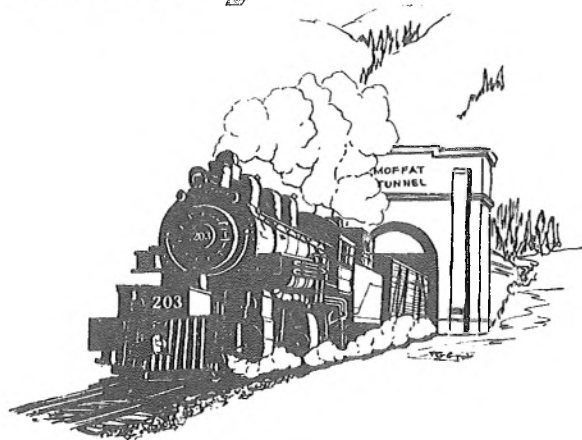


Rocky Mountain Rail Report



The Rocky Mountain Railroad Club

P.O. Box 2391 Denver, Colorado 80201

June, 1975

No. 189

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

Editor - - - Darrel T. Arndt

MEETING NOTICE: Date Tuesday, June 10, 1975
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 BLACK HILLS CENTRAL

For the June meeting, Ed Haley and Jim Trowbridge have pooled their efforts to provide a program on the Black Hills Central Railroad in anticipation of the Club's June 28th trip over that line from Hill City to Deadwood, S. D. and back! We will be treated to both slides and movies from the Club's past two trips in 1972 and 1974. For those who have taken the trip, it will be an evening of pleasant reminiscence; for those who have not taken the trip, this will be an excellent opportunity for a sneak preview of the beautiful countryside, railroad equipment, roadbed, tunnels, trestles, and other exciting scenes awaiting their pleasure at the end of this month.

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INCLUDED WITH THIS RAIL REPORT is a brochure on the three day trip to Salt Lake City in September. Ticket sales already indicate this trip to be an early sellout, so if you are planning to go, it would be advisable to send your money in soon.

Ticket sales for the Black Hills Central are progressing at a steady rate. Tickets will be available at the June meeting, as well as by mail. Remember, there are many other attractions to see in the Black Hills, along with the Black Hills Central, so that a visit there can be just for the weekend or the whole week.

Also in June we are pleased to announce that the State Historical Society and the Georgetown Loop Railroad Company are having their first annual rail fan weekend at Silver Plume, Saturday and Sunday, June 21 and 22, starting at 10:00 A.M. each day. \$5.00 per person each day. Steam will be operated.

Rocky Mountain Railroad Club Day at the Colorado Railroad Museum will be held on Sunday, July 13th. The 346 will be fired up to pull freight and passenger cars

around the museum trackage. Club members and their families will be admitted at no charge upon showing their membership card.

A trip up the Pikes Peak Cog Railway will be planned for this Fall. Date and details will be announced later.

