

ROCKY MOUNTAIN RAILROAD CLUB
P. O. BOX 2391
DENVER, COLORADO 80201

November, 1963

Newsletter No. 51

The November, 1963, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, November 13, 1963, in the basement meeting room of the Western Federal Savings Sky-scraper, 718 - 17th Street, Denver, at 8:00 p.m. Kenneth C. Crist, a member of our Board of Directors, and noted for the excellence of his presentations, will treat us to "A Steam Fan's Reminiscences," a program of 35 mm slides depicting the glorious days of steam power in Colorado. Concluding his program will be a recorded narration, together with slides, entitled, "Eulogy to the Steam Locomotive."

Those who attended last month's meeting greatly enjoyed the unique slide show and commentary offered by Club Member Henry Rishbeth of Cambridge, England. While we were delayed in turning off the lights and searching for a maintenance man to unlock the switch cabinets, Mr. Rishbeth offered an extemporaneous, and delightfully humorous commentary regarding the differences in English and American railroad terms and practices as background for the slides he was to show. These, in turn, covered railroads in England, various European countries (including Yugoslavia), and some African areas, as well as Australia and New Zealand. Mr. Rishbeth's interesting presentation will be long remembered for its outstanding qualities, and we are grateful that he was able to share his experiences with us.

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This Newsletter is being distributed a few days earlier than usual this month in order to urge your participation, once again, in the contest for photos of railfan excursions sponsored by the Rocky Mountain Railroad Club during its first 25 years.

We want you to submit your pictures to the Club, no later than November 20th, in accordance with the announcement sent you by a separate mailing. Members whose photos, as a result of the local judging, are sent to TRAINS Magazine, each will receive a copy of the new 1913 Colorado Railroad Map published under the Club's auspices by Hotchkiss Inc., of Denver.

As judges for this new contest, we are extremely fortunate in obtaining the services of three prominent, well-qualified local people who have graciously agreed to serve: Mr. Howard Fogg, nationally known painter of railroad subjects and a past member of the Club's Board of Directors; Mr. Carlton Sills, Advertising and Publicity Manager of the Rio Grande; and Mr. William Steen, well-known professional photographer in the Denver area. The latter two judges are not associated with the Club in any way.

Potentially, 204 pictures (three for each excursion) can be sent to TRAINS; thus, there is ample opportunity for all entrants. Please do not hold back -- get those 8 x 10 black-and-white glossies made up and sent in by November 20th!!!

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The enthusiastic response to our announcement of the publication of Hotchkiss' Historical Map of Colorado Railroads, mentioned above, has certainly been most gratifying. Orders to date approach the 400 mark, and Club Member Ed Haley, under whose supervision a major portion of the work has been done, advises that the maps are now at the printers and should be in the hands of purchasers by about November 15th.

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Noon, Saturday, October 12th, witnessed the completion of construction of 600 feet of standard-gauge trackage upon which the Club hopes ultimately to operate its Fort Collins Municipal Railway Birney trolley car, #22, at Cornelius Hauck's and Bob Richardson's Colorado Railroad Museum. Composed of 65#, 80# and 85# rail and one #4½ switch, the line makes a 30° curve through the switch, then swings around a 56°30' curve on about four feet of fill to a short tangent, climbs a grade approximating 2% through another 30° curve, then straightens out onto a flat stretch about 200 feet long.

The work was performed by an 8-man gang assembled under the direction of Rio Grande extra-gang foreman Claude Perea, Jr., and required a total of 478'30" working time -- equivalent to the services of one man for almost sixty 8-hour days! While some bills for ballast have not yet been received, costs paid by the Club for the track and associated requirements so far in 1963 aggregate \$2,397.15.

Upon completion that Saturday, it was decided to move the Birney car out onto the new grade and bring the Club's D&IM interurban #25 up onto the spot previously occupied by the little car. This involved far more effort than anticipated; pulled by a cable at an awkward angle to the curve, the Birney's small flanges climbed the switch point, allowing one pair of wheels to derail. Mr. Perea's expertise again came into full play, and with the help of Bob Richardson, Maurice DeValliere, Bill Gordon, Chris Ahrens, Bryan Lingle, Jack Thode, and a set of track jacks, the little car was rerailed, moved to its new location without further difficulty, and the switch points adjusted to prevent recurrence of such a happening.

