

# Transportation

by William DeBoer

**T**RANSPORTATION is of utmost importance to the successful operation of steel mills. Uninterrupted movements of raw materials, in sufficient volumes, must be maintained with enough reserve capacity to handle peak loads. Adequate supplies of empty cars, properly placed, and expeditious handling of shipments is essential to avoid congestion at the mills. A substantial portion of the transportation to and from the mines and plant of Colorado Fuel & Iron Corp. in Colorado and Wyoming, is performed by a wholly owned subsidiary, Colorado & Wyoming Ry. Co., a Class I common carrier.

The railway was incorporated in May 1899 for transporting iron ore from Sunrise Mine, Wyo., coal and coke from Primero and Tercio, Colo., and to handle the traffic at the Minnequa, Colo. steel plant. Construction began in Wyoming in 1899 and 14 miles, from a connection with the Colorado & Southern Ry., at Hartville Junction to Sunrise, Wyo., was completed in 1900.

Late in 1915, after the Chicago, Burlington & Quincy R.R. extended their line from Guernsey to Wendover, Wyo., the Colorado & Wyoming line from Guernsey, via Porter, to Hartville Junction, was dismantled leaving six miles from Sunrise to Guernsey in operation. Connection is made with both the Chicago, Burlington & Quincy R.R. and Colorado & Southern Ry. at Guernsey. This is known as the Northern Div., which serves the iron ore mine at Sunrise, a lime rock quarry at Crane, Wyo. and other shippers and consignees. More than 10,000

cars of iron ore per year are transported from Sunrise to Guernsey.

Construction in Colorado was begun in 1900 and 31 miles from Jansen to Tercio was completed early in 1902. This portion of the railway, including branches to Piedmont, Primero, and Sopris served mines, coke ovens, and lumbering operations of the corporation for many years. The branches to mines and coke ovens were retired as the mines were closed and coke ovens discontinued operation.

In 1951 and 1952 the portion of the line beyond Weston to Tercio was abandoned and a line built from East Weston to the new Allen mine, approximately 9½ miles west. At that time the entire line from Jansen to Weston was rehabilitated, new bridges built, the right-of-way improved and re-laid with heavier rail. Direct connections are made with Atchison, Topeka & Santa Fe Ry., Colorado & Southern Ry. and Denver & Rio Grande Western R.R. at Jansen, Colo.

The entire Jansen Yard is the property of Colorado & Wyoming Ry. This is known as the Southern Div. which serves Allen and Frederick mines, the Weston Timber operation of the corporation and other shippers and consignees. More than 15,000 cars of coal per year are transported from Allen and Frederick mines to Jansen.

Railway operations at the Minnequa steel plant began in December 1902. At present 63 miles of tracks are operated. Direct connections are made with Atchison, Topeka & Santa Fe Ry., Colorado & Southern Ry., and Denver & Rio Grande Western R.R. and connection with Missouri Pacific R.R. Co. is made via Denver & Rio Grande Western R.R. Through these connections routes are available in all directions. This is known as the Middle Div., which serves CF&I and several other industries. More than 200,000 carloads per year are transported.

The total mileage operated on all three divisions is 115 miles. The lines were originally operated with steam locomotives. In 1952 the last steam locomotives were discarded. Nineteen new diesel locomotives are now in operation.

The freight equipment of the railway consists of 602 cars of which 596 are freight, 4 caboose, and 2 maintenance of way cars. The railway handles approximately 7½ million tons of freight per year with an average of 494 employees performing more than 860,000 hr of service.



**WILLIAM DeBOER**, traffic manager for the corporation is located at Denver. He gained his experience with the Denver & Rio Grande Western R.R., before joining CF&I, 25 years ago. Mr. DeBoer is a native Chicagoan. He is a member of the Assn. of Interstate Commerce Commission Practitioners and American Society of Traffic & Transportation.