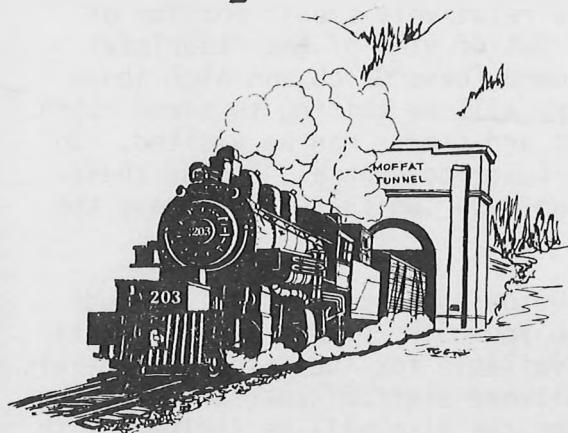


ASK HOW MANY PEOPLE WOULD LIKE TO SHOW THEIR MOVIES SUPER 8
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Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201
July, 1980 No. 250

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

Editor Neal A. Reich
Contributing Editor.. Darrell T. Arndt

MEETING NOTICE: Date . . . Tuesday, July 8, 1980
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:

THE BLUE TRAIN

At the July meeting, THE BLUE TRAIN, a professionally produced movie in color and sound, will tell the story of the development of this famous luxury train of South African Railways. Starting with the actual design of the train equipment, the film follows all the stages of construction, testing, and actual operation of this "hotel on wheels." The Blue Train is noted throughout the world for its super-smooth ride and such features as venetian blinds built right into the car windows, and outside doors that automatically close and lock once the train reaches a speed of 8 kpm. In addition to THE BLUE TRAIN, another "surprise" film on South Africa will also be presented.

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Kurt Penny provided those in attendance at the June meeting, with a fascinating look at rail operations in New England during the 1930's and 1940's. Photographed by Albert Hale, these excellent movies covered a wide range of standard gauge and two-foot gauge operations on a variety of railroads. Offering a marvelous variety of steam power and classic passenger equipment, the films ran the gamut from commuter trains to local operations on the narrow gauge lines. Winter scenes added spice to an interesting showing, while a wild motor car ride had the spectators hanging onto their chairs.

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AUGUST FIELD TRIP - Well, it's time to dust off the ol' walking shoes for the club's upcoming hike and field trip on Saturday, August 9. This year, we've decided to explore a portion of a rather unique but seldom thought about railroad that served one of Colorado's most important mining areas, Central City. The railroad was the 2 foot gauge Gilpin Tram, a line constructed in the late 1800's to serve the many mines in the Central City-Black Hawk area. Today, little remains of the railroad, however, winding grades, switchbacks and hand-made stone walls still provide tantalizing evidence of its once sprawling operation within the district.

Our hike will cover a little over two miles of a relatively scenic portion of the grade between Black Hawk and Central City. Out of view of the "touristy" part of the valley, the walk will take us up around Chase Gulch and high above Central City, where Ranniger's Roadbed Commissary will be waiting to serve lunch. After eating, downtown Central City's many shops and stores can be visited. In the early afternoon, a ride on the 3-foot gauge Colorado Central, behind their Three Truck Shay No. 14, will be in store with an opportunity to photograph the train out on the line.

The cost to participate in the hike will be \$4.00 per person, and will include a handout, hot lunch, and a shuttle service from your car to the starting point of the hike. A reduced fare of \$2.00 will be available for the Colorado Central, but those tickets should be purchased at the railroad station separately that afternoon. Exact meeting time and directions for the hike will be included with ticket orders, and please note that tickets for the hike MUST be purchased in advance. We look forward to seeing you there! Any questions can be directed to Darrell Arndt at 321-2723 (until about 10:30 P.M.).

