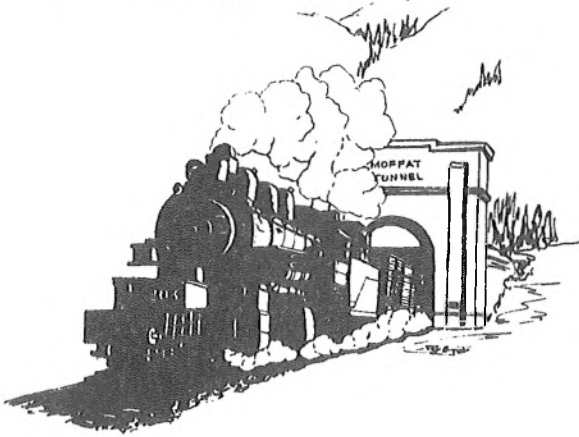


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P. O. Box 2391 Denver, Colorado 80201
December, 1976 No. 207

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, December 14, 1976
 Time . . . 7:45 P. M.
 Place . . Southeast wing of Christ Episcopal Church, 2900 S.
 University at Bates; offstreet parking at rear (east)
 of meeting hall

PROGRAM NOTES: The December program is going to be tailored to the limited amount of time due to elections and the continuation of a tradition started last year by Olie Larsen of providing punch and cookies over good conversation with fellow club members as we prepare to bid farewell to 1976.

Al Turner of Lakewood, will present a two-part program of movies for our enjoyment. The first will be a selection of 16mm B&W and color footage of various railroads around the early 1950's, showing some great steam scenes. The second part will be a Turner Production film complete with 16mm color footage, with sound. It is entitled "Narrow Gauge to Silverton," and follows a plot surrounding a model railroader whose "daydreams" of being a Silverton engineer brings him some interesting and amusing moments. It's great fun, and should provide everyone with a good evening.

Al, incidentally, is the Turner of the "Turner Brothers Circus" fame, which only recently was on display at Westland Shopping Center this month in connection with National Model Railroad month. The "Turner Brothers Circus" is an HO scale model of a three-ring circus of the '40's and is complete with animated circus parade, and 18 other moving acts for the pleasure of its audience. Al is quite active in modeling, and is currently the Denver Division Superintendent of the Rocky Mountain Region of the NMRA.

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ONE WOULD GET THE IMPRESSION, after seeing the November program, that Switzerland is a complete world of wall to wall scenery, with a giant spider web of railroad tracks cleverly and thoughtfully located along every river, lake and mountain-side. Well, that's a pretty legitimate way to think of the beautiful European countryside that Charles Max and the Swissair Railroader group saw during their visit to the land in 1970. Charlie and his camera obviously took complete advantage of the situation. An innumerable variety of Swiss trains were observed from the train windows, trackside, and locomotive cabs as they cruised along between cities and towns or slowly labored up various rack and cog lines.

Charlie also had some footage interspersed between his European trips, of a visit in the northeastern U. S., with shots of D&H passenger trains and some of the colorful fall foliage in upper New York state. Europe is still a public transit fan's "Utopia," and Charlie's movies gave us all a great taste of what first-class rail service can be like.

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AS IS INDICATED IN the program review above, the DECEMBER MEETING will include the election of officers and directors for 1977. In accordance with the club bylaws, this newsletter is, therefore, being mailed ten days before the meeting. After the election and Al's program, refreshments will be served, and everyone is invited to stay and visit with each other and partake in the "goodies." Neal Miller will also hand out his gift photo to those present.

Well, it could be our imagination, but doesn't it seem like this year raced along and disappeared behind us with breakneck speed??? Guess it's been no different from any other year. December, 1976 is upon us and pretty soon, the big fat man will be making the rounds and the Waldorf Astoria will be reverberating with "Chattanooga Choo Choo" and other great hits, as Guy Lombardo helps us reflect back on the past for a moment. All Rocky Mountain Railroad Club officers, directors, and committee people sincerely hope that the year has been fair to you and that 1977 will leave more fond memories and pleasant experiences. The support of the club through your membership, as well as participation in club activities and attendance at the meetings when possible is appreciated and such response is what lets us know the time and effort put in has been worth while.

