

ROCKY MOUNTAIN RAILROAD CLUB
P. O. BOX 2391
DENVER 1, COLORADO

March, 1963

Newsletter No. 43

The March, 1963, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, March 13, 1963, in the basement meeting room of the new Western Federal Savings skyscraper, 718 - 17th Street, Denver, at 8:00 P.M. A program entitled "The Rio Grande Southern -- Then and Now" will be presented by John Maxwell, who - for the past 25 years - has traveled extensively over the RGS by rail, auto, and on foot.

Perhaps you will recall the visits to our meetings a year ago by representatives of the Junior Achievement Company sponsored by the Rio Grande, who offered an attractive wall plaque or hot plate featuring the Montezuma. A similar design is being offered this year applied to a high-quality ceramic Coors ash tray selling for \$1.75, and members of the Zoomco Company will be present at our March 13th meeting with some of these appealing new custom-made products for your inspection and consideration.

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Plans for the use of CB&Q "Mike" #4960 during its brief stay in Denver early in May, as announced in the Club's February Newsletter, have been revised. The Colorado & Southern Railway, Intermountain Chapter N.R.H.S., and the Rocky Mountain Railroad Club have concluded arrangements for the Chapter to use the engine on Sunday, May 12th, cancelling the Club's planned excursion to Brush, Colorado, on that day. The revised arrangements thus enable the Club again to sponsor a steam excursion in connection with its annual dinner which, this year, will be the

----- SILVER ANNIVERSARY BANQUET, SATURDAY, MAY 11, 1963 -----

For this gala occasion, CB&Q steamer #4960 will handle a special train, accommodating Club members and their families, to Colorado Springs on Saturday, May 11, 1963, in celebration of the Rocky Mountain Railroad Club's 25th Anniversary. The 75-mile run to the 'Springs' will leave from Denver Union Station about 2:30 P.M. and, of course, will include photo stops. Awaiting us in the Terrace Room of the famous Antlers Hotel in the southern city will be a Filet Mignon dinner with all the trimmings and, following the dinner, plans presently call for the showing of a feature film. The movie for which we are negotiating is "Ticket to Tomahawk," the story of a mythical early-day narrow-gauge railroad, filmed in the Durango-Silverton area, which stars "Emma Sweeney," Rio Grande Southern ten-wheeler #20, now owned by the Club and exhibited at the Colorado Railroad Museum near Golden.

Total cost for the entire afternoon and evening, including a 150-mile steam train excursion, filet mignon dinner, and movie, will be about \$6.00 per person. DO NOT SEND ANY MONEY AS YET -- Please wait for the official invitation and notice of details, which will be in the mail to you in the very near future.

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As mentioned in last month's Newsletter, two brand-new narrow-gauge passenger cars, closely following the exterior design of coaches of the 1880's, are under construction by Rio Grande forces at the Burnham shops in Denver. Two sets of cast-steel passenger trucks, reclaimed from former mail cars now in work service, are the only ready-built items; all other parts and assemblies are being fabricated at the shops. The D&RGW reports that work is now almost complete on the underframes of the cars, with cars sides currently being assembled. Dimensions and lines of the older cars are being retained on the new equipment because the cars must match other rolling stock in the train.

Steel is the principal material being used in construction of the new coaches, although wooden steps will be applied at the open platforms. Coal stoves are to be used for heating purposes. To be numbered 330 and 331, the two new coaches will have seating capacity of 48 passengers.

By this summer the Rio Grande will have increased its roster of narrow-gauge passenger cars from 10 to 12, not including the open-platform business car. The latter, car B-7,

is being restored to its original condition at the present time. Also currently in the shops are coach 350 (formerly Parlor Car Alamosa) and baggage car 126.

Underframes on the coach and baggage cars are being reinforced with new steel draft and center sill sections, and the cars will be repainted. Baggage car 126 will retain its original exterior appearance, except for the new paint, while the interior will be re-furnished for service as a snack car. Business car B-7, stored in the Alamosa locomotive shop for the past several years, has seen decades of railroad history. Its exterior will be repainted in Grande Gold, but interior decor will not be disturbed and the car will be put on display in Durango later this year. Plans are now being made to advertise it for charter to private groups making the Durango-Silverton run.

The railroad expects to bring all remaining narrow-gauge passenger train equipment to Denver for inspection and renovation before its first 1963 use on our Club's annual Memorial Day excursion on May 30, 31 and June 1st.

General appearance of the cars will not be altered and the realistic and visible ties with early days of railroading in the West will be preserved, according to the D&RGW. Presence of the 80-year-old equipment in the Denver shops is giving diesel-era railroaders quite an experience. Some employes at the shops, however, can remember when Burnham was a three-rail repair facility servicing both standard- and narrow-gauge equipment.