In other activities coming up soon

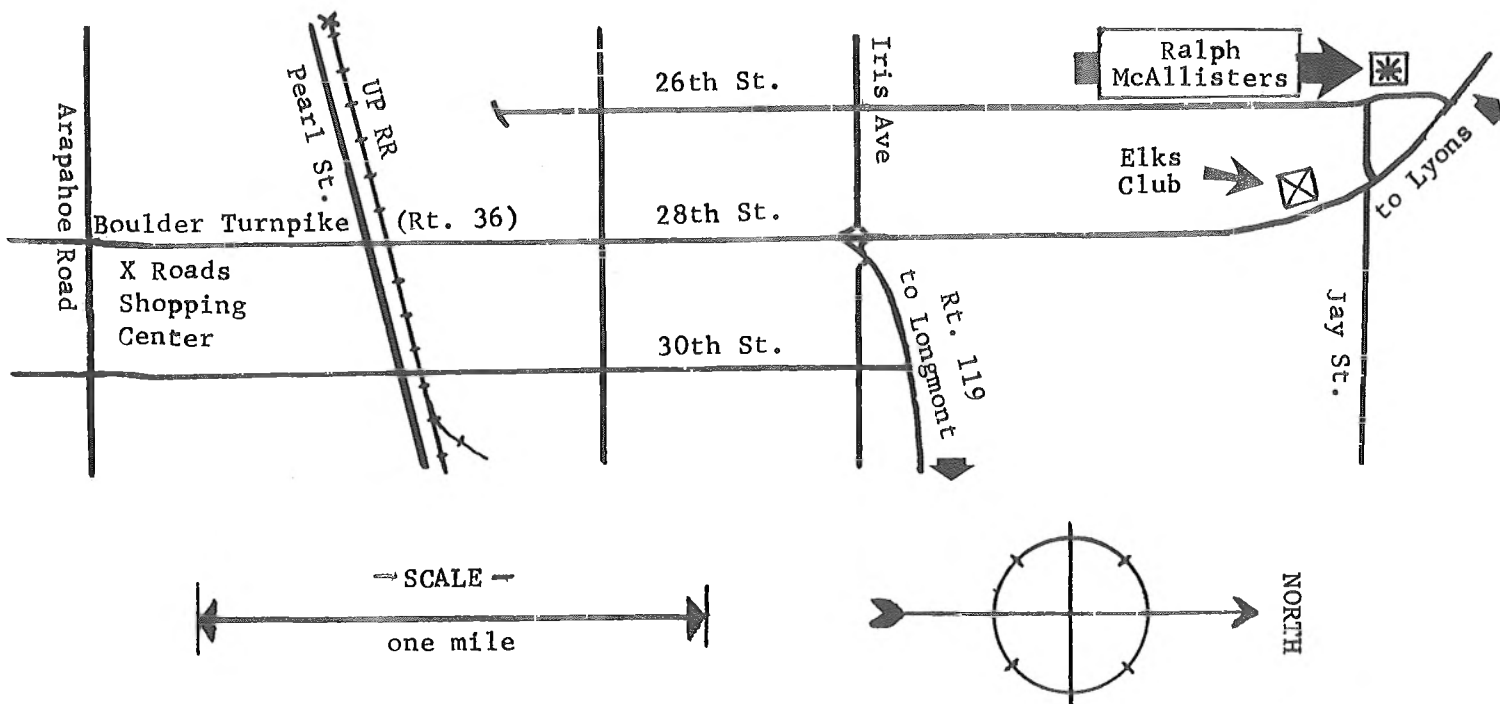
HAVE YOU SEEN AN ARTICULATED STEAM RAILROAD LOCOMOTIVE OPERATE THIS YEAR?????????????????

If you would like to see one operateCome with the Rocky Mountain Railroad Club members and guests, Sunday, June 15, 1975, 11:00 A.M. on and see and ride a real STEAM EXTRAVAGANZA at Ralph McAllisters.

"Mac" will operate his magnificent 2-8-8-4, the beautiful 4-4-2, and the neat RS-1 diesel over his 1/2 mile, 3 inch scale, 14 1/8" gauge railroad empire. "Mac's" railroad is also comprised of several freight cars, a caboose, passenger coaches, a turntable, 6 stall roundhouse, water tank, 7 switches and a host of other artifacts.

AND ... See a steam-powered saw mill. This entire railroad was had built by Mac through thousands of hours of devotion, ingenuity, and pure genius.

Bring a picnic lunch if you like; refreshments will be available, otherwise many good restaurants are located nearby in the Boulder area. We are asking for a \$1.00 donation per person to help offset some of Mac's expenses in steaming up and operating this monumental railroad. Mac's railroad is located adjacent to his home at 4105 North 26th Street, Boulder, Colorado. Use this map below, to assist in finding his address. His railroad can be seen fairly easily from Route 36, and is located about two miles north of Pearl Street.



