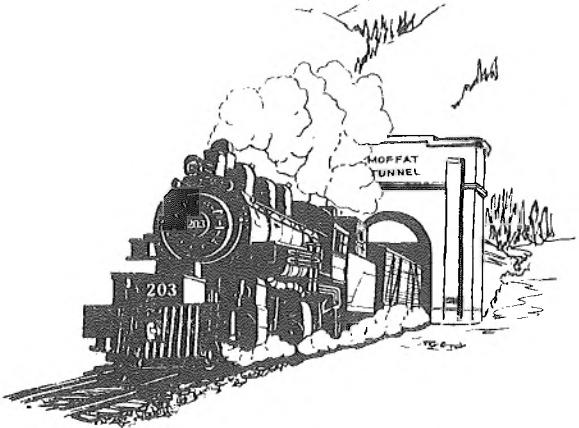


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201

September, 1977 No. 216

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, September 13, 1977

Time . . . 7:45 P.M.

Place . . . Southeast wing of Christ Episcopal Church, 2900 So.
University at Bates; offstreet parking at rear
(east) of meeting hall.

PROGRAM NOTES: For the September meeting, we will have - - -

"WILLIAM MASON - AND HIS 'BOGIE' LOCOMOTIVES"

and

"A STEAM TRAIN PASSES"

Art Wallace is going to give part of this month's program - a program that is going to examine the locomotives of a century ago. The productions of William Mason, who built the Cadillac of the locomotive market, are displayed in this interesting story of the evolution of the double-truck engine. We will learn about this rare type of locomotive, the introduction and development of the Walschaert Valve Gear, and other unusual problems during this unique slide show.

We will also see another excellent film entitled "A Steam Train Passes." This outstanding color film about Australian steam is a romantic reminiscence back to the age of steam, standing in the cab of a C-38 class steam locomotive. We will stand next to the engineer and travel back in time to the World War II years, when the railroads were at their peak of importance and activity. We feel this film is one of the best we've seen.

AN ENLIGHTENING AND INFORMATIVE illustrated presentation by Jerry Myer and Kenneth Jessen was shown at the August meeting on the history of the Denver, Laramie and Northwestern Railroad. This seldom-thought-of railroad was constructed during the early years of the 20th Century between Denver and Greeley, with the intention of continuing on to Laramie, Lander, past Yellowstone, and on to the Northwest. It never laid a rail out of Colorado, and fell into receivership in only a few years, with portions of its trackage coming under control of the Great Western Railway. Of greatest interest is the Butte Royal Tunnel, near Virginia Dale, that never saw a train but is still in fairly good condition. Our thanks to Jerry and Ken for sharing their knowledge and research findings with us about another of the many rail lines that give Colorado such a strong reputation in great railroad history.

ENCLOSED WITH THIS NEWSLETTER is an order form for the annual banquet on October 15. Remember the banquet is in lieu of our regular meeting in October. Get your reservations in early for the Fall season's top social event.

* * * * *

GREAT WEATHER AND the relatively unspoiled beauty of the Platte Canyon, combined to provide for an enjoyable day of exploring the remains of the Denver South Park & Pacific roadbed between Waterton, South Platte and Pine, during the Club's Platte Canyon Bunion Pounder of August 6. While a number of folks saw the canyon from the trucks, others boarded the bus for a ride around to South Platte. On the way, various points of interest were seen, and stops were made at the Westall Monument near Dome Rock, and at Buffalo Creek, where a perusal of Green's General Store was like stepping into a time machine. After provisions and post cards were obtained, the party continued up the picturesque valley to South Platte, where the photogenic South Platte Hotel still stands at the mouth of the canyon. Some remnants of the railroad were still evident 35 years after abandonment - an occasional spike, a telegraph pole, a rock wall, the bridges. Also, traveling the canyon but in a more adventurous manner, were several kayakers. One of them provided a few breathtaking moments for himself and those watching, as he flipped over and had a tough time coming up again in the swirling waters. A rest and lunch stop at Strontia Springs was not as elaborate as it could have been, were the resort still there, but the foliage of the side canyon provided a retreat from the sun. With the trucks furnishing an alternate mode of travel for those with tiring feet, the group continued on past the Mill Gulch bridge to Intake, where everyone took advantage of a ride the remaining distance to Waterton, for a mid-afternoon arrival. A visit to the control room and underground facilities at the dam provided an additional treat for those who desired to navigate what seemed like a thousand steps to the bottom of the structure. Everyone enjoyed themselves on this outing, and a word of thanks is extended to the Denver Water Department for their cooperation.

