning with a primitive narrow gauge high in the mountains was appropriately culminated with his retirement from transcontinental stream-liner service between Cheyenne, Wyo. & Sidney, Neb. in 1951 at the age of 70.

\* \* \*

ROTARY ACTION ON CUMBRES - The Cumbres and Toltec Scenic Railway is planning to fire up Rotary snowplow OM on Saturday, January 12th and, with two engines for power, work its way up Cumbres Pass. At least that is the plan as this goes to print. The plow was put in the Chama engine house recently for inspection where it was found the machine needed only minor attention. A test run in the Chama yards on December 28th confirmed its satisfactory running condition. Employees have volunteered their time and services for the operation to try out the plow, do a little something different, and to put on a show for visitors. For a fare of \$25.00, one can even ride the unusual train.

Original date for this operation was tentatively set for the last weekend in January. Around the first of the year it was changed to the 12th. The railroad was theoretically going to have available a schedule, confirming date of operation and other pertinent information, which would be sent by mail upon request. However, at this late date, if you are seriously interested in going to Chama either to watch or ride, it may be advisable to contact the railroad by phone to insure when and if the trip will be run.

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THE 25th ANNIVERSARY OF THE CALIFORNIA ZEPHYR is being commemorated by the Intermountain Chapter of the NRHS with a trip on the Rio Grande Zephyr to Salt Lake City on March 23-24. Extra Vista-Dome cars reserved for the group are to be included in the regular consist. Among the special features for this trip will be a special anniversary dinner menu, a special postal cachet; and a birthday party with cake and refreshments en route. Train and hotel reservations should be made through the club. Round trip rail fare is \$52.00 adult, wife \$34.80 to Salt Lake. Hotel is \$12.00 single, \$17.00 for double or twin. Transportation between hotel and depot in Salt Lake City is included in the hotel charge. Arrangements can also be made for staying in Grand Junction or Glenwood Springs. For further fare and accomodation information contact Kenton Forrest, Intermountain Chapter NRHS, P. O. Box 5181, Denver, Colorado 80217.

The Chapter has also reserved space in the combination baggage-dorm-coach every Saturday on the Winter Park Ski Train beginning January 12th through March 30th, except March 16th. For those who do not ski, the train can be ridden down to Tabernash where it is turned on the wye. A 10¢ bus trip can also be taken down to Hideaway Park for lunch and other activities. Round trip tickets are \$5.00, and can be obtained from the Chapter's address given above.

\* \* \*

COLORADO MAY LOSE OUT on additional rail passenger service if its federal, state and local governmental organizations don't get on the ball. The Colorado Association of Railroad Passengers has requested various officials, particularly the governor, to request Amtrak to initiate new service over several routes within the state. Action has been uncomfortable slow in approaching Amtrak, who is considering such request on a first come, first served basis. The most feasible route appears to be a train to Kansas City, as this service would draw on a tourist market from Kansas east, and would provide connecting service for travelers in the southeast with a connection in Denver for the west. Kansas Governor Docking has already requested this service, of which two thirds of any operating deficit would have to be paid for by the participating states.

Due to the acute shortage of equipment in Amtrak's inventory, however, and the many other states who have already petitioned for additional service and back themselves up with cash in hand, it appears even if a Kansas City-Denver or other Colorado route is arranged, it would be some time before actual operations could begin. Amtrak states that it will be 18-24 months before new intercity rail equipment can be delivered. Hopefully a recent order of cars for the Boston-Washington corridor will release equipment for use in the west. If you think additional passenger routes in and to Colorado should be pursued, write to Governor Vanderhoof encouraging this action.

\* \* \*

A NEW NARROW GAUGE RAILROAD ATTRACTION is under development near the town of Fort Lupton. Construction adjacent to the Flying-D-Ranch, a privately owned airport open to the public, will hopefully be completed in time for operation next summer. The 2½ mile railroad will be used to bring passengers from the main highway to a reconstructed western town.

An interesting array of buildings, equipment and rolling stock is being assembled for the project, including the old Fort Lupton depot, the Hudson Colorado jail, several railroad water tanks, one of which is from near Durango, and the turntable from Alamosa. Rolling stock includes numerous pieces of D&RG freight cars, a business car, caboose and an outside frame IRCA 2-8-0 from Central America, and a baggage car and a combine from the Tweetsie Railroad. Maintenance will be done in a two track car shop now being built.

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THE COLORADO AND WYOMING has recently acquired two new GP-38-2 locomotives report Barry Silver and Bob Harmen. The units, numbered 2001-2002, sport a new paint scheme of bright orange with a white band, and are currently working the daily 40 car coal train over the road from the Allen Mine to the D&RGW interchange at Jansen, near Trinidad. After the C&W turns it over to the Rio Grande, the coal train is hauled to the CF&I Steel Co. at Pueblo. At the same time, empty cars dropped at Jansen for the C&W are being returned to the Allen Mine for loading. Both of the new units are being used on this train, but it is planned to have one do the job after they are broken in.

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TOWER "A" AT CHEYENNE has been torn down. Sort of a landmark for railfans, the structure was located just west of town near the C&S bridge over the UP. It controlled much of the switching done on the UP in the area. CTC now controls the district.

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D&RGW ENGINE NO. 464 LEFT DURANGO in November for Knotts Berry Farm where it will receive a new lease on life. The 70 year old engine had been out of service sine 1959. The tender was trucked to California. The engine was trucked to Alamosa where it was transferred to a standard gauge flat car for the remainder of the movement.