COMING EVENTS - July 12 and 13 - Mile * * * * Railfair at the Jefferson County Fair Grounds.
July 26 - Rocky Mountain Railroad Club excursion, Denver to Sterling behind Union Pacific 8444. Tickets are still available from the club by mail, or at the July meeting.
September 6 - Club excursion on the Manitou & Pikes Peak (cog) railway. Details to be announced, but wouldn't it be something to ride at least part of the way powered by M&PP Steam Locomotive #4!
September 19, 20, & 21 - Club trip to Green River, Wyoming via Amtrak's San Francisco Zephyr, with visits to area ghost towns, mines and industries.

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THE PERILS of mountain railroading in early spring showed themselves recently on the Leadville-Climax Branch of the Colorado & Southern Railway. On Wednesday, May 7, a large rock was discovered, which had rolled down the mountain and was blocking the track about a mile above French Gulch Tank. After this obstacle was removed by the section crew, a long snowslide was found to have run down Prospect Mountain and across the line, high above the valley and just beyond the area of the Prospector Inn. On Thursday, May 8, Engine 6223 was run light from Leadville and plowed through this mass of trees, rocks and heavy wet snow, making five passes at the slide in the process. Engine and crew then returned to Leadville, picked up their train, and the regular round-trip to Climax was made without further problem.

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THE MECHANICAL DEPARTMENT of the Manitou & Pikes Peak Railway recently completed over-haul of M&PP Steam Locomotive #4. Built by Baldwin, in 1897, #4 was re-acquired by the cog railway last November from the Colorado Railroad Museum, in a trade for M&PP Engine #1. In May, #4 was put under steam for the first time in over 20 years, and has since made two runs of about 3/4 miles up the mountain to Shady Springs. Further operations with the steam locomotive are not expected before fall, due to the regular M&PP schedule of trains and the lack of facilities to water the engine on the mountain. In a conversation with an M&PP employee, speculation was raised that M&PP Steam Locomotive #5 might also be restored to operating condition. Now on display at the M&PP Manitou depot, #5 is said to be in better condition than #4 was before overhaul.

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PASSENGER BUSINESS on the Silverton has been brisk so far this season, with the second train being run for the first time on Monday, June 9. High temperatures in the

mountains have resulted in high water in the Animas River, which spilled from its banks and covered the Rio Grande tracks to a depth of a foot in places just north of Durango. Because of the high water, no trains were run on Wednesday, June 11, but operations resumed the next day. Durango Agent, Amos Cordova, must be wondering what in the world will happen next.

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Do you remember these big beauties? Dick Kindig photographed the Union Pacific's gas-turbine electric #1 at Cheyenne, on October 13, 1962. Delivered to the UP in 1958, these 8,500 hp "Big Blows" were two units, permanently coupled and equipped with auxilliary heavy oil tender.

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THE COLORADO RAILROAD MUSEUM had the second steam-up of the season over the Memorial Day weekend, with Engine 346 and the Galloping Goose in operation. The highlight of the three-day event was the burning of the mortgage by Bob Richardson, using hot coals from the firebox of the 346. After the mortgage-burning ceremony, a new museum flag, designed and produced by the museum staff and volunteers, was raised for the first time. Heartiest congratulations go out to Bob Richardson and the trustees of the Colorado Railroad Historical Foundation and to all those folks who have helped make the Colorado Railroad Museum possible.

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LOOKING BACK - One of the more fascinating periods in American railroad history was that era from early in this century to the mid-1930's when the Silk Trains sped across the land. Originating in the west coast ports of San Francisco, Portland, Seattle and Vancouver, B.C., these high-speed specials carried the precious raw silk cargo to the east coast, principally the cities of New York and Hoboken, New Jersey. Departure from the port cities was often made within an hour or two of the connecting ship's arrival, and passenger, mail and freight trains all waited in sidings while these hot-shots sped past. The average running time from coast to coast was 81 hours, with reports of a 1929 movement from Seattle to New York in 75 hours and 15 minutes. In 1924, the Great Northern ran a 10-car Silk Train between Seattle and St. Paul, Minnesota in 38 hours and 50 minutes, to set a record that has never been broken. The Great Northern probably hauled more of the raw silk than any other carrier, handling 307 Silk Trains between 1925 and 1932. The western railroads made a fetish of the Silk Trains, for they

were prime revenue producers, the insurance coverage was expensive, and because railroad men saw a bit of romance in the movement of the silk. The development of synthetic fibers such as rayon eliminated the need for the high-speed Silk Trains, and regrettably, they faded from the American scene.

