

ROCKY MOUNTAIN RAILROADER

DENVER, COLO.

Edited by
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No. 1

June, 1939

Published by the Rocky Mountain Railroad Club for those who are interested in railroads, past and present, of the Rocky Mountains.

CLEAR BOARD! The brains and the hoghead have compared time; the cartoads have taken down the blue flags; the air has been tested, and the bell is ringing. ALL ABOARD, and we're off on our first run. As we steam out of the station for the first time, we may seem somewhat jerkwater in our dimensions, but we ask your indulgence, good passengers, and beg to remind you that we hope we'll be able to fill up a few more coaches next trip. Who knows? We might even need a helper engine.

For the benefit of our new friends and prospective members, we'd like to give a brief account of our club and its aims and purposes. To make a long story short, we're a group of hobbyists who have never outgrown our childhood fascination for "choo trains". At 8 P.M., the second Monday of each month, we meet in the Auction Room of the Union Pacific Freight Depot and talk over matters of general interest to railroad fans, with special programs arranged beforehand for each meeting. Our aims are to impartially publicize all the railroads of the Rocky Mountains, and to assemble and preserve the history of the famous old abandoned mountain lines before they fade into oblivion. We are proud to list among our most active members some of the most outstanding locomotive photographers to be found anywhere. If you aren't already an engine picture fan, all you need to do is look over part of the enormous collections of Otto Perry or Richard Kindig, and we'll guarantee you'll never again see a train without at least thinking "What a swell shot that would make". Practically all of our members have been able to bring to light valuable and interesting historical facts about the famous old roads that played such a vital part in the glamorous and thrilling saga of the winning of the West. By pooling this knowledge at our meetings we are able to learn a great deal more than any one of us could unearth single handed. Some of our members are veterans who once worked on some of the famous old lines such as F&CC, South Park, etc., and their reminiscences alone are well worth your attendance. Another interesting activity of our club consists of field trips between meetings to such points of interest as the D&RGW's Burnham shops, the UP's Pullman shops, and out to Keenesburg to accept the hospitality of Mr. and Mrs. Joseph Schick, and look

Roster of Officials of the Mountain Div.

Trainmaster:

Forrest Crossen, 2002 Spruce St.,
Boulder, Colo.

Asst. Trainmaster:

Richard Kindig, 3831 Perry St.,
Denver, Colo.

Chief Clerk:

Jack Thode, 2251 Forest St.,
Denver, Colo.

All applications for membership should be addressed to the Chief Clerk. Dues, which are \$1.00 per year, are payable to the Asst. Trainmaster, who also acts as our Treasurer.

In line with our policy of giving equal publicity to each of the railroads of the Rocky Mountain region, we intend, on each run, to feature a different line serving this territory. Out of appreciation for the extreme kindness the Union Pacific has shown in placing their fine big auction room at our disposal for meetings, we give them our big boost in this issue. We want to especially express our thanks to Mr. Harry Engleson, Travelling Passenger Agent, whose co-operation made our club possible. It takes a lot of fares to pay for those luxurious trains the U. P. provides for its patrons, and Harry's job is see that the fare paying passengers don't make any mistake and travel some other way, so whenever you get a chance, don't forget to put in a plug for Harry's fine new trains. You'll be doing a favor for him and the travelling public also. See page 2 for our salute to the Union Pacific. *****

Next trip we hope to run our special over "The Baby Road that Grew Up", through the Rockies with the Denver & Rio Grande Western.

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Purpose of the Rocky Mountain Railroad Club. (Continued from Page 1)

over Mr. Schick's fine collection of engine shots. Mr. Schick lives in a most interesting spot from the viewpoint of fans who are interested in the ultra-modern, alongside of the automatically controlled Denver-Akron division of the Burlington, the route of the "Denver Zephyr".

If you're interested in trains, regardless of your occupation or age, and live anywhere near Denver, you're missing great deal by not joining our club.

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MANY HAPPY RETURNS, UNION PACIFIC

As the Union Pacific celebrates the 70th anniversary of the driving of the Golden spike at Promontory Point, Utah, we are very glad to join in the chorus of good wishes extended to the pioneer railroad of the Rocky Mountain region; the first line to span the continent and the first to come to Denver.

Western railroad fans are sometimes prone, when thinking of the really de luxe and finest in railroads, to turn their thoughts to the big lines in the East, and overlook the fact that one of the very finest of them all is right out here in the West. In physical condition of its tracks, motive power, and rolling stock, the Union Pacific is second to none of them, and in courteous treatment of patrons and luxurious accommodations offered, the Union Pacific is still pioneering and leading the way. It's a far cry from the quaint little old engines of 1869 to the massive steam giants and the sleek streamliners of today, but through each decade the Union Pacific has remained always abreast of the times and generally ahead.

To the true steam locomotive enthusiast, nothing could be more thrilling than the roaring exhausts of two mighty 800's as they blast the cold air mile after mile up Sherman Hill on a still winter night, pulling a long mail train up the steep grade at speeds that would be no mean performance on level track. Engine picture fans have no need to become bored while waiting for trains along the U. P. main line; where one train every 10 minutes throughout the 24 hours is nothing unusual. The rails don't have much time to rust along that pike. Lumbering Mallets with mile long coal drags; High wheeling silk trains; double-headed green fruits; Luxurious passenger equipment, suggesting comfort, safety and speed in every line; and sleek streamliners pass in what seems to the layman to be a bewildering profusion of everything that is the finest on rails. Everything on the Union Pacific seems to suggest "Going Places". Those boys aren't in the storage business; their business is getting the traffic over the iron, and how they do it!

The genuine lover of the Iron Horse will insist that it's nothing short of sacrilege to clutter up the railroad with anything powered by an internal combustion engine, and the management of the Union Pacific, after building up their vast enterprise on steam power, probably feels the same way, on their sentimental side. Unfortunately, sentiment must sometimes give way to a sense of business values, and when confronted with the problem of selling their services to a public that had become accustomed to thinking of transportation in terms of gasoline, the Union Pacific decided, like Mohammed, if they couldn't make the mountain come to them, they'd go to the mountain. The history of successful pioneering by the Union Pacific in the field of streamlined gasoline-electric, Diesel-electric, and turbo-electric trains is too well known to need mentioning here. It's sufficient to say that when finer, speedier, and more luxurious streamliners are built, the Union Pacific will have them, and each new development brought forth is only regarded by the Union Pacific as a stepping stone to something better.

For the present, it seems inconceivable to the non-technical fan that anything could possibly be built along those lines to surpass such marvels of design and performance as the "City of Denver" or the "City of Los Angeles". What a thrilling sight it is to see the long, trim streamliner leaving Denver on its overnight dash to Chicago, winding its way out of the maze of tracks, switches, signals and viaduct pillars; its air-horn bellowing like some Gargantuan monster in the depths of a pre-historic jungle. It's all in the day's work for the Union Pacific and for most of the blasé public who travel in such comfort and luxury, but to those who know the romance of the rail, it's a never ending source of fascination.

So, again we say, "Many happy returns, Union Pacific". Probably most of us won't be around to see what you're like at the end of your next 70 years, but we'll lay this little bet with anyone. You'll still be right up at the top.