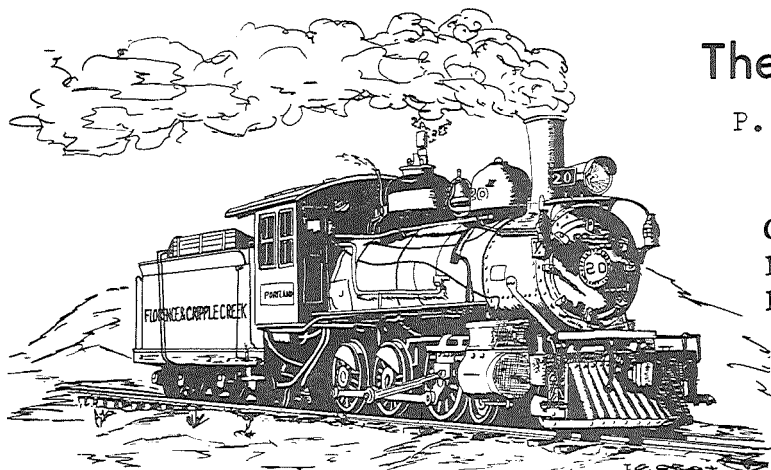


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

AUGUST 1967

No. 96

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, AUGUST 9, 1967
TIME 8:00 P.M.
PLACE WESTERN FEDERAL SAVINGS BLDG., (LOWER LEVEL MEETING
ROOM), 17TH & CALIFORNIA STS., DENVER

PROGRAM NOTES: OUR PROGRAM, "SAN JUAN EXPRESS," WILL BE PRESENTED BY RON RUHOFF. THIS IS ONE OF RON'S MOVIES, COMPLETE WITH SOUND, AND THOSE FAMILIAR WITH RON'S WORK WILL NEED NO URGING TO ATTEND THIS MEETING.

THOSE ATTENDING THE JULY MEETING WERE TREATED TO A MOST CAPTIVATING PROGRAM BY AL VOIGHT. HIS SUPURB 16MM COLOR MOVIES, WITH SOUND, OF THE NARROW GAUGE IN OPERATION DURING THE FALL COLOR SEASON BROUGHT FORTH MANY AN "OH!" AND "AH!" AND LEFT US WITH MANY NOSTALGIC MEMORIES.

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LIVE STEAM HARRY ROOT HAS COMPLETED HIS FIFTH ENGINE IN A PERIOD OF 5 YEARS. THIS LATEST ONE IS A 4-4-0, STYLED A-LA-1880, AND HE NOW HAS IT IN OPERATION AT HIS HOME LAYOUT (845 S. YATES IN DENVER). TWO OTHER ENGINES ARE RUNNING, A 4-8-4, WHICH RESEMBLES A CANADIAN PACIFIC LOCOMOTIVE, AND A USRA 4-6-2, WHICH HAS RUN AT MORE THAN 120 MPH. ALL THREE LOCOMOTIVES ARE IN 1"-SCALE. PREVIOUSLY, HARRY HAD BUILT AN 0-6-0 SWITCHER AND A 4-4-2, BUT HE SOLD BOTH OF THEM TO OTHER LIVE-STEAMERS IN THE AREA. HARRY GOES ALL OF THE WAY TO BALDWIN FOR HIS COAL, WHICH IS WHERE THE SOUTH PARK GOT ITS EXCELLENT FUEL. SO, IF YOU WANT TO KNOW HOW SOUTH PARK SMOKE SMELLED, VISIT HARRY ON A SUNDAY MORNING BETWEEN 10 AND 12.

MILTON FICK'S 1½"-SCALE MODEL OF A D&RGW 2-8-2, No. 476 IS JUST A LITTLE TOO LONG TO RUN ON HARRY ROOT'S LAYOUT, SO MILT BUILT A LENGTH OF TRACK IN HIS YARD. HE HAS FIRED-UP THE ENGINE, AND IT RUNS JUST AS WELL AS ITS PROTOTYPE. THIS GIVES MILT THE DISTINCTION OF HAVING THE SHORTEST (SCALE) STEAM-POWERED RAILROAD IN COLORADO, ABOUT 1/4-MILE LONG. (3143 W. 26TH AVE., DENVER)