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IT HAS BEEN OVER 40 YEARS, now, since the Denver & Rio Grande Western Railroad adopted the streamlined "Rio Grande" monogram, which is found on just about everything associated with the carrier. However, this monogram was not originally intended for use on such items as locomotives and freight and passenger cars, but was developed for the head rest covers of passenger coach seats. In June of 1939, the Rio Grande, with the CB&Q and the Western Pacific, started a new Chicago to San Francisco passenger service via the Moffat Tunnel. Called the Exposition Flyer, the new train was originated to serve the Golden Gate Exposition and the New York Worlds Fair, and to capture a share of the Union Pacific's trans-continental passenger business. A number of Rio Grande coaches had been remodeled for the new train, and their interiors were being redecorated. The Rio Grande shield emblem in use on head rest covers at that time did not fit in with the interior design of these cars, and after much discussion, the new monogram was adopted. An employee of the D&RGW Purchasing Department, Miss M. Laura Bramkamp, designed the monogram, now one of the most widely recognized logos in the railroad industry.

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A TRIO OF WESTERN RAILFANS has come up with a rather ambitious proposal to operate steam-powered excursion trains on the Coalmont and Encampment branches of the Union Pacific Railroad. Incorporated under the name of the Laramie, North Park & Western Encampment Valley Scenic Railroad Company, Incorporated, the group proposes to obtain trackage rights from the UP to operate passenger trains on the two lines. While the L.N.P. & W. organizers have taken such steps as incorporating, obtaining I.R.C. tax exemption status, and cleared the project with the Securities and Exchange Commission, they have not conducted any negotiations with the Union Pacific Railroad, nor have they made any positive inquiries on the availability of equipment. They have drafted a prospectus outlining the organizational and operational goals of the corporation, which is available to anyone interested in working on creation of an excursion railroad from the ground up. Inquiries may be sent to the LNP&W, C/O 3701 East "O" Street, Suite B-2W, Lincoln Nebraska 68510.

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ON A DILAPIDATED NARROW GAUGE railroad in a certain state, a traveler was struck with the general air of hopelessness of the entire country. Rundown farms, fences falling to pieces, and houses unpainted and dismal were seen as mile after mile was reeled off. Finally a countryman got on and the two fell into conversation.

"Country around here looks fearfully dilapidated," remarked the traveler. "Yeah, but jist wait and ye'll see somep'n wuss," replied the countryman. The train stopped. They looked out and saw a rail missing ahead. The train crew clambered out, crowbars in hand, proceeded leisurely to the rear of the train, loosened a rail, and carried it forward. It was spiked into position and the train proceeded. "Somebody stole a rail?" asked the traveler. "Yeah, about twenty years ago, I reckon. Ever since, they hain't nobody bought a new one. When the train comes back, they've got to stop and tear up that rail again."

(from a Treasury of Railroad Folklore, Botkin & Harlow, Crown Publishers, 1953)

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FOLKS IN AND AROUND MT. PLEASANT, Ia., are busy these days getting things ready for the 31st Annual Reunion of the Midwest Old Settlers & Threshers Association. One of the most family-oriented celebrations in the country, Old Settlers presents a nostalgic look at life in rural America as it was in the days of steam power and true horsepower. With over 100 steam engines in operation daily, Old Settlers also offers gas tractors, horses, antique automobiles, a three-foot gauge railroad, as well as vintage trolleys. There are also craft demonstrations, a heritage museum, chautauqua entertainment, antiques, and best of all, those delicious home-cooked meals. Scheduled this year for August 28 through September 1, the Old Settlers Reunion offers the best in good entertainment for the entire family.

