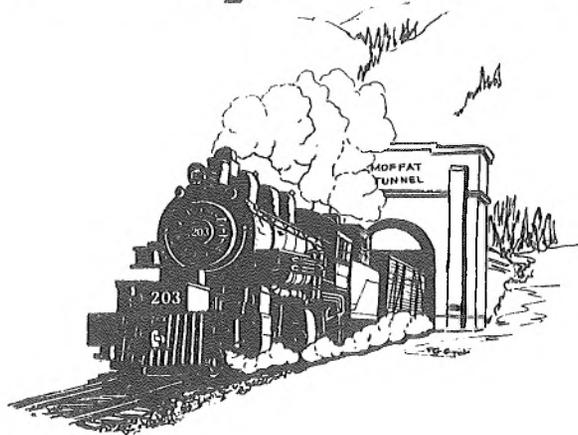


# Rocky Mountain Rail Report



## The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201

August, 1975

No. 191

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, August 12, 1975  
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 at the August meeting!

The program will consist of 2,000 feet of Otto Perry's incomparable 16mm railroad movies. Included in the show are rare views of Colorado & Southern narrow gauge freight trains on the South Park line between Leadville and Climax, along with many other Colorado railroads such as the Midland Terminal, San Luis Central, Denver & Salt Lake, electrics on the Denver & Intermountain, and the little train that briefly operated at Magic Mountain, which is now known as Heritage Square. There will be standard and narrow gauge Rio Grande trains, and a considerable amount of Union Pacific footage, including double headed "Challenger" types. Dick Kindig has put this program together for us and will narrate it.

IF THERE WAS ANYONE at the July meeting who was wondering if a trip to Alaska would be worth the trouble, Jack Morison's slide presentation undoubtedly provided the answer in the affirmative. Jack took us on a ride over one of the most intriguing and spectacular narrow gauge lines ever built in North America. His views showed the famous passenger train of the White Pass & Yukon, as well as the right-of-way, bridges, engine facilities, trackage, motive power, and even some retired steam power. Jack also showed how another mode of transportation, the steamboat, played an important part in Alaskan history. He delved into his knowledge of the Alaskan gold rush era to describe, with the aid of both old and recent photos, the unbelievable hardship and disappointment endured by those who participated in the great Gold Rush in the Yukon. We certainly thank Jack for giving such a colorful and informative program.

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THE COLORADO RAILROAD MUSEUM was visited by a steady stream of Club members on July 13, out to see the noted rail collection and see the 346 under steam and the Galloping Goose galloping. Museum personnel and volunteers did a commendable job, not only in running the "Goose" and the 346, but also repairing the steamer in time for operating. Shortly before the Club's day at the museum, it was discovered that several flues were in need of replacement, a job that was accomplished only by "burning the Midnight Oil," right up to that Sunday.

During the day, Club President Elden Larsen presented Bob Richardson with another

railroad artifact for display in the museum, a plaque that was affixed to the Hanging Bridge in the Royal Gorge for many years. Back in the summer of 1927, the D&RGW RR and the American Society of Civil Engineers joined in the manufacture of the cast copper plate honoring the memory and engineering skills of C. Shaler Smith, designer and builder of the bridge in 1879. A photograph with the plate shows the bridge on the day of the plate's mounting. Somewhat the worse for wear over many years, and hanging by only one insecure fastening, in the early 1970's, the casting was rescued by interested Rio Grande employees and presented to the Rocky Mountain Railroad Club for preservation.

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BEAUTIFUL WEATHER WAS ON HAND for the Club's June 28th trek over the BN's Deadwood Branch on a special Black Hills Central train. 273 passengers rode the 100 mile round trip through the heart of the scenic Black Hills. A few breaths were held during the first water stop at Mystic, when it was discovered that the portable water pump brought along to transfer H<sup>2</sup>O from the creek to the engine, would not lift water that high, but thanks to the Rochford Fire Department's "rescue" with its pumper truck, the trip was able to be continued.

Due to the water problem which delayed the trip several hours, passengers had a shorter-than-planned stopover in Deadwood, but were still able to feast themselves on an outstanding lunch prepared by the Deadwood Jay-ces. Not only was the food excellent (barbecued beef, baked beans, macaroni salad, cole slaw, cake, and hot and cold beverages), but the service !!!!! Can you imagine serving all that food to 271 people in just 13 minutes?!

