

The March, 1964, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, March 11th, in the basement meeting room of the Western Federal Savings skyscraper, 718 - 17th Street, Denver, at 8:00 p.m. Presenting an unusual program will be Club member Neal R. Miller of Longmont, whose color slide show is entitled, "Cinerama in Steam". Sound interesting? Neal will say only that this showing requires two 70"x70" projection screens taped together side by side, and covers steam power on local railroads during the past 15 years. He also will have 8mm movies of the Great Western Railway, the southern terminus of which is located in his home town.

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Expected to be at the March meeting is a prominent out-of-state member of the Rocky Mountain Railroad Club: Editor David P. Morgan of TRAINS Magazine. Mr. Morgan will present awards offered by his magazine for the prize-winning photos entered by Club members in the recent TRAINS Magazine - Rocky Mountain Railroad Club photo contest commemorating the Silver Anniversary of our organization. The January newsletter No. 53 gives many of the details concerning this eventful contest.

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The program on old Mexico's newest railroad presented by Charles Max at the Club's February meeting created a great deal of interest in the scenic beauties, outstanding engineering accomplishments, and operating features of the Chihuahua Pacific. Mrs. Max handled the projectionist's chores while Charles, microphone in hand, related many of the experiences encountered by the couple during their trip over this colorful railroad with Club members Ed and Lucille Dunn of Santa Fe, New Mexico.

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Enclosed is the announcement of this year's Memorial Day weekend narrowgauge excursion, sponsored annually by the Rocky Mountain Railroad Club to inaugurate each summer's passenger service on the Rio Grande's narrowgauge lines. This famous excursion, scheduled this year for Friday, Saturday and Sunday, May 29th, 30th and 31st, features all-steam operation over 245 miles (each way) of three-foot gauge mountain railroad, including Cumbres Pass, Monero Canon, the Jicarilla Apache Indian reservation at Dulce, New Mexico, and the celebrated ride to Silverton beside the rushing River of Lost Souls, as well as a number of specially-arranged photo stops.

An up-to-date list of motel and hotel accommodations and eating facilities will be included with your ticket to help you make the necessary overnight reservations at Alamosa and Durango. This excursion consistently sells out each year several weeks before the departure date. Last-minute reservations are generally difficult to make, with cancellations at a minimum. Order your tickets now!

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Here, in answer to a question raised at the last Club meeting, is important information concerning contributions made by members to the Club equipment restoration fund: Such contributions are tax deductible, according to information supplied by a CPA and tax consultant. As most of you know, the Club is a non-profit corporation incorporated under the laws of Colorado. We regularly file the required tax exemption certificate and pay no corporate income taxes. Since equipment fund donations are used for "educational purposes" (the key word) they have been deemed deductible.

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From the Sounder, official newsletter of the Puget Sound Railway Historical Association of Seattle, Washington, we learn that the powerful new diesel-electric rotary snow plow, built by the Northern Pacific in 1956, finally saw its first service this winter when record-breaking snows in the Cascades required its use in keeping the line open.

In contrast, snowfall in Colorado to date has been light, requiring only infrequent use of flangers or spreaders by the Rio Grande. Two units worked west from Denver with a Jordan spreader over the Moffat line on Friday, February 21st, principally to clear snow from the right-of-way through Gore Canon and over Toponas Summit east of Steamboat Springs.

Ute-24, the night freight west from Denver February 24th, encountered icy rail conditions brought on by a storm moving into the area. The crew had to uncouple their four GP-30 units at milepost 24, just east of Plainview, and work light up the hill about a mile to Plainview siding, sanding rail as they went. They were then able to move their train on up the mountain to a meet with an eastbound freight at Plainview, and to continue west with no further trouble.

Ever contemplate the chores of a second-trick switchman in such weather??