Moving the interurban was something else again! Pinch bars and pulling by Bryan Lingle's jeep in four-wheel drive barely budged the heavy car. Then a large pulley sheave was chained to the track, the cable run through it to the jeep, headed downhill and coupled into Claude Perea's pickup truck. Still not enough tractive effort! So Bob Richardson coupled in his Chevy panel wagon and this triple header, motors roaring and accompanied by the grunts and groans of fellows straining against the object of their endeavors, finally moved the big car up onto the area of the new switch. We'll never be the same again!

Arrangements for assembly and erection of wire line poles, as well as propulsion electricity and stringing the trolley wire now remain as objectives for the future.

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As the result of recent negotiations, we are pleased, and extremely proud, to announce that the Rocky Mountain Railroad Club is being granted custody of a 55-year-old, nine-inch gauge amusement park steam locomotive, built in the early part of this century and used at the almost forgotten Manhattan Beach Amusement Park on the northwest shore of Sloan's Lake in Denver.

After reviewing the Club's interest and work in preserving equipment, and history -- through its publications -- Mrs. George W. Lindsay, widow of the builder and operator, has granted this unusual privilege to our organization. The little engine, a 4-4-0 patterned after New York Central 999, was built about 1907 by Mr. Lindsay at the time he finished Manual Training High School here in Denver, and operated for a period of time at Manhattan Beach. It has long been stored outside the city, and having been partially dismantled for storage, will require a considerable amount of work to rehabilitate; until its boiler can be checked more carefully, for instance, it is not possible to say whether it eventually can be placed in operating condition. Many of the wood patterns made by Mr. Lindsay for casting wheels, truck pedestals, journal boxes and other parts are included in the material being made available.

Present plans call for moving the engine and all parts to the shop of Club member and past President I. E. August, whose knowledge of live steam and work requirements will provide the necessary guidance for accomplishing the rehabilitation. Members who are interested in assisting in this worthwhile project are urged to contact Jack Thode by letter or phone so that arrangements for progressing the work can be made.

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Bill Gordon, Equipment Restoration Chairman, advises that the second coat of paint now has been applied to the outside of the Club's narrow gauge business car "Rico." Before this could be done, however, a number of Saturdays and Sundays were devoted to consumption of propane, gasoline, and elbow grease by Bill, Bryant McFadden, Herb. O'Hanlon and Gerrit Barnes in blow-torching and scraping off the old finish. This has all been done on the side of the car exposed to the north; the south side, being in satisfactory

condition, was exposed to the lettering talents of Club Member Wilson Ruid, who prepared and used a set of stencils to emblazon RIO GRANDE SOUTHERN and RICO in the appropriate places, in gold. This is a beautiful and completely professional job of lettering, and Mr. Ruid and the other members named are due much thanks for their efforts and time in the continuing rehabilitation of this interesting piece of equipment. It is now expected this outside work will be completed before the onset of winter.

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As the year 1963 nears its end, thought must be given to carrying on the activities of our organization. Accordingly, a nominating committee composed of Arl Cuthbert, Gerrit S. Barnes and George A. Trout, all long-time, faithful members of the Club, has been appointed to draw up a slate of nominees for Club offices and directors for the coming year. The list of candidates, to be supplemented by nominations from the floor, will be presented at the December meeting, and election held at that time, in accordance with the By-Laws of the Rocky Mountain Railroad Club.

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One of our less well-known Club members is Mr. Leon H. Snyder of Colorado Springs. This gentleman during the past few years has been the driving spirit behind the South Park City old-time museum development at the north edge of Fairplay, Colorado. According to the written comments of visitors to this fascinating restoration of an early-day Colorado mining town, the theme is being carried out with exceptional authenticity. Mr. Snyder has been working diligently in recent months devising a railroad exhibit, and has now put down some narrow gauge trackage and is in the process of acquiring and bringing to the site four narrow gauge freight cars: Rio Grande box car #3555, stock car #5764, dump gondola #734, and caboose #0517, which have been purchased from the railroad. Folks with an interest in Colorado history will find a visit to South Park City very rewarding.