THOUGH NOT LIVE STEAM, HERB VOTAW'S 1"-SCALE RUNNING (BUT NOT WORKING) MODELS ARE UNBELIEVABLY REAL. SO FAR, HE HAS MADE D&RGW 4-6-6-4 No. 3712, UNION PACIFIC No. 844 AND UNION PACIFIC No. 4019. HIS LATEST ONE IS SANTA FE 2-10-4 No. 5030. HERB'S MODELS ARE NOT MERELY REPRODUCTIONS; THEY ARE TRUE MODELS WITH ALL OF THE PARTS BUILT JUST LIKE THE ORIGINAL ENGINE, EXCEPTING, OF COURSE, THE BOILER. (2778 S. XAVIER ST., DENVER)

OUTSIDE OF DENVER, JOHN JAIDINGER'S MODEL RAILROAD IS MOST REMARKABLE FOR ITS REALISM. HIS COLOR-PHOTOS OF IT WILL FOOL EVEN THE EXPERTS! JOHN'S RAILROAD IS 1/4 OF FULL-SIZE, AND HIS 4-4-4 IS A BIG PIECE OF MACHINERY. LETTERED "RIO GRANDE", ALL OF HIS EQUIPMENT, INCLUDING A POP-CAR AND 4-WHEEL CABOOSE, AND EVEN A WATER TANK, LOOKS JUST LIKE A D&RGW TRAIN ABOUT 50 YEARS AGO. JOHN'S 3800' LAYOUT (ACTUAL!) IS WORTH A SIDE-TRIP IF YOU'RE IN CHICAGO (5719 BERENICE AVE.).

WHO ELSE IS RUNNING THEIR LOCOMOTIVES THIS SUMMER?

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WORK DAY!

WORK DAY!

WORK DAY!

WORK DAY!

IT HAS BEEN MANY A MOON SINCE WE CALLED A WORK DAY AT THE COLORADO RAILROAD MUSEUM IN GOLDEN TO FURTHER PAMPER OUR EQUIPMENT STORED THERE. THE TIME HAS COME TO CALL FOR A GOOD CREW OF WILLING VOLUNTEERS WITH AN ARRAY OF TALENT AND MUSCLE TO PAINT, DUST, AND SEE TO A MYRIAD OF OTHER DETAILS THAT WILL EASE THE SPLENDID OLD AGE OF OUR VALUABLE AND RARE EQUIPMENT.

THE DAY: SATURDAY, AUGUST 12, 1967 THE TIME: 9:00 A.M. THE PLACE: THE COLORADO RAILROAD MUSEUM, 17555 WEST 44TH AVENUE, GOLDEN. IF YOU CAN'T MAKE A DAY OF IT, PLEASE GIVE US WHAT TIME YOU CAN SPARE. WE CAN GUARANTEE A JOB FOR EVERYONE WHO SHOWS UP. YOU ARE NEEDED.

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CRIPPLE CREEK RAILROAD
UNDER CONSTRUCTION

CLUB MEMBER JOHN BIRMINGHAM, OF BOULDER, COLORADO, AND HIS ASSOCIATE, LOUIS KELLER OF CEDAR RAPIDS, IOWA, ARE PRESENTLY INVOLVED IN THE CONSTRUCTION AND OPERATION OF A NEW TWO-FOOT GAUGE RAILROAD CALLED THE CRIPPLE CREEK & VICTOR N.G. R.R., AT CRIPPLE CREEK, COLORADO. USING THE FORMER MIDLAND TERMINAL RIGHT-OF-WAY, THE TRACKS NOW RUN SOUTH FROM THE CRIPPLE CREEK DISTRICT MUSEUM (THE OLD MIDLAND TERMINAL DEPOT AT THE END OF BENNETT AVENUE) ACROSS POVERTY GULCH ON A HIGH FILL, THROUGH A CURVING ROCK CUT AND THEN ACROSS A CRIPPLE CREEK STREET ON A NEWLY BUILT BRIDGE. THE BRIDGE, A MAJOR UNDERAKING IN THE CONSTRUCTION OF THE NEW LINE, WAS MADE FROM PARTS OF THE FORMER GREAT WESTERN BEET DUMP TRESTLE AT EATON, COLO. AT THE PRESENT TIME, THE LINE IS OVER A MILE LONG AND STILL BEING EXTENDED. PLANS ARE TO REACH A PICNIC GROUNDS ABOUT ONE AND ONE-QUARTER MILES SOUTH OF CRIPPLE CREEK BY THE END OF THE 1967 SEASON. NEXT YEAR IT IS HOPED THAT THE RAILS WILL REACH ANACONDA, AND EVENTUALLY REACH VICTOR, THE OTHER MAJOR TOWN IN THE DISTRICT, 5.3 MILES FROM CRIPPLE CREEK. RAILS WEIGHING 56, 60 AND 65 POUNDS PER YARD, TOGETHER WITH SWITCHES AND OTHER TRACK MATERIAL, HAVE BEEN PURCHASED FROM THE GREAT WESTERN RAILWAY, THE D&RGW RR AND THE WESTERN WOOD PRESERVING CO.

