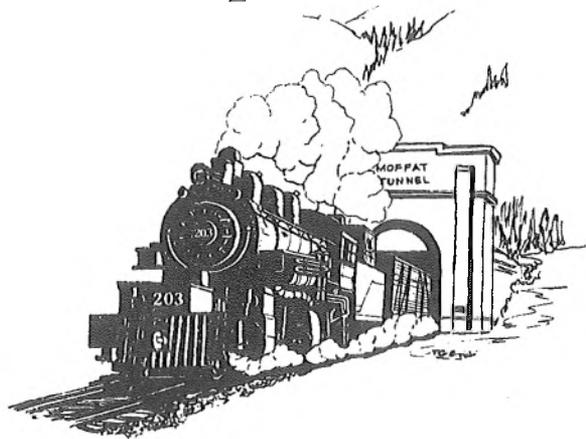


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391
August, 1976

Denver, Colorado 80201
No. 203

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, August 10, 1976
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: At the August meeting, Charles Ryland will give us a sampling of his world travels with a look at train riding in Spain and Mexico. In May of 1975, Charles took a variety of rail trips in Spain between such places as Maliga to Granada, via Santa Fe, as well as Sieville to Huelva, Madrid to Scavia, and Madrid to Toledo. In December of that year, he rode lines south of our border on the National Railways of Mexico out of Mexico City to Merida on the Yucatan Peninsula, where the famous Mayan ruins are located.

This should certainly be an interesting program, as it will cover a sampling of rail operations in Spain, a country whose rail system we hear little about, as well as touch on the National Railways of Mexico, whose system's passenger trains vary from First Class to the bare essentials.

Many of us who are interested in Colorado's rail history, have undoubtedly pondered at one time or another about how it must have been to experience a train ride or perhaps witness a railroad event(s) back in the days when steam power and narrow gauge operations were seldom given a second thought. Some of us have been fortunate enough to drive and/or walk over old railroad grades in the state, and by looking at pictures and reading books, get some idea of what took place or existed in a particular spot many years ago. At the July meeting, Ed Haley and Dick Kindig gave us their first hand account of a portion of a now extinct narrow gauge railroad...the Denver South Park and Pacific, relating their experiences on the colorful old line and illustrating with photos, a ride from Denver to Leadville and return in the 1930's. It was absolutely fascinating to see what the route and operation looked like back then, with many areas shown that can easily be viewed today; the Platte Canyon, the route along Highway 285 from Bailey west, Como, Boreas Pass, along the Blue and Tenmile Rivers, Fremont Pass and Leadville. A highlight of the trip was stopping and waiting for the rotary snowplow to dig its way through the snow on Boreas. Ed and Dick's program was certainly tops...in every respect!

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THE COLORADO RAILROAD MUSEUM entertained a fine turnout of people from Golden, Denver and surrounding communities on the weekend of July 17 and 18, with the steaming up of Engine 346, and the operation of the Galloping Goose. Rocky Mountain Rail-

road Club members dropped in throughout the day to take advantage of the free admission with families privilege, coupled with the chance to see and ride live steam in action. The club's "Cinderberger" stand provided burgers and plenty of ice cold pop for the hungry and thirsty, with Irwin and Barbara Chaim and Bob Luttrell providing most of the effort and expertise in that department. The Denver HO Club in the museum's basement was open and operating for the occasion, and an assortment of "foreign" equipment was seen burnishing the rails of the pike as individuals took advantage of the HO Club's invitation to visitors to run their equipment on the line. Adding to the enjoyment on Sunday, was the good weather prevalent most of the day. A mid-afternoon thundershower did come in off the mountains to cool the "scene" and provide much needed moisture. Visitors moved inside during the shower, to examine the indoor displays, the HO Club, and browse through the gift shop.