* * * * *

DON'T NEGLECT TO SEND IN YOUR RESERVATIONS for our November 26 excursion with Union Pacific 8444. We will soon advertise the trip to the general public, and it should sell out early.

* * * * *

RAIL PASSES. The prices of Amtrak's U.S.A. Rail Passes, good for unlimited travel for specified periods, will drop sharply on September 1. A pass for 14 days of travel will be \$185, down from \$290; for 21 days - \$250, cut from \$365; for 30 days - \$295, instead of \$450. The passes are good on coaches, but they may be upgraded.

* * * * *

OTTO KUHLER, one of the nation's most distinguished artists and designers of automobiles and railroad rolling stock, died in Denver on Friday, August 5, 1977. Mr. Kuhler was well-known in the Denver area as the operator of the KZ Ranch in Deer Creek Valley near Bailey, Colorado. He and his wife operated the ranch from 1947 through 1969. In 1967, he published "My Iron Journey."

* * * * *

ROSEMARY ENTRINGER, Managing Editor of TRAINS Magazine since March, 1954, died on July 29, 1977, in Milwaukee after a brief illness.

* * * * *

UNION PACIFIC RAILROAD is building a scale model of its new \$18 million Hinkle, Oregon, automated switching yard, to familiarize its Hinkle employees with all phases of the yard's operation before the full-size yard is completed.

Every detail that is being built into the new yard, has been duplicated in a 5 x 40 foot scale model, and placed in a special railroad car. The scale model was to have been completed early in May and moved to Hinkle. Once the employees who will work in the yard have seen the model in action, they will know exactly how the proto-type works. The UP won't have to wait until the yard is completed to train its employees.

The new Hinkle yard, which is scheduled for completion early in 1978, will have 32 classification tracks, with a capacity of nearly 1,200 cars and space for 38 additional tracks. It will nearly double the size of the existing classification yard.

* * * * *

WHAT CAN BE DONE to protect drivers at railroad grade crossings? That question has railroad officials all over the country scratching their heads. The experience of Union Pacific Railroad, during a two-day period early this year, reveals why.

In Kansas, a woman with two adult passengers and two children, completely ignored the flashing red warning lights of a grade crossing signal, and the frantically waving train conductor standing at the crossing. She drove her vehicle past the signal and the conductor, into the path of an oncoming train. One woman was killed, and her other passengers suffered severe injuries.

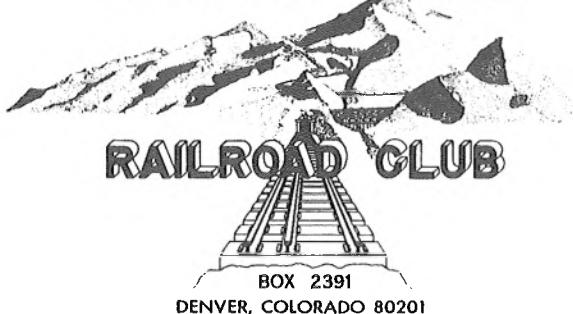
The very next day in Nebraska, during daylight hours, the driver of a pick-up truck approached a heavily-guarded UP crossing. The crossing was equipped with gates, flashing lights, bells, crossbucks, and warning signs -- protective equipment that cost more than \$100,000 to install. The gates were down, the lights and bells were working, and a train was moving over the crossing. Another car had already stopped and was waiting for the crossing to clear. The truck driver pulled out around the first vehicle, drove around the crossing gates and into the side of the moving train, hitting the 25th car. The pick-up truck was demolished, and the driver was rushed to the hospital in extremely serious condition.

The UP mentions that accidents like these show why railroad and highway safety people are frustrated in their efforts to make railroad grade crossings safe. Millions of dollars and great amounts of time and effort have been expended on sophisticated signals and devices to protect the driving public, but all can be quickly canceled out by the actions of a careless driver.

* * * * *

IF THIS MONTH'S NEWSLETTER seems different, it's because our editor, Darrell Arndt, and other Rocky Mountain Railroad Club members are off on a 24-day

ROCKY MOUNTAIN



BOX 2391
DENVER, COLORADO 80201

Annual Banquet

October 15, 1977

Henrici's

Hilton Inn

I-70 at Peoria St.

Cash Bar: 6:00 P.M.

Dinner: 7:00 P.M.