\* \* \*

DID YOU KNOW the Rio Grande operates or originates seven unit coal trains to

customers from mines along or near its' tracks? From Sunnyside, Utah and Carbondale, Colorado trains run to the Kaiser Steel plant at Fontana, California. Another train runs from Carbondale, along with one from Somerset, Colo. and Columbia, Utah to the U.S. Steel plant at Geneva, Utah. A regular run is made over the C&W and the D&RGW between Allen Mine and the Colorado Fuel and Iron Plant at Pueblo. Price, Utah coal is transported to the Utah Power and Light Co. in Salt Lake City. Substantial amounts of coal are also moved in regular freight trains from Routt and Moffat County mines on the Craig branch to a Colorado Public Service plant at Denver.

\* \* \*

A PROPOSED EXCURSION TRAIN between Belen and Santa Fe, New Mexico to be operated by Amtrak and the Santa Fe has been considered according to a news report this past Fall. Although Amtrak normally shys away from the operation of special trains, it has authorized the Santa Fe to handle the train outside of their contract with Amtrak if the sponsors guarantee full reimbursement for all expenses and losses incurred including the deadheading of two locomotives and ten cars from Los Angeles or Chicago. The 240 mile round trip fare on the "Enchilada Express" would be in the neighborhood of \$30.00. Lack of rail equipment and the energy crisis may have since affected these plans.

\* \* \*

VANISHED - Old C&S Engine No. 60 on display in Idaho Springs is no longer adorned by its bell. It mysteriously disappeared one night this Fall. As it is highly unlikely a strong mountain wind blew it away, it can be safely presumed that it was stolen. Anyone who may have information on this disgusting matter should contact the Depot Gift Shop in Idaho Springs or the proper Authorities.

\* \* \*

THE SANTA FE RAILROAD has several items of interest for sale. One article is a 19"x22" superb color print of locomotive No. 3775 pulling "The Chief". The print, from a painting by J. B. Dennen, captures the excitement of the steam era and is available for \$3.50. Another item is a set of six full color tailsign baggage stickers for the Super Chief, Chief, El Capitan, San Francisco Chief, Texas Chief and the Kansas City Chief. 3" in diameter, cost is \$2.00 per set. Orders should be sent to Advertising Direction, Inc., Dept. "C", 224 South Michigan Avenue, Chicago, Illinois 60604. (Illinois residents add 5% sales tax).

\* \* \*

ROME WASN'T BUILT IN A DAY! - Most folks are content to own their own car, home, or perhaps a business. But a fellow in the state of Washington would feel a lot better if he had his own town. Monte Holm, junk dealer and ex-hobo, who believes "Everybody should own a town" has his eyes set on a place called Ruff, Washington, a small hamlet of abandoned buildings, a general store, grain elevator and less than a dozen families located on a siding along the Milwaukee Road main line. He seems to be making progress as he already owns the old school house site, about 20 other lots, and his own railroad. Known as the Mon-Road Railroad, he says it is registered with the ICC as a legal operation with equipment consisting of an engine, one car, and a caboose. The headquarters of the line is located in Ruff, along with its' 1,000 feet of track.

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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.

WANTED: HOOn3 brass locomotives by Balboa, PFM, or Westside. Need D&RGW K-27's, K-28's, K-36's, and K-37's. Would also like to locate a model of RGS #20 or a C-19, either new or used. Might also buy cars, kits, track, etc. All correspondence answered. Ronald

L. Welch, P. O. Box 1775, Gallup, New Mexico 87301

FOR SALE: Pictorial Supplement to the Denver, South Park, and Pacific.  
Autographed, Book No. 2016 in fine condition. \$195.00.  
Ronald Peck, 10793 W. 69th Place, Arvada, Colo. 80004

FOR SALE: A library of Trains magazines from 1940 - 1960. Vol 1 thru  
Vol. 20, complete except for five issues. Will only sell the  
set complete. \$325.00 B. F. Cutler, 350 S. Clinton St.  
Denver, Colorado 80231

DOW HELMERS, 3030 Leslie Drive, Colorado Springs, Colo. 80909 would  
like to buy copy of "Santa Fe-the railroad that built an  
Empire" by James Marsahll-Random House.

WANTED: Smoke over the Divide and Smoke Down the Canyons by  
Ehernberger & Gschwind.  
B. L. Bulgrin 809 - 85th Ave. N., Brooklyn Park, Minn. 55444

FOR SALE:

1. The Railroad Caboose - Knapke	\$ 6.00
2. Sierra Railway - Deane	\$ 4.50
3. Rails Sagebrush & Pine - Ferrell	\$ 6.50
4. Pacific Railway Journal Steam Locomotives of the D.R.G.&W.	\$ 5.00
5. Yonder Comes the Train - Phillips A very large format	\$ 8.00
6. High Road to Promontory - Kraus	\$ 7.00
7. Westward to Promontory - Combs	\$ 8.00
8. Trains Albums of Photographs	
(a) No. 4 Colorado Railroads	\$ 9.00
(b) No. 10 Modern Steam Locomotives	\$ 4.00
(c) No. 18 Railroads of Chicago	\$ 4.00
all Three	\$15.00

Please enclose 30 cents for each book "except if all three  
photo albums are purchased then figure it as one", to help with  
the handling and shipping.

HARRY J. WAGNER III, E Centennial Drive, Centennial Lake,  
Marlton, New Jersey 08053

\* \* \*

Charles Max, President

Bill Gordon, Secretary

E. J. Hale, Vice-President

Carl E. C. Carlson, Treasurer