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THE "HAGERMAN HIGHSTEPPER" will take place on Saturday, August 14, when we will walk over the old Colorado Midland grade west of Leadville at Hagerman Pass. We will meet at the Golden Burro Restaurant in downtown Leadville at 8:30 a.m. Please see the last Rail Report for other pertinent information. Just a reminder - to bring good walking shoes or boots and appropriate wearing apparel that can be slipped on in the event the weather cools or a shower moves through the area. Many interesting traces of the railroad remain which we will see, including parts of old trestles, a wreck, construction camp, snow sheds, and the Busk-Ivanhoe Tunnel. At the upper end of the walk is the Hagerman Tunnel itself, which is still in relatively good condition at the east portal, with a "perpetual" floor of ice in the entrance. We will stay on or near the grade going up, which will make for a fairly easy walk ascending. A few optional "short cuts" may be used on the return. The distance on the grade walking up to the tunnel is about five miles. It is not a difficult walk, however, and we will not attempt any sort of a new "land-speed" record. Those who prefer may enjoy just doing part of the old grade. You may wish to bring something to eat and/or drink during the hike or afterwards. Mosquito repellent may come in handy, as a few "big ones" have been operating up there the last few weeks. Maps will be passed out, and other information will be available. Should you have a copy of COLORADO MIDLAND, you may wish to bring it along. We will have one or more copies on hand for reference. Should you have any questions not answered here or in the July newsletter, feel free to call Darrell Arndt at 321-2723, anytime between 5:00 p.m. and 11:00 p.m.

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THE GEORGETOWN, BRECKENRIDGE & LEADVILLE RAILWAY will host a Rocky Mountain Railroad Club Day on Saturday, August 28, 1976, at Silver Plume, Colorado. Steam locomotive No. 44, a narrow gauge 2-8-0, will pull trains throughout the day with frequent photo runs held at various locations. The purchase of a \$5.00 pass will allow the holder unlimited rides on the railroad for that day. Trains will be operated from late morning until 5:00 p.m. If you have one seen the line or ridden it recently, this will be a good opportunity to do so and note the amount of progress that is consistently being made on reconstruction. All are welcome to attend on this special day.

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ARRANGEMENTS are being made for a day of live steam activities on Ralph McAllister's 14 1/8" gauge railroad up in Boulder, Colorado on Sunday, September 19. Mac will have his 2-8-8-4 and 4-4-2 operating and the diesel growling around the track as well. Adults and kids both will find his railroad unbelievable. Be sure to mark September 19 on your calendar.

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While you're at it, make a note for September 25, as tentative plans call for a trip up the Pikes Peak Cog Railway on that date.

THEN on Saturday, October the 2nd, the Club's annual banquet will be held. Further details will be forthcoming in the September newsletter.

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A FEW DUES payments are still outstanding for the year 1976. Members who fall into this category have been notified by mail with a special reminder, and those who do not send in their \$4.00 by the end of August, will be dropped from the Club.

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WE WILL ATTEMPT TO HAVE Club name badges and stickers available for purchase at future meetings as there have been requests for these items on occasion. Name badges are \$1.00 each, and stickers 50¢. By mail, please add 50¢. Stickers come either with adhesive on the front or back.

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WON'T BE LONG NOW - Progress on the Club's reprinting of Mac Poor's DENVER SOUTH PARK & PACIFIC is moving along quite well with binding and preparation for mailing about to begin. Consequently, the Club's Board of Directors has decided that the pre-publication price of the book will expire at midnight, August 10, 1976. After that time, the \$24.00 price will be in effect. Orders by mail for the book at \$19.00 must be postmarked by midnight of the 10th, or placed in person at the August 10th meeting. Please remember that, should you not take advantage of this bargain price on such an outstanding publication, we cannot be responsible for any dislocated hips, bruises, and what-have-you when you end up kicking yourself later.

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A (IRON) HORSE OF A DIFFERENT COLOR !!! - Steam power of a rare and unusual sort will be in action on Saturday and Sunday, August 7 and 8, near Boulder when Stuart Anderson fires up his Avery steam tractor for some real "live" entertainment. The tractor, built around 1912, will be used to power and run his 1917 Avery separator, via a belt drive arrangement. A quantity of wheat is being prepared and will be used in the threshing operation. Both machines have been in the family for generations and it has been many years since the separator has seen action.

Stu has put out the welcome mat for his fellow Rocky Mountain Railroad Club members and their friends with an invitation to stop by either day to see this most unusual activity. Also to be seen will be other old tractors and farm machinery that are on the premises. Hours of operation...from around 9:00 a.m. to 5:00 p.m. on both days. Stu's farm is located about 6 miles east of Boulder on Highway 7, at 8556 Arapahoe Road. Should there be any questions on the function, Stu can be reached by phone at 665-3166.

