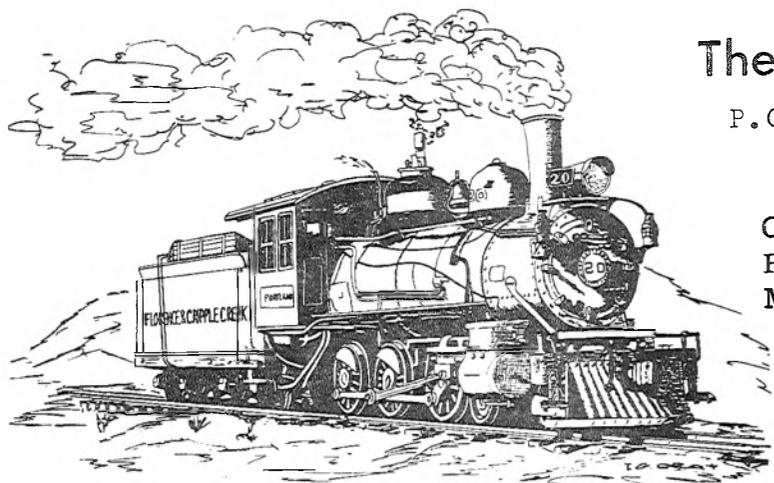


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

October 1966

No. 86

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

Editor Ted S. McKee

MEETING NOTICE: Date: Wednesday, October 12, 1966
 Time: 8:00 p.m.
 Place: Western Federal Savings Building (basement meeting room),
 17th and California Sts., Denver

PROGRAM NOTES: Tom Gray, whom many of you know as Chief Storekeeper on this year's
Club excursions, will do an entertaining and steam-filled Lowell
Thomas-bit and take us on a journey south of the border. Tom says
he'll have Mexican Northern, Mikes and other configurations, some
well known, others not, to delight the eyes and titillate the senses.

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YES, RAILFANS, THERE IS AN ALAMOSA-DURANGO No sooner had the August 'Rail Report'
LINE; SERVICE RESUMES "UNTIL THE SNOW FLIES!" gone to press with news of curtailed NG
D&RGW reporter that trains were rolling once again over the Alamosa-Durango mainline,
and would continue on at least a once-a-week schedule until snow blocks the line.

Trains operated every day, August 15 through 20, 25, 26, 27 and September 1, 2 and 3.
More recently, to give you a few examples of the activity, engines 498 and 483 made
a run from Alamosa to Chama on September 14, while the 484 and 488 worked from
Durango to Chama on the same day. On the 15th, 484 and 488 made two Cumbres turns,
and 483 and 498 teamed on a westbound drag to Durango.

The news is encouraging, although certainly not indicative of the line's present life
expectancy. Trip Chairman Ed Haley has already contacted the D&RGW about the Club's
1967 Memorial Day excursion, Alamosa-Silverton and return, and we are hopeful that
the road will make this opportunity available to us once again.

In the meantime, retirement of seven veteran NG steamers has been announced by D&RGW
in Denver. No disposition of the engines has been indicated but we assume that they
will be cannibalized to keep the remaining power in good repair. Engines to go out of
service: 464, 482, 486, 489, 490, 494, and 495. This leaves 14 steam locomotives
officially listed as "in service": the 473, 476 and 478 (K-28 class used exclusively
in Durango-Silverton service), and the balance of the 480 and 490 series.

The 480's carry road class K-36, were constructed in 1925, feature 20-inch cylinders,
44-inch drivers, carry 195 pounds of steam and exert a tractive effort of 36,200
pounds. The 490 series, class K-37, were built between 1928 and 1930. Cylinder and
driver measurements are the same as the 480's but steam pressure is rated at 200
pounds, with tractive effort of 37,100 pounds. And an interesting note about the 490
series: they were originally standard gauge locomotives, numbered in the 1000's.

They were rebuilt by the D&RGW shops and were the last NG engines to go into service.