THE LOCOMOTIVE, PURCHASED FROM COMPANIA MINERA MEXICANA PENOLES, IN AVALOS, MEXICO, THREE YEARS AGO, IS A COAL-BURNING 24-INCH GAUGE 0-4-0T SIDE TANKER BLACK AND GREEN WITH YELLOW LETTERING. IT CARRIES THE NUMBER 3, WAS BUILT BY H. K. PORTER (CONSTRUCTION #7063) IN 1927, SHOWS THE ROAD NAME ON THE SIDE TANKS AND ON THE CAB SIDES DISPLAYS THE NUMBER 3 TOGETHER WITH ITS NAME, "VISTA GRANDE." THIS NAME WAS ONCE CARRIED BY A NARROW GAUGE GOLDEN CIRCLE RAILROAD TEN-WHEELER, No. 52, WHICH OPERATED IN THE CRIPPLE CREEK DISTRICT FOR MANY YEARS.

JOE BAKER, SUPERINTENDENT OF THE GREAT WESTERN RAILWAY, HAS GIVEN GENEROUSLY OF HIS TIME AND ADVICE IN ASSISTING JOHN IN PROBLEMS OF TRACK-LAYING, BRIDGE-BUILDING, ETC. THE GREAT WESTERN SHOP FORCES HAVE RECONDITIONED THE LOCOMOTIVE. TWO PASSENGER CARS, PAINTED TO MATCH THE LOCOMOTIVE, WERE BUILT BY THE GREAT WESTERN RAILWAY, AND THESE RIDE ON TRUCKS SECURED FROM AN INDUSTRIAL RAILROAD AT TOOELE, UTAH. A SECOND TWO-FOOT GAUGE LOCOMOTIVE, AN 0-4-4-0 MALLET, PURCHASED IN MEXICO AT THE SAME TIME, IS IN GOOD OPERATING CONDITION AND WILL PROBABLY BE USED ON THE NEW LINE NEXT YEAR.

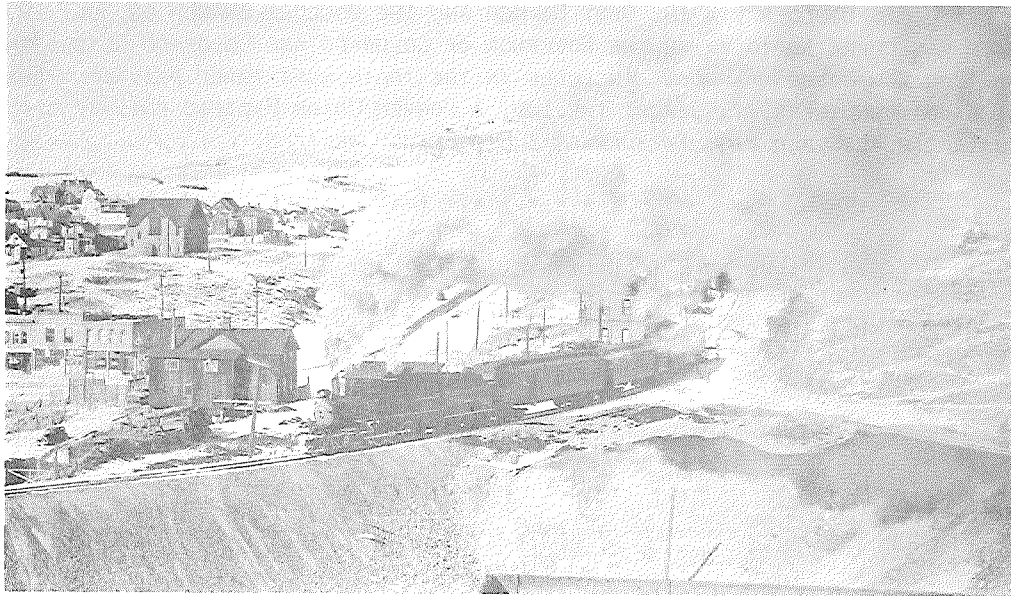
ANY CLUB MEMBER WHO IS INTERESTED IN WORKING ON THE TRACK AND OPERATING THE TRAIN SHOULD GET IN TOUCH WITH JOHN BIRMINGHAM BY TELEPHONING HIM AT THIS HOME, WEEKDAY EVENINGS, AT 442-3983. THE ROCKY MOUNTAIN RAILROAD CLUB IS CONSIDERING A GROUP VISIT SOME SATURDAY IN SEPTEMBER, WHEN MEMBERS WILL BE ALLOWED TO RIDE THE TRAIN, AND EVEN OCCASIONALLY OPERATE THE LOCOMOTIVE!