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WE REGRET TO HAVE TO REPORT THE DEATH of an old friend and avid Colorado historian, Dow Helmers, who passed away in a Colorado Springs hospital on July 22, at the age of 70.

Dow was born and educated in Colorado Springs. He eventually became a staff member of the Pueblo Star-Chieftain newspaper and later started his own business consisting of several paint stores. After his retirement a few years ago, he moved back to the Springs. Dow authored two well known books, "TRAGEDY AT EDEN" and "HISTORIC ALPINE TUNNEL," and wrote many articles on historic and railroad subjects and was a frequent contributor to the Empire magazine of the Denver Post. He was a long time member of the Rocky Mountain Railroad Club, a member of the State Historical Society of Colorado and was active in the Colorado Midland Chapter of the NRHS. He is survived by his widow, Theresa, three daughters and two grandchildren. Entombment was in Evergreen Mausoleum in Colorado Springs.

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Shown here is a rather unusual type movement that took place on the Rio Grande a few months ago. On May 18, 1976, D&RGW engines No. 3128 and 3119 pulled a "Director's Special" from Denver to Craig, Colorado, consisting of a heater car, dome, UP sleeper, a flat top, and the railroad's business car "Wilson McCarthy." Dick Kindig captured the special on film at Clay, Colorado.

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RIO GRANDE GLORY DAYS by Gilbert A. Lathrop now available! Don Duke, a long time member of the Rocky Mountain Railroad Club and owner of Golden West Books, has just published Gilbert Lathrop's last writing - his autobiography, completed shortly before his death. Lathrop, a well known railroad writer, contributed around 90 factual and fictional stories to Railroad Magazine, starting in 1930 and continuing into the late 50's. Many of the factual articles are included in RIO GRANDE GLORY DAYS, along with 28 of the line drawings that so well illustrated them. This is the story of Gil's life, much of which was spent along the narrow gauge Denver & Rio Grande Western between Salida and Montrose and on the Crested Butte and Lake City Branches. He was born in Cimarron, Colorado on May 26, 1895, the son of a Rio Grande engineer. RIO GRANDE GLORY DAYS is the story of his childhood in Cimarron, his youth in Gunnison, and his many years with the Rio Grande. It is full of exciting, heartwarming, comic, and sometimes tragic anecdotes from those days of long ago when the railroad was almost the only means of travel through Colorado. The book also covers a period of Lathrop's younger life, when he fired locomotives on the main line between Grand Junction and Helper.

This 6X9 inch volume, well printed on good quality paper, contains 58 excellent photos, many of which have never been published before, along with the line drawings from Railroad Magazine. The end pages provide a map of the D&RG System and the dust jacket illustration is a fine painting by Harlan Hiney of Engine 361 heading a westbound passenger train at Curecanti in the Black Canyon of the Gunnison. This book is certainly worthy of a spot in your Colorado railroad

Library, for it portrays Colorado narrow and standard gauge railroading from the railroad man's point of view. It is available from Golden West Books, Post Office Box 8136, San Marino, California, 91108, at \$10.95.

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THE CUMBRES & TOLTEC SCENIC RAILROAD has recently received two awards of recognition. The National Trust for Historic Preservation named the railroad a recipient of its award for significant achievement in historic preservation, and the American Society of Engineers has presented a plaque designating the railroad a national engineering landmark.

Of particularly good news for the C&TS, is the recent awarding of a federal grant to the railroad through the Department of Commerce, for the upgrading of the line's physical plant. The federal grant of \$596,000 will be matched by \$149,000, allocated by the states of Colorado and New Mexico in 1974. The funds will be used for a number of projects on the railroad. In Antonito, construction of a track loop, display tracks, and a water tower is to be done. Also, new restroom facilities at the site of the new depot, paved parking facilities and access roads and landscaping. In Chama, there is to be construction of a 2-bay maintenance shop, rehovation of existing depot with connection of the sewer system to the city system, and also limited restoration of the coal tipple and water tank. In addition, the company intends to use the funds toward upgrading its track so that the entire line meets equivalent of the standard gauge FRA Class I standards.