Return to Hill City was comparatively uneventful, with the exception of the steamer running through a closed switch in the Deadwood yard, a move that didn't help the switch a great deal. Along the right-of-way, passengers and crew were occasionally entertained by the sighting of a deer or other wildlife, or livestock belonging to a local farmer. A number of cows provided a source of amusement to the passengers and frustration to the crew as the four-legged critters grazed the roadbed here and there. The fury of mother nature was also evident from the train, as patches of trees along the route were seen torn out of the ground or snapped off like match sticks, the result of a recent windstorm that swept through the region. All in all, our 1975 Hill City-Deadwood excursion turned out to be an experience that could have only been brought off in the manner that it was by a railroad such as the Black Hills Central.

We regret to report that long-time Club member, Armand L. Forbes, who flew up from Albuquerque, N. M., to ride the BHC excursion, never made it back home alive. Mr. Forbes rode the trip that Saturday and was preparing to return home, when he was murdered and later found east of Rapid City. The alleged assailant was apprehended. Our sincerest condolences are extended to Mrs. Forbes.

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YOU CAN STILL GET TICKETS for the Utah Fall Spectacular. Three solid days in September, of riding the High Iron for only \$119.00. Includes almost everything but the feed bag.

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THE CUMBRES & TOLTEC SCENIC RAILROAD is going great guns this season with double-heading of trains required on occasion. Unofficial passenger count for the first two weeks of operation was about 1,339..... In maintenance and upgrading news, \$20,000 worth of track work was scheduled to be completed by July 1st....A new sewer and water supply project undertaken by the two states at Osier is nearing completion. The Osier depot has also received a new roof & foundation ... To help maintain and clean locomotives and other equipment, a new steam cleaner is now being used..... The C&TS was the setting for parts of another movie, this one to be called "The Missouri Breaks" starring Marlon Brando and Jack Nicholson..... A 20 car train

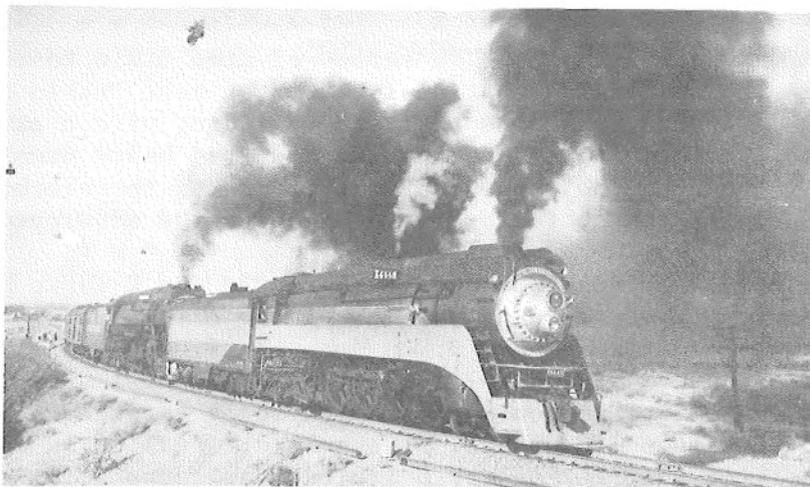
recently took the Governors of Colorado and New Mexico and 475 other passengers from Antonito to Chama.

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WORK IS CONTINUING ON THE GEORGETOWN LOOP PROJECT - Track is being layed in and cut between the two upper bridges and it is planned to have the turntable bridge approaches completed and track across it by the end of August. The railroad is offering limited service on the weekends for the present. The Silver Plume depot platform was also recently completed.