The editor would like to thank everyone who helped with the newsletter and took the time to offer news, either by phone or mail. Whether or not the info could be used, your thoughtfulness is greatly appreciated. A tip of the hat is directed to those who give of their time to get the RAIL REPORT out every month ... Bob Griswold, Olie Larsen, Bill Van Patten, Carl Carlson, Ruth Avis, and Jim Trowbridge.

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DUES PAYMENTS FOR 1977 are now welcome and timely mailing of your check will make life a little easier for the treasurer. Four dollars a year for current members! It has been decided to again offer a book drawing in conjunction with the dues payments, similar to last year's arrangement. Two of the MEMORIAL EDITION, DENVER SOUTH PARK AND PACIFIC books will be the prizes, and \$1.00 will give you two chances to win a book. The proceeds from the drawing will help supplement the dues and the cost of printing the newsletter since the newsletter takes quite a chunk out of dues receipts. If you already have a DSP&P book, why not add another dollar to your check anyway. Should you win an extra book, it would make a good "bang around" copy that could be left out on the coffee table as a conversation piece, used on field trips over the old South Park routes, kept alongside to read while painting the outside of the house next summer, etc., etc. Besides, it's a "little extra" for the club's operating budget.

Please use the enclosed slip, and if more than one chance is desired, we can fill out additional slips for you. Even if you prefer not to take a crack at such a worthwhile prize, kindly return the slip with the dues payment, and note any address corrections!

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THE ROCKY MOUNTAIN TRAIN COLLECTORS CLUB will sponsor a Christmas Train Show at the Jefferson County Fairgrounds on Sunday, December 19. All kinds of attractions will be set up, including operating layouts, historical collection

displays, films and the "Turner Brothers Minature Circus." Buying, selling, and swapping of models and related paraphernalia will take place throughout the day. Door prizes for visitors and refreshments will be available. Hours will be from 10:00 A.M. to 4:00 P.M.; admission - \$1.00 for adults and 50¢ for children over 5. The fairgrounds are located at 15200 W. 6th Avenue in Lakewood. For further information, call 333-4421.

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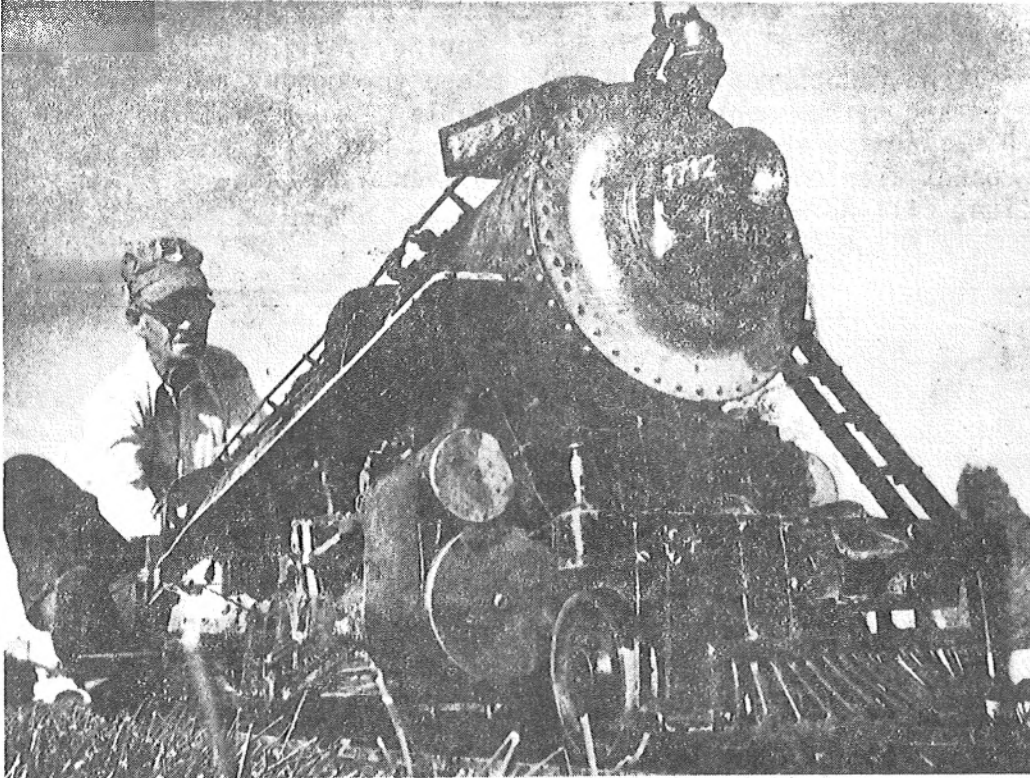
If you've "been around awhile," this photo is sure to bring back memories of Christmas holiday scenes down at the depot. And if this was "before your time," it is sure to activate your imagination to think about what it must have really been like. Dick Kindig selected this photo for our viewing pleasure of Union Pacific No. 7036 as it leaves Denver Union Station with the "Pacific Limited" on a cold December morning in 1938, with a consist that seems to stretch almost out of sight. MERRY CHRISTMAS!!