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The announcement enclosed with this Newsletter indicates that research continues apace. The new publication announced here is the first of three volumes planned to supplement the 1913 Historical Map of Colorado Railroads previously mentioned, and covers Colorado's operating railroads in alphabetical order from Argentine Central through Denver, North-western & Pacific. Crammed with more than 100 pictures of steam power in service, as well as 40 builders' photos in HO scale, this newest release is the work of still another member of the Rocky Mountain Railroad Club -- past President Bob LeMassena.

Bob's arduous research has resulted in a complete steam locomotive roster, together with loads of corporate, physical, operating and historical data for each line. For instance, one section of this first volume contains an extensive roster of Colorado & Wyoming and C.F. & I. locomotives, with 13 illustrations -- something which has never appeared in print previously; also covered is the little-known, 6-mile Beaver, Penrose & Northern. This newest publishing effort is well described as a veritable encyclopedia, condensed to modest size and available at a moderate price.

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More passengers (close to 51,000) were carried on the D&RGW narrow gauge this year than ever before. The Rocky Mountain Railroad Club started off the record-breaking year with our annual 3-day trip during the Memorial Day holiday. Over 400 passengers were aboard the 3-day "Kolor Karavan," for which announcements were sent to Club members, September 27, 28, and 29. Officers and members of the Club also were on hand to close out the season, riding a 16-car special train from Alamosa to Cumbres Pass and return October 6. The trip, publicized by our August Newsletter #48, carried a sell-out crowd of 594, and thus superseded the Club's Memorial Day excursion as the largest narrow gauge special train operation ever handled by the railroad!

So ends the memorable year of 1963 passenger business on the narrow gauge.

The attractive silver brochure covering the Silverton Branch schedules for 1963, and enclosed with last month's Newsletter, was made available for distribution to our membership through the cooperation of Messrs. Harold Eno, Carlton Sills and Claude Davis of the Rio Grande's Passenger and Advertising Departments.

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Burlington steamer #4960, the 2-8-2 which ran out of water while handling the Club's Silver Anniversary Banquet Special to Colorado Springs last May, was in this area again in mid-October, handling school children trains. On Sunday afternoon, October 20th, however, she was assigned to a special operation out of Casper, Wyoming, handling a train of 860 passengers to Arminto and return -- 58 miles each way -- sporting a gold (!) paint job. All this to mark the 50th anniversary of the day the railroad first entered Casper, Wyoming: October 20, 1913.

Club member Glen Brazelton, owner of Caboose Hobbies in Denver, who kindly provided us with a copy of the publicity release, pointed out the following statements:

"The Burlington Railroad believes a golden anniversary should be properly observed.

"Number 4960 is destined to become the first gold steam engine in history. 'When the Wyoming sun hits that gold boiler, it ought to make quite a sight,' says a railroad official.

"The railroad is betting the sun will shine. In order that the locomotive can be restored to its normal black color promptly at the end of the 116-mile excursion trip, a water-base paint will be used. Rain will also dissolve the paint, a fact railroad officials have duly noted."

The sun shone, we are glad to report!

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Recent statistics released by the AAR show that the Santa Fe leads the nation in "Miles of Line Operated" with 12,970 miles, or 6% of the total. The UP is first in the category of "Net Income" with \$82.5 million, or 14.5% of the total. The Southern Pacific is first in "Ton Miles" with 48,220 million, or 8% of the total. The Pennsy is first in number of "Locomotives Owned or Leased" (2,656); "Freight Cars Owned or Leased" (140,835); and "Passenger Cars Owned or Leased" (3,546).

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Don't forget -- Don't delay -- send your prize-winning photographs to the Club before the deadline -- November 20!

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A man begins cutting his wisdom teeth the first time he bites off more than he can chew.

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J. C. Thode, President

E. R. Lewandowski, Secretary

R. A. Ronzio, Vice President

Ane O. Clint, Treasurer