

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

July, 1964

Newsletter No. 59

The July, 1964, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, July 8th, in the basement meeting room of the Western Federal Savings skyscraper building, 718 - 17th Street, Denver, at 8:00 p.m. An interesting program of slides, with appropriate commentary, is to be presented by Club members Francis B. Rizzari and Richard A. Ronzio. Prepared for and shown originally at the January meeting of the Colorado State Historical Society by these two well-known western and railroad historians, "Train Rides of Yesterday," will take us on a tour of the little Colorado railroads which today exist only in legend and in such scenes as make up this program. All members and their friends are invited to enjoy this unique presentation.

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Vice President Herb. O'Hanlon, who seemingly has been confronted with more than the usual number of obstacles in program presentations this year, tells us that the two reels of film schedules for the May meeting actually were in Denver in time for the program that month - reposing with the express company, which had misplaced his address. His first information about these two films came two weeks later when he received their bill for storage!

Last month's program ran into difficulties of a similar nature - with one of the films not putting in an appearance. However, Herb, who is now a well-qualified practitioner in the art of last-minute arrangements, presented an extremely interesting and well received program. The first reel, "Railroaders," was a beautiful black-and-white study of winter-time operations of the Canadian Pacific over the two Rocky Mountain summits east of Revelstoke, B.C. The second film - Union Pacific's celebrated "Big Boy" - brought forth many an "Oh!" and "Ah!" as memories were revived of the mighty 4000's in action. An altogether entertaining and satisfying evening of railroading to those in attendance.

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We are pleased to announce that The Rocky Mountain Railroad Club is approaching completion of another of its outstanding publishing ventures. Presswork currently is in progress on an attractive and colorful brochure announcing publication by the Club of COLORADO MIDLAND, the history of that famous old mountain carrier written by Club member Morris Cafky of Denver. Morris' work on the book involved six years of continuing research, and has resulted in the largest volume ever to be published by the Club. First distribution of this new piece will be to Club members about the second week of July. Addressing and mailing of the remaining copies will proceed with volunteer help from Club members under the guidance of Bryant McFadden. If you are interested in assisting the Club on this announcement distribution project, or in joining the extra gang in packaging and distributing the books themselves later this fall, Bryant will be happy to hear from you. He can be contacted at 2561 South Cook Street, Denver 80210, or by phone in the evenings at 757-0698.

Extra copies of the announcement brochure, by the way, will be available to any Club member who would like them for friends or other interested persons. Please let us know.

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The Club has recently received a number of announcements of unusual rail excursions planned this summer. Of immediate interest are operations planned by the Nevada Northern on Saturday, Sunday and Monday, July 11th, 12th and 13th, using venerable ten-wheeler #40, for a 150-mile daily round trip from Ely to Currie, Nevada. Fare is only \$2.00 per person for the entire journey, departing each morning from Ely. Write, wire or call the Nevada Northern Railway Company, East Ely, Nevada, for information and ticket arrangements.

The Mt. Shasta-Alpine Scenic Railway, California's first steam tourist railroad, is operating the last steam locomotive of the McCloud River Railroad for excursions on the southern slope of Mt. Shasta on August 22nd-23rd; and September 4th-7th. Adult fare is \$2.80, children \$1.90, with discounts to families with two or more children. Information about this highly scenic line situated five hours north of San Francisco, can be obtained from the organization at P.O. Box 1424, Mt. Shasta, California.

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Another colorful item of which we recently became aware is a large (38" x 52") wall map of the United States showing the routes of all Class I railroads. The emblems or heralds of 90 principal U.S. railroads are printed in full color around the border. The Association of American Railroads, publishers of this attractive display item, advises us that single copies are available to Club members for the asking, with the AAR defraying all mailing costs. Each map is mailed folded in a large envelope, and may be obtained by writing:

Public Relations Department  
Association of American Railroads  
Transportation Building  
Washington, D.C. 20006

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No doubt a number of members of the Rocky Mountain Railroad Club are planning trips to the Worlds Fair which recently opened outside New York City. Perhaps, then, a few lines concerning accessibility of this fabulous world exposition by rail transportation would be of interest.

The Long Island railroad, for instance, which daily handles more than a quarter of a million persons in its regular operations, has inaugurated special fairground service from its terminal at Pennsylvania Station in lower Manhattan, using high-speed, air-conditioned, electric equipment. The trip, at a cost of 50¢, requires only 12 minutes from Penn Station to the road's new six-track Worlds Fair station, whose concrete floor-level platforms each can accommodate a 10-car train of the railroad's newest 85-foot cars.

In addition, the new home of the New York Mets baseball team - Shea Stadium - is less than a pop fly away from the new Long Island Worlds Fair Station, and the railroad has taken into consideration this major attraction in arranging service to the Fair area.

Ever mindful of its regular patrons - Dashing Dan, the breathless commuter - the road has arranged schedules of its Worlds Fair trains so as not to interfere with normal operations. Sandwiching the special fair trains among the 400 other trains the Long Island runs in and out of Pennsylvania Station each weekday took some doing.

Other rail service to the Fair also is available via subway and elevated facilities of the New York City Transit Authority. The program of this high-volume, rapid transit organization is based on four factors:

- A fleet of 430 new cars has taken over service on the line that runs to the Fair.
- The trains run from mid-town Manhattan directly to the Fair entrance as non-stop "Super-expresses."
- The Transit Authority ride costs 15¢ each way - the lowest fare of any mode of transportation.
- The route to the Fair is almost all elevated - affording tourist some spectacular views of the New York skyline at one end, and of the Fair itself at the other.