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OLD F&CC ALTA VISTA STATION MOVED - The Colorado Midland Chapter of the NRHS reports that as a part of the Victor Historical Society Centennial-Bicentennial efforts, the old Florence & Cripple Creek Alta Vista station was moved from its former site along the Phantom Canyon highway south of Victor, into the town of Victor, with the help of the Teller County road department, the town of Victor, Southern Colorado Power Company, and the Texas Gulf-Golden Cycle Mining Company. After much planning, the move was accomplished in a two-day operation. The building is over 80 years old, and has served a variety of uses. It first served as a stage stop, then as a marshalling stop for ore cars on the F&CC Railroad. After the line was abandoned around 1912, the depot became a school house until 1924, when a ranch began using it to store feed. Now it will be used as a tourist information center and small museum for Victor.

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COAL TRAIN STUDY BEGUN - A study of the effects of coal train movements along Colorado's front range is now being made in a study entitled "The Front Range Coal Train Economic Assessment," that was mandated by Colorado's Governor. The study is expected to take about four months and give a preliminary appraisal of several facets of the train movements. Among them will be the possibility of increased trains from Western Colorado, Utah and Wyoming, along the front range destined for Texas. Other items to be studied include economic impacts on communities along the way, delays to the public at grade crossings, noise and environmental effects, the need for noise screening, necessity of grade separations, advisability of rerouting such trains or relocating trackage around communities and...last but not least...selective scheduling. One area of particular concern is how the trains will effect such communities as Fort Collins, where the C&S mainline goes down the middle of a busy street for some distance. The coal train study will be financed by a \$25,000 grant from the Four Corners Regional Commission, plus assistance from other agencies involved.

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TO BE (OPEN)...OR NOT TO BE (OPEN)...THAT is the question!!! The Colorado Division of Highways was to have held hearings in July and August in regard to proposed closings of three state highways during the winter months. Two of the routes traverse the Grand and Black Mesa locales east of Grand Junction and the other,

interestingly, is Cumbres Pass. The proposal is the result of increased maintenance costs, a leveling off of revenues and the low traffic volume on these roads in the winter months. In 1974, Cumbres Pass had an average of 130 vehicles per winter day, with winter maintenance costs (November through May) exceeding \$92,000. It was only a few years ago that Highway 17 over Cumbres was realigned, widened, and paved and efforts initiated to keep it plowed during the winter. Plowing snow on the pass is no small chore, as photos of D&RGW trains on that line, roof deep in the white stuff, will verify.

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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 any correspondence, nor appraise items.

WANTED: Any size B&W or color prints/slides of ex-SP 4449 on Freedom Train, especially east of California and in future. Newspaper clippings, club bulletins, etc., also desired.
ROBERT A LEMASSENA, 1795 S. Sheridan Blvd., Denver, Colorado 80226

WANTED: Seeking items from the Acame, Red River & Northern Ry., Acme Tap RR., Q. A. & P. Ry., Waco & Northwestern., H&TC RR in the way of photos, tts, keys, lanterns, etc. A copy of Reed's or Potts, History of Texas RRs. Masterson, Katy, anything related to the Gulf, Colo. & Santa Fe RR.
A. VON BLON, 111 Colcord, Waco, Texas

FOR SALE: Will sell to the highest bidder, copy of COLORADO MIDLAND and/or DENVER SOUTH PARK & PACIFIC. Both books in A-1 condition.
JACK B. WELLES, 44208 Hermosa Lane, Apt. 20, Palm Desert, California 92260

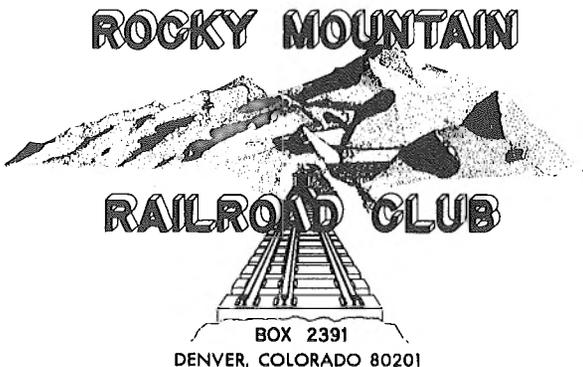
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