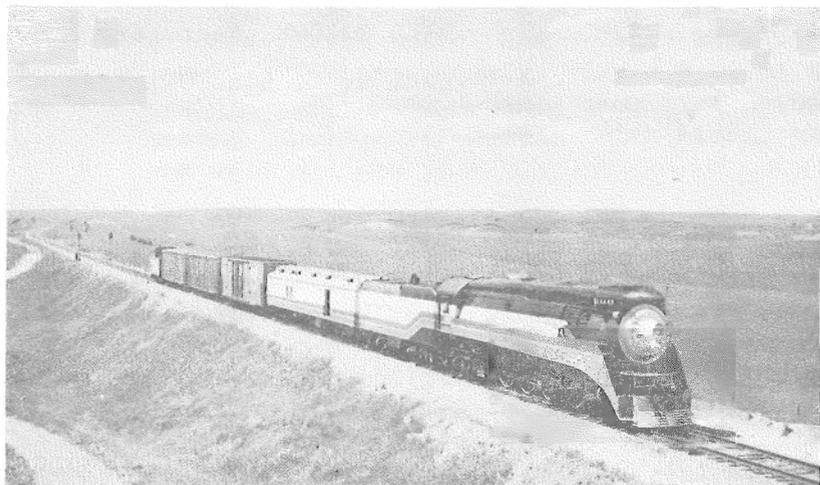
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THE NOW FAMOUS SP "Daylight" 4-8-4 steam locomotive No. 4449 is pictured here as it looked back on Oct. 17, 1954, running with No. 4447 near Palmdale, Calif. The more recent photo below shows the 4449 on the Union Pacific near Borie, Wyo., on June 27, 1975, on its way to the midwest to join the American Freedom Train. It stopped in Denver on the weekend of June 28, and could be seen at Union Station. Both of these photos were taken by a gentleman who reputedly is somewhat



partial to steam trains  
Richard Kindig.

In regard to the Freedom Train's visit to this region recent developments indicate that it may not stop in Denver at all this coming October. The Mayor's Committee of 19 for '76 met on the evening of July 25th, and voted not to host the Freedom Train in Denver. This decision was arrived at principally for financial reasons. So it appears to be doubtful now whether it will stop here at all unless



the AFT Foundation will make certain concessions and/or comes up with some fresh ideas. Where to park the train in Denver has been one of the big problems as neither the AFT Foundation, Denver Union Terminal Co., or Amtrak are pleased with the idea of displaying it at Union Station.

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UNION PACIFIC'S 8444 was moved from Cheyenne to Omaha in early July for its repairs.

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MOVING DAY is rapidly drawing near for the Sargents Depot. Foundation work is complete at the Gunnison County Pioneer & Historical Society's museum at Gunnison. Due to the generosity of many people, funding for the move has been obtained, but further work (and expense) is necessary. The old building is in need of roof, floor and

window repairs, as well as a good coat of paint. Donations would be greatly appreciated for this worthy undertaking and can be sent to Mrs. William Redden, Secretary, 401 N. Iowa, Gunnison, Colorado 81230. The museum is also on the lookout for old railroadians that would complement the historic structure.

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THE FORT SEDGWICK DEPOT MUSEUM in Julesburg, one of the first Colorado Centennial-Bi-centennial construction projects to be completed, was dedicated in early July. The Union Pacific donated the depot with the stipulation that it be moved away from the track.

\* \* \* \* \*

FOUND - Roll of partially exposed Kodak Tri-X pan film in a cut approx. one mile east of Thompson, Utah, along the D&RGW, on May 26. Contact the editor at 1376 Columbine, #303, Denver 80206.

\* \* \* \* \*

FINISHED WITH A BANG - The series of nine train to train impact tests were completed at the DOT Transportation Test Center near Pueblo on May 30, with the collision of two locomotives and hopper cars colliding with a caboose and freight cars at 18 mph. The locomotives and caboose received heavy damage, the caboose being totally destroyed. The purpose of the tests was to determine the behavior of equipment in a collision so that safer designs can be developed.

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THE MILWAUKEE ROAD has donated a Little Joe E 70 to Deer Lodge and a Box-Cab to Harlowton, Montana as a reminder of the Milwaukee electric era in that region.

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AMTRAK opened its new \$1.5 million passenger lounge and baggage facility in Chicago's Union Station on June 2. The fully carpeted lounge offers comfortable seating for over 300 people, plus an additional 34 in a refreshment section. Passengers are kept informed of train arrivals and departures over a public address system. Nearby is a new baggage carousel for speedy baggage pickup. The walls of the main waiting room have also been cleaned, repaired, and painted.

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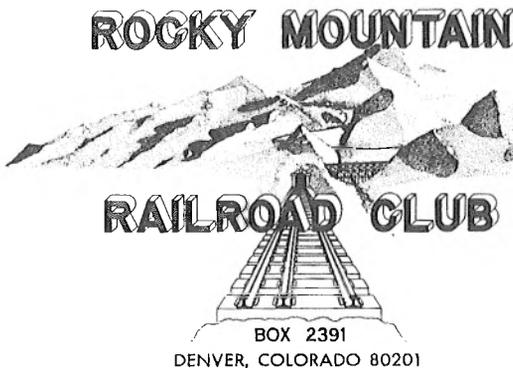
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