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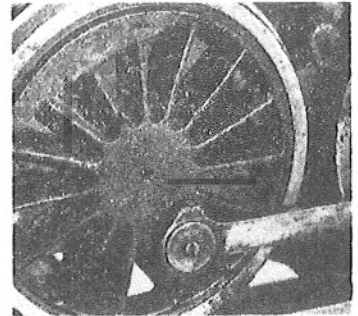
ARE YOU TIRED OF pounding your head against the roundhouse wall searching for a solution to your Christmas shopping problems?? Then don't forget the club's publication, "DENVER SOUTH PARK & PACIFIC MEMORIAL EDITION." Over 500 pages crammed with text and photographs for only \$24.00. The book is now available, of course, and can be ordered by sending your check to the club's special book order address at 2561 South Cook Street, Denver, Colorado 80210. Check or money order should be made payable to the Rocky Mountain Railroad Club.

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THE ROCKY MOUNTAIN NEWS recently ran a full page article on Club member, Jerry Cutshall's "cabbage patch" live steam railroad operation at his home. It seemed like such a good article about Jerry's train, we thought it might be worthwhile to reproduce it in the RAIL REPORT. It has been reprinted with permission on the following page.



Jerry Cutshall, a retired railroad shop foreman, readies engine he built for trip around his Lakewood yard.



Drive wheel linkage is authentic.

NEWS PHOTOS BY
MEL SCHIELTZ

Chugging through the squash patch

By DOUGLAS KREUTZ
News Staff

It is perhaps the only railroad in the world where the chief cause of derailments is zucchini squash.

"My biggest problem is keeping my wife's garden off the tracks," explained Jerry Cutshall from his seat atop a replica steam engine much too large to be a child's toy and much too small to be any help down at the freight yards. "Those squash are all over the place back there."

Later, satisfied that squash and other obstructions had been put out of his little locomotive's way, Cutshall moved some levers and set off at 5 m.p.h. across the front yard of his home at 45 S. Zephyr St., Lakewood.

Belching coal smoke, the engine chugged across the level driveway, slowed momentarily near the crest of a 7 per cent grade along the side of the house, then sped without incident through the squash patch and emerged, whistle screeching, into a straightaway leading back to the front yard.

"The main difference between men and boys is the price of their toys," said Cutshall, dragging his heels to bring the 464-pound \$10,000 toy to a stop. "At least that's what a friend of mine says. And I believe it."

CUTSHALL, 67, began building the working

replica of a Northern 484 engine in 1966 "because I needed something to do in my spare time."

Working with 10-gauge sheet steel, square steel rail and assorted materials from junk yards, he completed the engine and 400 feet of track around his house in 1971.

Since his retirement as a shop foreman (he never served as an engineer) with the Rio Grande Railroad in 1974, he has worked the bugs out of the steam engine and made several improvements to the track — including a turntable and scale.

He cruises around the yard whenever the rhythm of the rails calls, and one day a month he meets and rides with about 20 other train buffs at the Colorado Live Steamers Inc. track near Black Forest.