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GALLOPING GOOSE
TO RUN AGAIN?

ANOTHER PROPOSED RESTORATION OF A RAILROAD IN COLORADO WAS MENTIONED RECENTLY IN THE SAN LEANDRO (CALIFORNIA) DAILY REVIEW. THIS ARTICLE REFERRED TO THE FAMOUS "GALLOPING GOOSE," ONE OF THE AUTO-RAILCARS ONCE USED ON THE RIO GRANDE SOUTHERN, STATING THAT CIVIC LEADERS PROPOSED TO LAY A MILE OF 30-POUND RAILS FROM DOLORES, COLORADO ALONG THE DOLORES RIVER "TO A SCENIC OVERLOOK," WHERE THE OLD RAILCAR WOULD OPERATE. DOLORES CHAMBER OF COMMERCE OFFICIALS INTEND TO DEFRAY PART OF THE ESTIMATED \$10,000 COST FOR THE RESTORATION BY SELLING HONORARY STOCK CERTIFICATES TO CHARTER MEMBERS OF THE NEW LINE. NEWSLETTER REPORTERS, HOWEVER, HAVE HAD NO INDICATION THAT ACTUAL CONSTRUCTION HAS BEGUN AT THE PRESENT TIME.

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YESTERDAY..... THE LAST PASSENGER TRAIN TO LEAVE CRIPPLE CREEK FOR COLORADO SPRINGS STEAMS BRISKLY OUT OF THE MIDLAND TERMINAL DEPOT WITH A ROCKY MOUNTAIN RAILROAD CLUB SPECIAL. THE DATE WAS SUNDAY, FEBRUARY 6, 1949--A VERY COLD BUT SUNNY WINTER DAY. FEW OF US ABOARD THAT DAY THOUGHT WE WOULD EVER AGAIN HAVE AN OPPORTUNITY TO RIDE OVER THIS GRADE.



.....AND TODAY On July 15, 1967, EIGHTEEN YEARS LATER, THE "VISTA GRANDE" STEAMS PROUDLY ACROSS THE SAME FILL OVER POVERTY GULCH. THE TRACK IS NARROWER, THE LOCOMOTIVE AND COACH ARE SMALLER, AND THE RIDE IS SHORTER; BUT, HOPEFULLY, IT IS THE BEGINNING OF A NEW RAILROAD BETWEEN CRIPPLE CREEK AND VICTOR. IN THE BACKGROUND, ON A LEG OF THE POVERTY GULCH WYE, STANDS LOS ANGELES P.C.C. CAR 3101, A SAD SYMBOL OF AN ABORTIVE EFFORT TO BUILD AN ELECTRIC LINE BETWEEN CRIPPLE CREEK AND VICTOR. THE ELECTRIC RAILWAY ENTERPRISE IS NOW INVOLVED IN EXTENSIVE LITIGATION, AND THE OUTCOME WILL PROBABLY NOT BE KNOWN FOR SOME TIME.

SPECIAL TRAIN ON
U.P. BOULDER BRANCH

THE SINGING RAILS CORPORATION, OWNED BY CLUB MEMBERS DRS. JOHN BIRMINGHAM AND JAMES R. ARNIELL, OPERATED A SPECIAL DIESEL-POWERED TRAIN FROM DENVER TO BOULDER VIA THE DENT BRANCH AND THE BOULDER BRANCH ON JULY 29, 1967.

THE SPECIAL TRAIN WAS OPERATED TO BRING THE GOVERNOR OF COLORADO AND COLORADO CONGRESSMEN TO BOULDER FOR THE "POW WOW RODEO" PARADE. INCLUDED IN THE TRAIN WERE THREE PRIVATELY-OWNED CARS - THE 101, EX-COLORADO & SOUTHERN RY. COACH; THE 100, A FORMER UNION PACIFIC PRIVATE CAR; AND THE 107, A PRIVATE CAR ACQUIRED FROM THE DENVER & RIO GRANDE WESTERN.

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FIRST PULLMAN TRAVELER: "I SLEPT LIKE A LOG LAST NIGHT."

SECOND: "YES, I HEARD YOU SAWING IT!"

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ED. SCHNEIDER, PRESIDENT

R. A. CORDILL, SECRETARY

TOM GRAY, VICE PRESIDENT

ANE O. CLINT, TREASURER