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Many of our members, in sending dues or other communications to the Club, have very graciously extended greetings, good wishes, and other comments regarding Club activities and membership. Inasmuch as it is impracticable to acknowledge each of them individually, we hope this method will serve to indicate that these communications are always welcome, receive consideration by administrators of the Club's affairs, and are deeply appreciated both for their sentiments and as expressions of interest in the operations of the Rocky Mountain Railroad Club by its members.

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Detailed financial reports on Club operations are prepared and presented regularly at the monthly meetings by our hard working Treasurer, Ane Clint. The summary for the year 1962, which was given at our February meeting, contained several items which may be of interest to the membership at large: Six excursions were sponsored by the Rocky Mountain Railroad Club during 1962; aggregate costs of these trips, including printing of ticket and promotional literature and supplies, were \$14,014.12. Ticket sales produced receipts of \$14,019.11, resulting in a balance over and above costs of \$4.99!

Regular Club operations produced receipts (primarily dues) of \$2,225.29, while expenses, covering Newsletter printing and postal costs, insurance, meeting place rental, etc., totaled \$1,845.93. The operating gain of \$379.36 thus recorded is very gratifying, and will supplement the reserve maintained by our organization to meet unforeseen contingencies.

Book fund reserves were drawn down in 1962 by transferring \$2,500.00 to the Equipment Restoration Fund, and by expenditure of \$3,186.71 in preliminary costs for the Colorado Midland book now being progressed for publication. Equipment restoration and maintenance expenditures totaled \$1,883.59, principally for reconstruction of the interior of RGS narrow-gauge business car Rico, owned by the Club. Investment in tools and our historical engine and cars now aggregates \$9,912.75, and will no doubt exceed \$10,000.00 by the end of the current year. A total of \$7,493.84 has been spent by the Club on equipment restoration to January 31, 1963.

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Formal dedication ceremonies for the C&S 638, now on permanent exhibit at Trinidad, Colorado, mentioned in the February Newsletter, took place as scheduled on Sunday, February 10th. At the cordial invitation of Mr. Harold Merson, Mayor of Trinidad, the Rocky Mountain Railroad Club, represented by Trip Committee Chairman Ed Haley and President Jackson Thode, participated in the luncheon and dedication ceremonies. It is very

pleasing that such officials as Mayor Merson, Vice President Terrell of the Colorado & Southern, Congressman J. Edgar Chenoweth, and others, accorded this honor to our organization.

Engine 638 is nicely displayed on 75' of track adjacent to the City Hall parking lot at Trinidad, along the south bank of the Purgatoire (also well known as the Picketwire) River. During the ceremony, compressed air pumped into the boiler of 638 made it possible for this gallant old lady to make her own announcements to the world with her whistle! That pleasant, nostalgic and familiar sound once again was enjoyed thoroughly by all who were there.

An artistic two-color brochure and individual lifetime pass, prepared and issued especially to commemorate this important event, are available from the City of Trinidad for the nominal sum of 50 cents, and Mayor Merson will be pleased to hear from all who are interested.

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Club member W. L. Van Patten has sent us the following report about the Black Hills Central Railroad of Hill City, South Dakota:

The Black Hills Central now has seven steam locomotives: "Klondike Casey," ex-White Pass & Yukon 2-8-0 No. 69, powers a 5-car train between Hill City and Oblivion on the narrow-gauge portion of the CB&Q Keystone branch, which is three-rail between these points. "Chief Crazy Horse," ex-Colorado & Southern 3-foot gauge 2-6-0 No. 9, scheduled for new flues, is to handle a 3-car train over the same 10-mile route.

A standard-gauge Baldwin 2-6-2, ex-Prescott & Northwestern No. 7, runs on the 5-mile segment of the Burlington tracks from Keystone up to Oblivion. Other motive power includes an ex-Sumpter Valley narrow-gauge Shay (currently being re-flued); a narrow-gauge Porter 2-6-0 from Guatemala; an ex-C&NW 2-foot gauge Davenport 0-4-0; and a standard-gauge 10-wheeler, ex-C&NW No. 444.

In its five years of operation, the Black Hills Central has handled over 150,000 passengers.

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Club member Jack M. Crandall of Hawaii sent in this closing thought:

Every time you turn green with envy
you become ripe for trouble.

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J. C. Thode, President

E. R. Lewandowski, Secretary

R. A. Ronzio, Vice-President

Ane O. Clint, Treasurer