Cutshall's friend and "assistant engineer," Wally Porter, said the engine's top speed is "90 an hour to scale" (about 7½ m.p.h.) and that it looks and operates almost exactly like the full-sized item.

"It's a duplicate as near as you can get to the big ones," Porter said. "Jerry's a perfectionist. He wouldn't do it any other way."

THE MINIATURE engine, one of about 12 in the Denver area, is capable of pulling several train cars and can transport up to seven passengers before huffing and puffing to a stop.

Like commercial railroads, however, Cutshall's backyard line rarely is crowded.

"Generally, I have to beg people to ride," he said. "I don't know why, but you'd be surprised how many people are not much interested in it."

Cutshall's wife, Alice, describes him as "a railroad nut," but occasionally takes a spin around the yard on the engine, perhaps to check on the welfare of her zucchini.

"She won't ever stay on it all day because she doesn't know anything about firing and watering it," Cutshall said.

When asked about fuel consumption, Cutshall described the engine as "hungry" and said he plans to overhaul it soon to improve performance.

He's also completed work on a second engine — named the "Montezuma" — and displayed prominently in his living room — and plans to build a third in the near future.

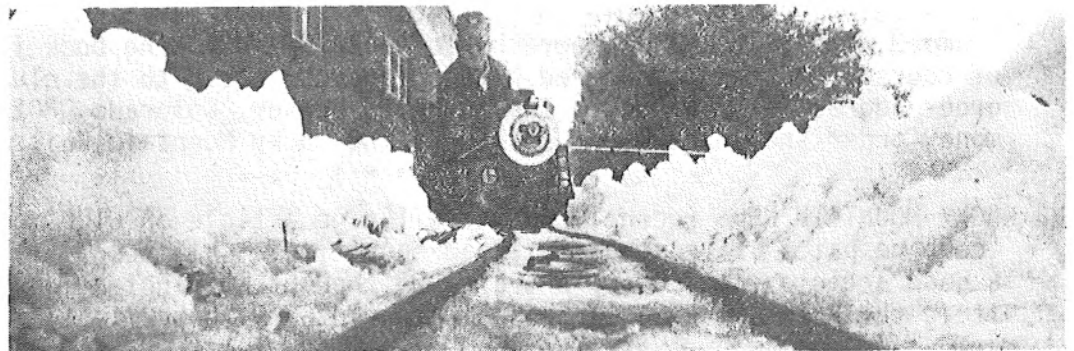
Cutshall said that aside from the occasional derailment, he's had no accidents or serious problems with the engine.

He added that neither the engine nor tracks are in much danger of being tampered with or stolen by vandals — mainly because they're extremely heavy.

"Most of the young punks these days couldn't carry this stuff off even if they wanted to," he said.



Cutshall makes a minor repair.



With snow clear from line's 400 feet of track, Cutshall's \$10,000 toy gains speed after topping a grade alongside his home.

THE FIRST RUN of the Rio Grande's Denver-Winter Park Ski Train will be on Jan. 8. The fare this year will be \$6.00 for the 120 mile round-trip, an increase recently approved by the PUC of Colorado. The train will run on both Saturdays and Sundays during the ski season.

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NOT THIS YEAR - The Cumbres & Toltec Scenic Railway will NOT operate the rotary snowplow OM this winter. Other commitments on the part of Scenic Railway, Inc. employees prevent them from again donating the several weeks work necessary to prepare the equipment. The plow is in good mechanical condition, and the railway indicates it will, undoubtedly, be run again, but there are no specific plans for its operation at this time.

For the 1976 season, the total number of passengers handled on C&TS trains was 25,937, as compared to 24,770 in 1975. Largest number of people carried on one day was 778 on Saturday, October 2.

The Silverton narrow gauge also improved its ridership count this year, with 114,698 taking the ride up Animas Canyon. Last year's total was 113,785.

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BACK ON THE MAIN LINE - We're glad to see Bob Griswold back into the "swing of things" after a stay in the hospital last month!