The 464 is an interesting little engine, the last of the K-27 class, which originally numbered 15 engines (450-464). They were built in 1903 by Baldwin and carried a number of distinctive firsts and lasts: they were the first Mikados (2-8-2) built for the D&RG, they were the only narrow gauge compounds to be delivered, and they were the last Vauclain compounds purchased by the road. The engines were used in freight service, sported 40-inch drivers, 17-inch cylinders, carried 2000 pounds of steam and were rated at 27,000 pounds of tractive effort.

OVER 400 FANS FROM 30 STATES ENJOY Some 450 rail enthusiasts representing 30 states
WEEKEND WITH #51 AND UP'S 8444 enjoyed a weekend of steam, smoke and whistles be-
hind venerable #51 and UP's mighty 8444 as the
Rocky Mountain Railroad Club operated our first back-to-back excursions on September
24 and 25. The venture was eminently successful, with the two-engine, two-railroad
formula drawing hundreds of members and guests from out of town.

The Saturday trip with #51 to Boulder and our annual dinner at the Harvest House was
the more lightly attended, but the trip was financially successful, and enjoyed by all.
The meal and the service provided by the Harvest House far surpassed that of any
previous Club dinner meeting. Members and their guests were officially welcomed to
Boulder by City Council member Mike Trent who spoke briefly before dinner.

Bill Gordon's spectacular movie footage of Union Pacific steam in action was a breath-
taking preview of the next day's trip. Member Howard Fogg tracked the 8444 through
the countryside north of Denver at 2:00 o'clock in the morning on the night of its
arrival for our trip and succeeded in tape recording 20 minutes of magnificent sound
of the engine as she rolled along. Howard played the tape as background for Bill's
movies, with the combination literally bringing down the house.

We can't possibly say enough about Sunday's UP run to Laramie. The day was perfect,
the engine performed beautifully, the photo stops were excellent with the engine pro-
ducing amazing amounts of smoke, the dining car crew prepared and served three
delicious meals with nary a hitch despite a standing-room-only crowd on the train -
all in all, one of the finest trips in Club history.

We will definitely repeat the Denver-Cheyenne-Laramie run with 8444 next year. But
this trip and the traditional narrow gauge Journey to Yesteryear are the only 1967
excursions that are contemplated at this time.

MEMBERS OFFERED RARE OPPORTUNITY TO OBTAIN One of the most famous and wanted books
GRIP SACK GUIDE REPRINT AT SPECIAL PRICE by travelers in gold rush Colorado was
Crofutt's Grip Sack Guide. Rare original
editions occasionally turn up at dealers, but are priced out of reach of all but the
most enthusiastic collector. Now, to make this valuable guide generally available
once again at a reasonable price, the 1885 edition has been reprinted.

The Rocky Mountain Railroad Club has made special arrangements through Cubar
Associates and the guide's exclusive distributor, Fred Rosenstock, to offer this big,
hardcover volume at just \$10.00 (regular, \$12.50). The guide contains a good deal
of early railroad information, including rare pictures of the D&RG's Calumet Branch
and previously unpublished photos of the Denver, South Park and Pacific, plus 80
pages of valuable ghost town information. If you are at all interested in Colorado
history, this great volume belongs in your library.

Please note that this offer is strictly limited -- it is open to Club members only,
limit one volume per member, and orders must be received no later than November 15.
We must still manufacture shipping cartons for the guide, but all orders will be
processed by December 1. Don't delay -- we cannot repeat this special offer. Order

your copy today on the enclosed form.

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ITEMS FROM EXCURSION "GENERAL STORE" The Club operated a sort of general store on
NOW AVAILABLE BY MAIL FOR CHRISTMAS this year's narrow gauge excursion, with a
limited number of special souvenirs available
on an experimental basis. The venture was completely successful, several items were
entirely sold out and many passengers requested a repeat performance. We expanded
our list of available items for the July Lyons trip, and again for our big back-to-back
weekend last month. Our stock now includes 23 different railroad and Club books
and merchandise, many of them exclusive, and we are making them available now by
mail for the first time.