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THE RECENTLY ANNOUNCED plans of the Santa Fe and Southern Pacific railroads to merge is not the first time that these two rail giants have tried to accommodate each other when the competition threatened profits. Nearly 100 years ago, both lines were interested in bringing settlers to the west, both as land buyers and to create new shipping markets. After arriving in California, the Santa Fe began cutting passenger fares, and the price of a first class ticket from points west of the Missouri River to the West Coast fell from \$118 in 1886, all the way to a single dollar in 1887! Needless to say, it was not long before the Santa Fe and the Southern Pacific got together and soon pushed the rate up to \$50.

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THE MANY URBAN RENEWAL PROJECTS now in progress around the country have nothing on the rebuilding of Tiny Town, the miniature village located on the banks of Turkey Creek southwest of Denver. Built by a Denver businessman, 65 years ago, Tiny Town at one time consisted of 125 diminutive buildings, gold mine, Indian village and railroad. However, time, neglect and the flooding waters of Turkey Creek ravaged the pint-sized village, until only 40 buildings and the rail line remain. Now, four Denver area families have undertaken the job of restoring the town, hoping to complete the project begun in the 1970's by Lyle Fulkerson. While work is in progress, Tiny Town is open for business daily from Noon to 6:00 P.M., with an admission charge of \$1.00. Repairs have been completed on the railroad's two 1940's vintage steam locomotives, and trains are running on weekends on the 1.25 mile line.

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OUR MOST SINCERE CONDOLENCES go out to the family of Rocky Mountain Railroad Club member, George Mariacher of Denver, who passed away recently at the age of 62. A long-time member of this organization, Mr. Mariacher was most active in the club's excursions and activities.

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SWAP 'N SHOP - Personal ads are accepted from club members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise items. Listings are on a space-available basis only.

WILL TRADE: Have two color, globe, brass "Queen" conductor's lantern and will trade for Colorado or interesting brass number plate.
RAY KENLEY, 11378 West 73rd Avenue, Arvada, Colorado 80005.

WANTED: For book on the Santa Fe development of Raton Pass. Photographs of:

1. Original Trinidad depot in 1883.
2. The Jansen depot, retired in 1952.

3. The Starkville, CO depot, retired in 1940's.
4. Clear view of Lynn, N.M. buildings in the 1930's and 1940's.
5. Buildings at Gallinas, CO., and Keota, N.M.
6. Amtrak and freight trains on the pass in the last 10 years.

Will pay.

JARED V. HARPER, Box 384, Comer, Georgia 30629

FOR SALE:

1. Otto Mears filagree pass (silver) on the Rio Grande Southern Railroad for 1892. Made out to T. Y. Rattle, #556. Highest bid over \$1,200.
2. Otto Mears silver flat pass for the Silverton Railroad for 1889. Made out to J. T. Helm, #316. Highest bid over \$500.
3. T.P.A. silver pass, good on the D&RG Railroad, Union Pacific Railroad, and the Colorado Midland Railroad for 1980. Highest bid over \$100.

R. A. RONZIO, P.O. Box 344, Golden, Colorado 80401. Phone:
(303) 279-1507.

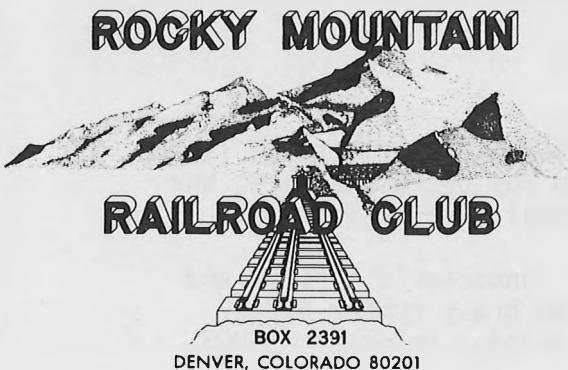
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