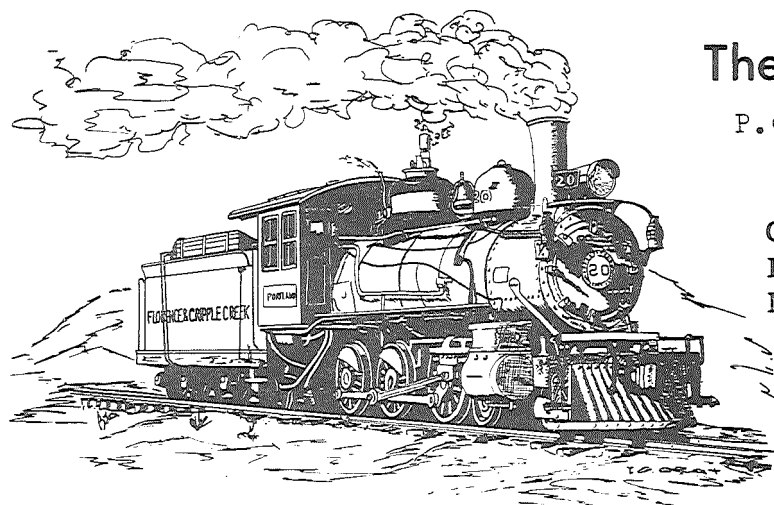


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

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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, October 11, 1967
Time 8:00 p.m.
Place Western Federal Savings Bldg., (lower level
meeting room), 17th & California Sts.,
Denver

PROGRAM NOTES: Irv August will present the program this month - a movie
entitled "Last Run Over Marshall Pass". This promises to
be a most interesting evening - come and bring a friend!

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UNION PACIFIC An article in the Denver Post last month announced that "The
GOLDEN SPIKE ring of hammer on spike will echo again across the desolate
Utah hills where the Union Pacific and Central Pacific rail-
roads met to complete the nation's first transcontinental railroad, William
T. Krueger, superintendent of the Golden Spike National Historic Site says
the Union Pacific Railroad has donated to the National Park Service rails
and fittings for a mile of track to be used in development of the site." The
article goes on to state that the rails, "Although not manufactured until the
1880s..(are)..the same weight as rails laid here in 1869 - 56 pounds per yard.
Union Pacific President Edd H. Bailey offered to donate the rails after re-
ceiving an inquiry from the National Park Service as to shether any rail of
this type still existed. The railroad then delivered the material at the
nearest railhead, Corinne, Utah, 25 miles from Promontory Summit. George B.
Hartzog, Jr., director of the National Park Service, termed the donation 'a
significant contribution to the over-all interpretive development we have in
mind for this outstandingly important place in our country's history.' It's
expected that development of the Golden Spike National Historic Site will be
substantially complete by the centennial date of May 10, 1969..."

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ALBUQUERQUE William Weinrod of Albuquerque, New Mexico writes us, "...that
RR RUNS the RR Committee of the Greater Albuquerque Chamber of Commerce
sponsored a series of five excursion trips (Sept. 14 - 18)
between Albuquerque and Santa Fe and return, a full day affair for each of the
five trips, and the response and attendance on all five trips was good...some
trips were oversold. This fact has given encouragement to the Chamber to
explore further, the idea of a seasonal (summertime) excursion possibly using
steam (????) with permission of the AT&SF of course!"

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MORE ON THE SOUTH PARK

Another item discovered in "THE WHOOPER", an independent paper published in Kokomo, Colorado, Vol. 1., No. 34, Friday, October 21. 1898:

"O Lord, how long, how long? are we to suffer with this railroad called the South Park. Kokomo is very unluckily situated on a side track a few hundred yards from the main track and every morning for the past week the train en route from Leadville to Denver has stopped on the main track and compelled passengers, agent and everyone who patronizes it, to wade out through the snow to meet it. We say train but we are in a quandry as to what to call it for it is composed of a passenger coach, a mail coach, an ore car, a hog car, a box car or any delapidated thing that happens to have wheels. It is neither passenger freight and by no means an accomodation but it calls forth the damnation of all who are compelled to patronize it. Como, Breckenridge and Kokomo are the three towns between Leadville and Denver on this line that have aught else than a section house and a barn. Here, we very happily state, we have another railroad and several houses and being one of the principal points of interest on this railroad, they at least might condescend to deliver the mail for we gladly welcome any communications from the outside world even if all we do get is exchanges and several letters which on opening are found to contain a bill and on the bottom "Please remit. This our third notification, we do not wish to press you but etc."

"The people of Kokomo will gladly welcome a change at the first of the year just for variety's sake not that they expect a better service, it has always given the best of satisfaction -- to the officials.

"A subscription is being taken up for the engraving of an epitaph on the tomb of the passing management which will read 'Just Behind the Times'."

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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 correspondence concerning an item, nor will we appraise items to be offered for sale. Send your listings to the Editor by the 20th of the month preceding publication.