The idea was originally conceived to give out-of-town members and guests a real
railroading souvenir of their visit to Colorado and steam railroading at its best.
The modest profits realized from the sale of these items goes into our excursion
fund to help make future trips possible. And, by having all merchandise centrally
located and offered only by the Club officially, unauthorized persons are prevented
from hawking their wares through the train and annoying passengers. We are de-
lighted with the success of the "general store" and hope that many members will avail
themselves of the opportunity to purchase rail and Club items by mail, much of it
available only through the Club, and many items at special member discount prices.

We have already described our offer on Crofutt's guide. Here is another new addition:
a hi-fi, 33 1/3 rpm record of steam locomotive sounds as presented by Howard Fogg in
"All Steamed Up." The original of this recording, and two subsequent editions, were
sold out. This fourth edition is a new, improved pressing, with narrated sound
stories of Colorado & Southern steam. The record, 12-inch monaural, is an absolute
delight and we are pleased to be able to offer it.

All available items are described briefly and priced on the enclosed order blank.
Please send your order, with payment in full, to the address shown. One note:
book orders will be shipped by individual publishers, while Club merchandise is being
handled by several members to spread the workload. Your order will probably arrive
in several shipments a week or more apart. So please be patient, knowing that we
will work diligently to expedite every order.

Look the list over and let us hear from you soon. It's not too early to think about
Christmas giving -- or hinting for Christmas getting.

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SHOP 'N SWAP A number of items this month, some carried over from last month's
mail due to our abbreviated September "Rail Report." And a reminder
that we will publish non-commercial listings in this column as a service to members,
covering items for sale, swap, wanted to buy, information wanted, etc. We cannot
enter into correspondence concerning any listing, nor can we advise anyone regard-
ing the value of items offered. Listings should be sent to the editor by the 20th
of the month preceding publication.

INFORMATION, NEWSLETTERS WANTED

Need dimensions for Georgetown Loop bridge. Also want originals or Xerox
copies of Club newsletters prior to #45, and all "Narrow Gauge News" except
41-50 inclusive. State price. Frank W. Tilley, Box 6143, College Station,
Texas 77840

POSTCARDS -- TRADE

Want to trade old postcards of Colorado. Have following categories:
trolleys, railroads, cities, small towns, scenic views, railroad stations.
Walter N. Hofer, 41 Maltby Pl., New Haven, Conn.

DENVER CABLE CAR INFORMATION -- WANTED

Need information and technical cable detail on Denver City Cable Railway for forthcoming book. Have several questions concerning cable locations, etc. Please write George W. Hilton, Professor, Dept. of Economics, University of California, 405 Hilgard Ave., Los Angeles, Calif. 90024

LOCOMOTIVE CYCLOPEDIA -- SWAP

Have 10th Edition (1941) Locomotive Cyclopeda in used but good condition; no torn, marked or missing pages. Will swap for either 7th edition (1925) or 12th edition (1944) in the same condition. James R. Laessle, Stanwick Road & Oak Ave., Moorestown, N. J. 08057

LANTERN AND LANTERN INFORMATION -- WANTED

Want C & S switchman's lantern (any color glass) with road initials molded in chimney. Also want information on manufacturers and basis for sizes of glass telephone and telegraph insulators. Will trade duplicates. Sidney J. White, 4760 S. Jason St., Englewood, Colo. 80110
Phone: 781-8762

DENVER & SALT LAKE MATERIAL -- WANTED

Switch keys, locks or any other historical material of the D & SL or of predecessor Denver, Northwestern and Pacific. Particularly want brakeman's lantern and photos of longest coal train (air brake test). Also -- can anyone identify switch keys stamped "USY," "So. Omaha," and "The W. W. Ry. Co."? F. Bauer, 440 Meadowlane Rd., Dearborn, Mich. 48124

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THOUGHT FOR OCTOBER

Noted nature writer John Kiernan said it, and he is absolutely right: "Bad weather always looks much worse through

a window."

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Ted S. McKee, President

Richard H. Kindig, Secretary

Ed Schneider, Vice President

Ane O. Clint, Treasurer