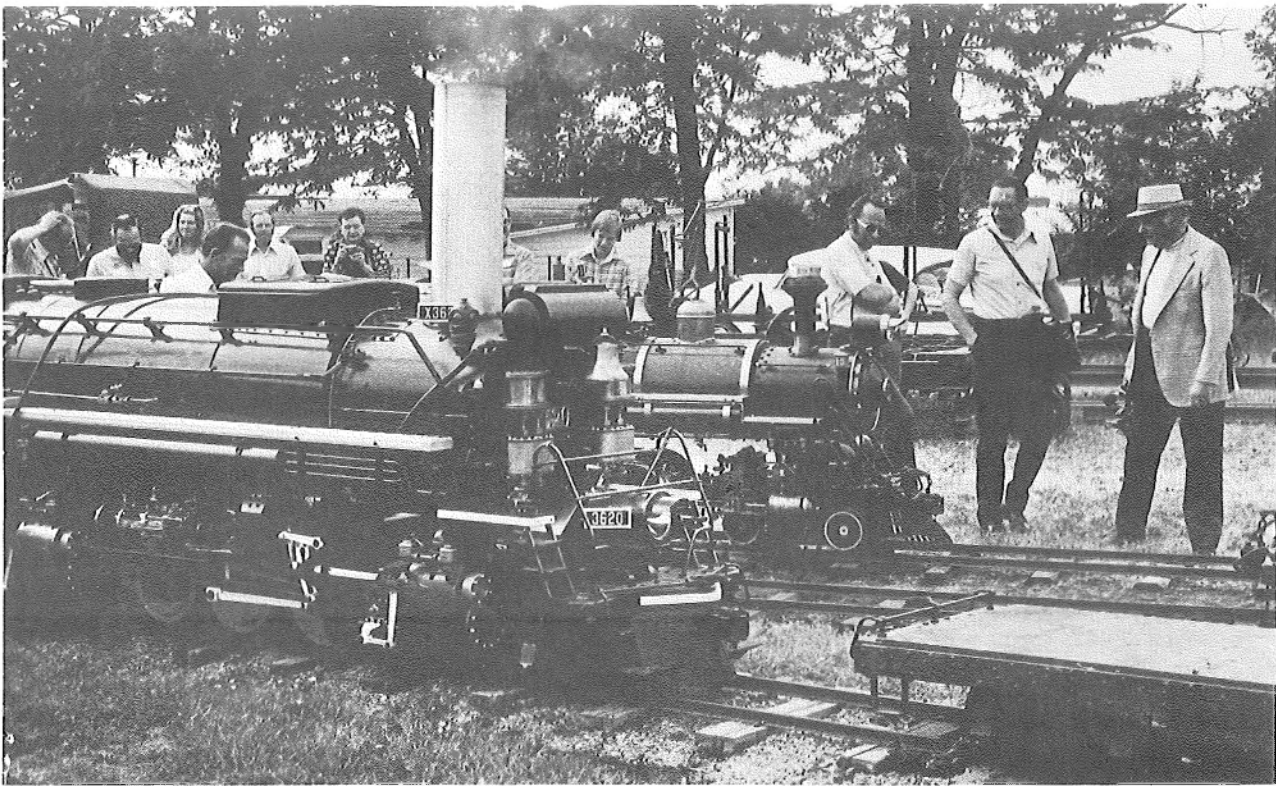
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AMTRAK IS REMOVING the Slumbercoach from the San Francisco Zephyr effective June 12.

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ANOTHER D&H ALCO PA Unit No. 16 passed through Denver on the SFZ the week of May 17 on its way from Morrison-Knudsen to the east coast.

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Above is a view of a portion of Mac's motive power taken by Jerry Cleveland during the Steam Power Club's national steam meet last year. Looking over the locomotives is well known comedian, Edgar Bergen, on the far right, who has his own steam engine. A portion of Mac's articulated, which took nearly 20 years to build, is seen on the left. Be sure not to miss out on this swell affair.

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THE NEBRASKA ZEPHYR equipment left Denver for Kansas City on May 30. The cars had been moved to the UP yards several weeks prior for reconditioning of the brake system.