DOOR PRIZES

Iceberg Lettuce Wedge

Chilled Tomato Juice

Baked Idaho Potato

YOUR CHOICE OF ONE OF THE FOLLOWING

Broiled Spring Chicken

One Half of a Succulent Pampered Bird Skillfully Pan Broiled, Pineapple Glazed
or

Roast Sirloin of Beef

This Traditional Henrici's Favorite is Old Style Salt Roasted with High Flame to Sear in its Natural Juices

DINNER WILL END WITH

Chocolate Mint Parfait

Coffee

Tea

Milk

Program:

Ed Gerlits made arrangements back in February for this year's Program. A very special treat is in store for all of us as we enjoy the "Titfield Thunderbolt". This is a full length feature film in color and sound depicting a small English village on a branch line railway. The ministry of railways wants to take out the tracks and replace the railway with bus service. The townfolk do not wish to lose their railway and petition the ministry to allow them an opportunity to run the railway themselves, thus, setting the stage for comedy and railroading excitement.

Please send _____ tickets @ \$9.50 each.

My check is enclosed for \$_____.

PLEASE MARK YOUR SELECTION FOR YOUR CHOICE OF MAIN COURSE

Reserve _____ Beef and/or _____ Chicken Dinners

RESERVATIONS MUST BE RECEIVED
BY OCTOBER 12, 1977

Make your check payable to:
ROCKY MOUNTAIN RAILROAD CLUB
BOX 2391 — DENVER, COLORADO 80201

trip in Alaska. They plan to ride every railroad, boat, and plane in Alaska, and drive the ALCAN Highway home. The mystery editor for September is ANONYMOUS.

* * * * *

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 appraise items.

FOR SALE: PICTORIAL SUPPLEMENT TO DENVER SOUTH PARK & PACIFIC by Kindig, Haley & Poor, #3192, \$175. COLORADO MIDLAND by Cafky, #4214, \$150. Both books in good condition.
RICHARD Y. HARRIS, 810 Smithtown Terrace, Excelsior, Minn. 55331. Phone (612) 474-6320.

WANTED: HISTORY OF THE UNION PACIFIC RAILROAD by Trottman (Ronald Press 1923).
ROBERT A. LE MASSENA, 1795 South Sheridan Blvd., Denver CO 80226.

WANTED: D.T.C. St. Car Destination Side Sign, and the front sign for the routes, to restore St. Car #329. Will buy or trade for them. I have photos to trade, or street car bell or two types of fare boxes, or trolley coach sign to trade. Write to:
JAMES E. KUNKLE - P.O. Box 2984, Denver, CO 80201.

WANTED: Prince book on the L & N, Steam Locomotives, NC & St. L Locomotives Seaboard Steam, Worley - Iron Horses of the Santa Fe; Potts, History of Texas RRs; Hill-Pledger, the RRS of Fla.; Dozier, History of the ACL. First editions by Zane Grey.
AVERY VON BLON, 1111 Colcord, Waco, Texas 76707.

* * * * *

JAMES R. TROWBRIDGE, President

BILL GORDON, Secretary

ED GERLITS, Vice-President

CARL E. C. CARLSON, Treasurer

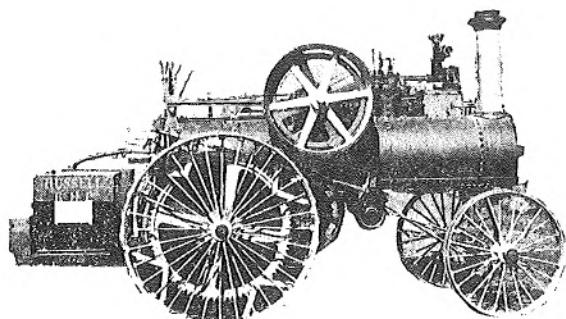


FIRST CLASS MAIL
U. S. Postage
PAID
Denver, Colorado
Permit No. 1873

Chuck Powell
960 Brontnal Rd.
Pasadena, Calif.
91105

FIRST CLASS MAIL

Midwest Old Settlers & Threshers Assn, Inc.