The 9.5-mile Flushing line of the NYCTA serving the Fair begins right in the center of the metropolis at Times Square. After a stop at Grand Central Terminal, the line tunnels under the East River, emerging on an elevated three-track right-of-way for the balance of the run to Willets Point and the Fair grounds. While normal express and local service continues as usual, the super-Expresses make the trip non-stop from Manhattan to Willets Point in 20 minutes.

Over a million subway route maps, printed with the Worlds Fair line heavily marked on one side and a sketch of the Flushing line cars on the other, have been sent to hotels and travel agencies across the country. And in over 16,000 locations on subway stations throughout the city's system, posters and arrows give transit patrons directions for reaching the blue Flushing-line cars.

Have fun!

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While visiting in the East, railfans should not overlook another substantial attraction which, while some distance from New York City, is well worth a side trip. The Seashore Trolley Museum at Kennebunkport, Maine, (open daily from 10:00 a.m. to sunset) has on

display or in operation a fleet of 80 trolley cars - from a horse car to the modern streamliner, equipment from nearby and from the far corners of the globe; cars that inched through crowded cities, that roared across our prairies, that threaded New England valleys, that carried workers and vacationers in foreign lands.

The Seashore Trolley Museum, within comfortable driving distance of Boston and the resort regions of Maine and New Hampshire, is the world's oldest and largest electric railway museum. Included among the equipment is a 12-bench open trolley built in 1900 by Brill, a double-decker from Blackpool, England, and another from Liverpool, England (a single-truck four-wheel car), as well as a number of interurban cars from such lines as the Chicago, Aurora and Elgin, the North Shore, the Cincinnati & Lake Erie (a lightweight), and the Lehigh Valley Transit. The piece de' resistance, perhaps, is an open observation with stepped-down decks obtained by the Museum from the City of Montreal.

Anyone who treasures the memory of the old trolley lines certainly will enjoy a visit to this outstanding exhibit and operation.

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We have been advised by Bob Richardson of the Colorado Railroad Museum at Golden that, effective immediately, all Rocky Mountain Railroad Club members using their Club membership card as an admission pass will be required to sign a register at the museum ticket window.

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For those of you who missed the Club's recent D&RGW narrow gauge excursion from Alamosa to Silverton and return, we thought perhaps the following brief review of the trip would be of interest.

The Club special, with more than 300 members and guests settled comfortable in the colorful orange and silver coaches or riding the open air "vista dome" on the rear, began the outing with a hot box (sometimes known as a "jumbled journal") at Alamosa. This delay was welcomed by everyone (with the possible exception of Trip Chairman Ed Haley) since it gave passengers the opportunity to see how a train crew remedies such a situation. We were, incidentally, given the same opportunity on several more occasions by the time our train pulled into Chama. There, three journals were given new brass and packing in the middle of a snow storm!

The weather was perfect, however, earlier in the day for our photo stop at Big Horn. This was quite possibly the most beautiful narrow gauge run-by of all time and those who recorded it on film really have a pictorial treasure.

The snow, which somewhat hampered journal repairs at Chama, was picked up at Los Pinos and stayed with us intermittently until we crossed the Continental Divide. Highlight of the afternoon was a very real Indian attack by a disgruntled Apache who quite obviously had no love for the "white eyes" or their iron horse. This renegade, sporting shoulder-length hair and a long, scraggly beard, hurled pans of water, rocks and insults at our train - repeated his attack with apparent relish on Sunday when we again trespassed on his domain.

Our journey to yesteryear was complete that first day because the delay at Chama meant we arrived in Durango after dark, with stoves and lamps burning in every coach. It was a real treat and never have NG excursion passengers been so close to bona fide 1880 railroading.

Saturday dawned bright, clear and crisp for the run to Silverton. Weather during the day ranged through wind, spring and winter and back again, snow, rail, sunshine, magnificent cloud formations, mist on the mountains - a not-too-uncomfortable day that made for a far more exciting trip than we have experienced in quite some time. We were joined for the run by the entire senior class of the Westcliffe, Colorado, high school, who were on their sneak trip and asked particularly to ride the Club train. Photo stops, all beautifully successful, were run at Elk Park, M.P. 474 and several other spots in the canyon.

That evening we were treated by Club member Tom Cox, ably assisted by his son, Phil, to one of the most outstanding programs of color and sound motion pictures it has been our privilege to attend.

Everything ran so perfectly Sunday on the return trip to Alamosa that we were able to schedule an extra photo stop and still arrive right on schedule. The day was brisk but plenty of sunshine was available for every run-by. And we cannot fail to mention a world's record that was established that day: Some enterprising fans launched a kite at Cumbres and flew it nearly all the way to Alamosa, thus claiming the narrow gauge kite flying championship of the world! The bright red kite not only served as a claim to fame, but gave our train an unusual air of jaunty modernism.

If we've given you the idea that we had fun on this trip - which this writer has declared the best narrow gauge excursion in Club history - it's only because we did. Join us next year, won't you?

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Always try to drive so that your license will expire before you do.

Ted S. McKee, President  
Herbert O'Hanlon, Vice President

Fay L. McKee, Secretary  
Ane O. Clint, Treasurer