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THIS WILL BE THE LAST NOTICE on dues for 1975. If those members who have not sent their \$3.00 wish to keep receiving the newsletter and trip notices, and desire to retain their current membership card number, payment must be forwarded by June 30.

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A NEW MEMBER of the Club, Donald Kava, of 1027 Yale Circle, Boulder, would be interested in getting in touch with any members in the Boulder area who might like to form a car pool to the Club's meetings. Don is interested in gaining familiarity with the meeting location and best route to it, as he is new to the Denver area. Sounds like a good way to save on petro too. Contact Don at 494-2632.

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**** BOOK REVIEW ****

THE SOUTH PARK LINE, A Concise History, by Chappell, Richardson, and Hauck. (Colorado Rail Annual No. 12.) 280 pages, illustrated, maps.

This well-produced volume covers the famous South Park line briefly, but adequately. Gordon S. Chappell has written the history of the line during its construction period and early years of operation. The period of Union Pacific control and subsequent receivership was prepared by Cornelius W. Hauck, while Robert W. Richardson has covered the Colorado and Southern operations, and the final abandonment. A pictorial section on Alpine Pass includes the famous snowplow trails, and a well-deserved tribute to railroad photographer, Richard B. Jackson, provides additional excellent illustrations. A locomotive roster and some miscellaneous information completes the book, which is highly recommended to anyone interested in this famous Colorado railroad. The book is available from the Colorado Railroad Museum, Box 10, Golden, Colorado 80401, at \$14.75 per copy, postpaid. Colorado residents, please send \$15.34, to include sales tax.

ANOTHER NARROW GAUGE in Colorado turned its wheels for the final time last Fall, and is now being dismantled. The Cheyenne Mountain Cog Railway will soon be just another pleasant memory for those who rode it between the Broadmoor Hotel and the Cheyenne Mountain Zoo in Colorado Springs. A major building program is under way at the hotel complex where the base station is located. Moving the depot and track was not economically justifiable according to the owners. The Cadillac powered, two-coach train climbed a track that featured an almost 1,000 foot climb on two miles of track that included three tunnels.

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ON SUNDAY, MAY 18TH, The Colorado Railroad Museum received a historic plaque from the Jefferson County Historical and Centennial Commission designating the Museum as a Jefferson County historical site. Bob Richardson received the plaque from Miss Hazel Humphrey, Chairwoman of the Historical Site Committee.

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EX-GW Engine No. 75 arrived back in Colorado in early May, after its three month visit to Idaho for the filming of the motion picture "Breakheart Pass." The engine had a close call on its return journey when, just out of Ogden, the UP freight it was in make an emergency stop in front of a rock slide. The locomotive, which was on a special flat car, was moved forward and almost ended up in the nearby river. Some damage was suffered by the engine, including bent side rods, the trailing passenger cars receiving minor damage also.

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THE PROPOSAL on the May 20th ballot, to require the City of Denver to purchase Union Station and develop it into a transportation center was defeated. A portion of the defeat can be attributed to the opposition to the proposal raised by the BN, the city and local newspapers. The BN claims it wants to save the depot as much as anyone else, which is a change from their previous plans. So the buildings future can assume to be still somewhat cloudy.

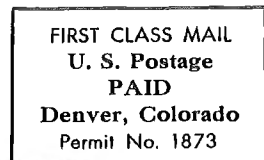
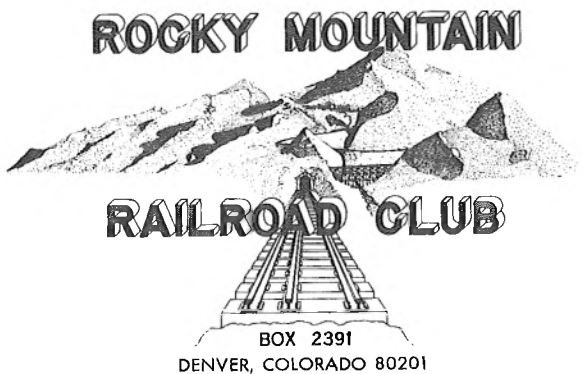
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