Swap - Will swap copy of "South Park Supplement" - mint condition - for best offer any or all of the following Denver Westerners BRAND BOOKS: Vol. 1, 1945 (brown binding); Vol. 2, 1946; and/or Vol. 3, 1947.
Chuck Powell; 933 Arroyo Terrace; Alhambra, California 91801

Wanted - Pictures of the "Chili Line" of the D&RGW narrow gauge of the period 1930-1941 in the Estancia-Otowi-Santa Fe area. Will pay cash. Inspection privilege requested.
William Weirrod; 5900 Domingo Rd. NE; Albuquerque, New Mexico 87108

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WRITE YOUR CONGRESSMEN!!! The Santa Fe is now requesting permission to discontinue some lines because the RPO's are being discontinued. Let's protest.

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Thought for Today It is where we are going rather than where we have been that is of great importance. Success is failure turned inside out.

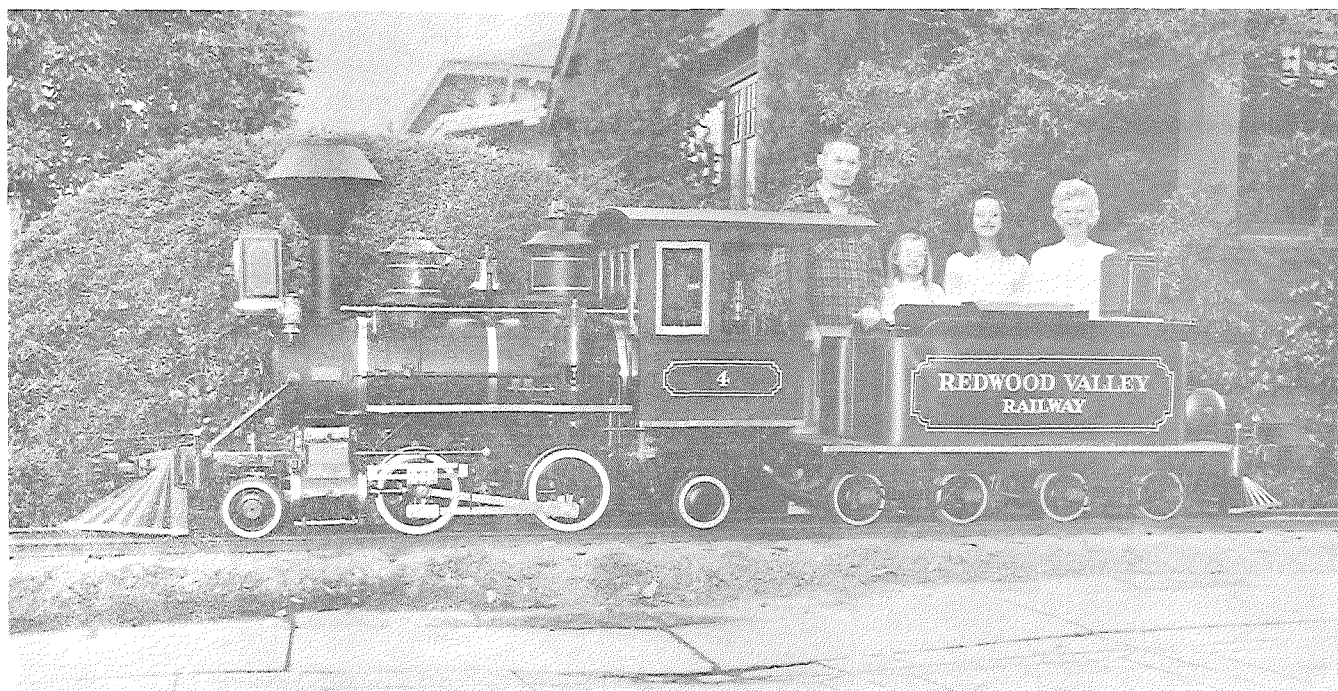
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LIVE STEAM Club Member Erich Thomsen operates a railroad, the Redwood Valley Railway, which has half-a-mile of 12"-gauge track in Tilden Park at Berkeley, Calif. Its rails have been kept bright by an exquisite little 4-4-0 which Erich built, and No. 1, the Cricket, has brought joy to thousands of youngsters who have ridden behind it.

NOTES

Unlike most other American railroads, the RV is embarking on a great expansion program. Later this year its gauge will be widened from 12" to 15"; the track will be lengthened to enable the trains to run almost two miles; and six cars and a new 2-4-2 locomotive will be added to the roster. This latest product of Erich's shop is no "model" in the usual sense of the word; it is perfectly proportioned and beautifully detailed. If you were to see it, minus any background, you would say that it was a reincarnation of a Baldwin plantation locomotive built ages ago. Even with a magnifying glass, the photo reveals mechanical details identical to those used on full-size engines. No. 4 has made one visible concession to the 20th Century - automatic couplers - though it still has a kerosene lamp in the cab. Without doubt, Erich has produced one of the most perfect locomotives to have been built since Lima, Alco, and Baldwin went out of the business.

So, if you're out Berkeley way anytime, it will be worth your while to visit Tilden Park and see these two steam-powered jewels. As an added attraction, you can see a standard-gauge 0-4-0 saddle-tanker, which might be operating during one of its rare live moments.



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 Tom Gray, Vice President

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