1888 - 6 H.P. - Russell Steam Engine
Owned by Charles and Alden Fricke

OVER 100 STEAM ENGINES IN OPERATION DAILY

PARADE OF POWER DAILY

STEAM ENGINES, GAS TRACTORS, ANTIQUE CARS, HORSES

Large and Miniature Saw Mills - Shingle Mill - Groundhog
Hand Fed and Horse Powered Self Fed Threshers - Baler

Baker Fan - Prony Brake (to test horse power of engines)

SEVERAL HUNDRED GAS ENGINES/TRACTORS

MIDWEST VILLAGE — Log cabin, blacksmith shop, school house, church, barber shop, depot, country store, saloon, fire station, jail, post office, bank, print shop, bandstand

LOG SETTLEMENT — Three authentic cabins, schoolhouse, stage coach house, crafts displays, Indians from the Tama Settlement

FREE PARKING — hospitality tents — AARP and campgrounds

HERITAGE MUSEUM — newly expanded covering nearly 3 acres
Large Corliss Engines with demonstrations

GRANDMA'S COUNTRY KITCHEN

GRANDPA'S BARN

EXHIBITS OF: Indian relics, antique dishes, glassware, carding machines, old settler implements, milling equipment

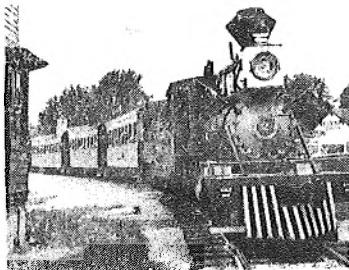
CRAFT DEMONSTRATIONS — Including weaving, caning, soap making, quilting, needlework, wood carving, spinning, glass blowing, broom making, doll furniture and clothing, toys, painting, plus many, many more

Chautauqua Entertainment — Square Dancing (two locations)

Ladies Free Programs — Downtown displays of treasures

Museum of Repertoire Americana — tent theatre collections

Shuttle bus service — to and from Mt. Pleasant business district



Midwest Central Railroad,
complete narrow gauge steam
railway system



Over 100 antique automobiles
exhibited by the Southeast
Iowa Antique Car Club

STARTS THURSDAY BEFORE LABOR DAY

September 1, 2, 3, 4, 5

(Preparation Days August 30, 31)

Wristband Required

- 1977 -

SIX BIG NIGHTS OF ENTERTAINMENT!

AFTERNOON AND EVENINGS

WEDNESDAY — Doug Oldham, gospel singing

THURSDAY — Kitty Wells Show - Johnny Rodriguez

FRIDAY — The Statler Brothers

SATURDAY — Danny Davis and the Nashville Brass

OLD FIDDLERS CONTEST - Cash prizes/trophies

SUNDAY — Hank Snow - Barbara Fairchild

SUNDAY — Blackwood Bros. - Kenny Parker Trio

MONDAY — Horse Pulling Contest

WORSHIP SERVICES

DAILY — Vespers In Midwest Village Church

SATURDAY — Catholic Mass

SUNDAY — Catholic Mass, two Protestant Grandstand Services and Midwest Village Church

Delicious Old Thresher meals served by churches and civic groups
Checker Tournament — All day Saturday and Sunday - Cash prizes

Sorghum Mill in operation

Antiques offered by top midwest dealers

80 acre camping area - reservations not available

\$3.00 per camper daily. Extra charge for additional vehicles

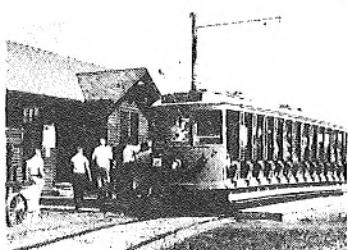
Mt. Pleasant is in southeast Iowa at the intersection of U.S. Highways 34 and 218. Accommodations available at one hotel, four motels and private homes. For private home reservations, write Midwest Old Threshers, Route 1, Mount Pleasant, Iowa 52641.
Phone 319-385-8937

REUNION ADMISSION

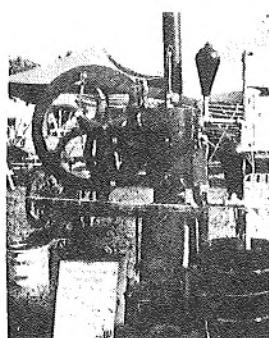
A \$3.00 wristband required
for five day show and
preparation days

Under high school age FREE

Please note change in admis-
sion policy - button is souvenir
item only



Streetcar trolley line. Over 1½
miles of track featuring unique
vintage trolleys



Gas engines - stationary &
tractors - demonstrate their
influence on agriculture

SUMMERTIME FUN

HERITAGE MUSEUM MUSEUM OF REPERTOIRE AMERICANA

Open daily 9 a.m. to 5 p.m.
Adm. \$1.00 - children free
[open by appointment]
Camping rallies welcomed

BLUEGRASS FESTIVAL

Flea market - Chicken BBQ
June 24, 25, 26

Directors: The officers and Lester Beck, John S. Brown, Milo W. Mathews, Richard Nihart, Harry Noel, Lloyd Wildmer and Melvin Youngman