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More than 9,300 cars of potash were moved out of Carlsbad, New Mexico, by the Santa Fe last month, making it the biggest January loading in the company's history. On January 31st, 730 cars were loaded, making it the single largest loading day ever, and the Company states that more covered hopper cars were used during the month than in any previous January to date.

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We were pleased to note that Club members Francis Rizzari and Dick Ronzio, on January 20th, presented the first of the Colorado State Historical Society's 1964 monthly illustrated lectures. Their show, entitled "A Brief History of Colorado Railroads in Slides", included rare old photos of some of the smaller and less well-known railroads in the state. Featured were such companies as the Denver, Utah & Pacific, Book Cliff, Crystal River Lines, Florence & Cripple Creek, and Silverton Northern.

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The Board of Directors of the Rocky Mountain Railroad Club held its first meeting of the year on January 31st, with President Ted McKee presiding. Bob LeMassena, who was elected club secretary at the December meeting, advised by letter that the press of personal affairs did not give him sufficient time for adequately carrying out the Secretary's duties. Accordingly, the Board ratified the President's action in accepting, with regrets, the resignation submitted by Bob, and then unanimously appointed Mrs. Fay McKee as Secretary to fill his unexpired term, this action conforming with the provisions of the Club's by-laws.

Trip Committee Chairman Ed Haley was authorized by the Board to make final arrangements with the Union Pacific for an excursion to be sponsored by the Club from Denver to Rawlins, Wyoming, and return, to be run during September, 1964! The 8444 will power our train west of Cheyenne. Complete details on this exciting Club trip will go out in a few months-- but mark your calendars now for a September steam date with the UP.

Applications for membership in the Rocky Mountain Railroad Club, submitted by 22 prospective members, all were accepted during the course of the Board meeting. Other matters considered by the Board included the Club's contractual relation with the Iron Horse Development Corporation (Colorado Railroad Museum), revising and up-dating the Club's by-laws, and resuming publication by the Club of small pamphlets on various facets of Colorado railroad history for distribution to the membership.

The President was authorized by the Board to start work on an illustrated history of Club excursions, using as its basis photos selected from among the entries in the recent TRAINS Magazine -- Rocky Mountain Railroad Club photo contest.

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1964 Rocky Mountain Railroad Club membership cards were recently completed with the assistance of Charles Ryland and Dick Ronzio at Ryland's home on his hand-and-foot-operated "Smoking Stack" printing press. Cards will soon be in the hands of persons who have paid their 1964 dues. If you have not yet paid, remember that dues for Colorado members are \$3.00; all others, \$2.00 a year. Members who do not pay the current year's dues will no longer be carried for the entire year. Ninety-day membership cancellation notices to those who have not paid their 1964 dues will be sent out later this month.

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Drunken elephants are terrorizing railroad workers based at a small station in South Africa's Kruger National Park, a large game reserve. At this time of year some elephants get drunk after eating fermented berries which have dropped from the maroela trees growing in the park. Like some humans on a bender, some pickled pachyderms become extremely aggressive and unpredictable. Until recently the 34 railwaymen were willing to risk the danger from behind a 7-foot barbed wire fence enclosing their living quarters. But after two unprovoked elephant attacks they are feeling jittery.

One worker was returning from a party with friends when a drunken bull elephant tossed him off his bicycle and stamped the machine into the ground. The African suffered two broken ribs and cuts on his face, but escaped.

Another worker was sitting on his veranda when he heard a crack in the backyard. "An old outcast bull elephant we call 'Patrolman' was tearing some fruit trees apart," he said. "Suddenly the wind changed and he came for me. I shut the kitchen door just in time. "He ran around the cottage for about five minutes, trumpeting and flapping his ears, drunk as can be. Then he stormed off into the bush."

The railwaymen are asking the national parks board for protection.

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People who wonder where this younger generation is headed for would do well to consider where it came from.

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Ted S. McKee, President

Fay L. McKee, Secretary

Herbert O'Hanlon, Vice President

Ane O. Clint, Treasurer