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ANTICIPATING heavy increases in shipments of steel, cement, and coal, the D&RGW has announced a 30 million dollar capital improvements program for 1977, three times that of 1976. In order are 250 - 100 ton hopper cars, 75 - 100 ton gondola cars, and 12 - 3,000 hp diesels. Funds will also be spent to relay 45 miles of mainline track, replace 20 miles of secondary track, and improve yard trackage, signaling and communication systems.

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THEY'LL PLOW ANYHOW - The Colorado Highway Department's suggestion to end winter snow removal operations on three Colorado highways, one of which is the north approach to Combres Pass, went over line a lead balloon full of concrete. An alternate plan now under consideration, is to cut back night snowplowing on these roads to help trim maintenance costs for the department.

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THE "WE CAN HANDLE IT" ROAD HANDS IT OUT - \$58,600 in grants to 16 Colorado organizations were announced recently by the Union Pacific Railroad. Recipients included a college, over half a dozen hospitals, the Central City Opera Assoc., the Denver Art Museum, Denver Symphony Society, the Denver Zoological Foundation, the Plains Conservation Center, and the United Fund.

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10 YEARS AGO IN THE ROCKY MOUNTAIN RAIL REPORT

The Silver Plume depot, with roadgrading going on all around it for I-70, is being moved out of the way and saved from certain demolition.

The Rocky Mountain Rocket to Denver and Colorado Springs was just discontinued and the fate of the California Zephyr is being debated by the railroads, regulatory agencies and the public.

An order was just placed by the Manitou and Pikes Peak Cog Railway for two new diesel-electric rail cars from Switzerland. The 80 passenger cars will join two other cars presently in operation. A steam unit remains on standby in Manitou Springs.

Harold F. Eno, D&RGW Passenger Agent and good friend, retires from the railroad.

The Silverton carried 80,268 passengers this year.

AND 15 YEARS AGO

The D&RGW narrow gauge train between Durango and Silverton had its most successful summer operation in history. Amos Cordova, passenger agent, says 38,090 rode the train, compared to 27,000 the previous year.

The D&RGW finally received three 4,000 hp diesel hydraulics from Krauss-Maffei. The units are being run throughout the system for testing.

A report from the Green River, Wyoming newspaper reported that a 750 foot addition to the depot platform by the Union Pacific is being made. Present platforms were built for trains of 15 and 20 cars. Operations now require longer trains -- sometimes as many as 28 cars per train!

and a bit of humor

Young Son: "Dad, Mom just backed the car out of the garage and ran over my bicycle!"

Dad: "Serves you right for leaving it on the lawn."

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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.

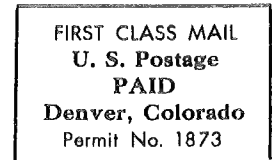
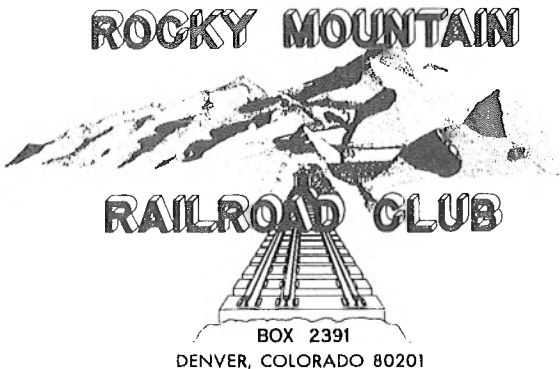
WANTED: Colorado Central RR Annual Pass; Dinner Menus - CB&Q 1930's.
CHARLES ALBI, 460 S. Marion Street, No. 306, Denver, Colo. 80209

FOR SALE: The club recently received a letter from a gentleman in Georgia who is attempting to settle an estate and has "several hundred old railroad publications" that he would like to determine the value of (if any) and also sell. A few publications are: Locomotive Engineers Journal, May, 1929; Locomotive Firemen and Enginemen's Magazine, May, 1931; Brotherhood of Locomotive Firemen and Enginemen's Magazine, August, 1937. If interested, contact:
JIM TUNISON, 110 East Alden Avenue, Valdosta, Georgia 31601

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