

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

September, 1963

Newsletter No. 49

The September, 1963, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, September 11, 1963, in the basement meeting room of the Western Federal Savings sky-scraper, 718 - 17th Street, Denver, at 8:00 p.m. TED MC KEE, in charge of the program, will present a professional tape recording of the last run of the Midland Terminal Railway's final train, in February of 1949. The tape recording features track-side sounds and interviews with the train crew and by-standers. Supplementing the tape recording will be color slides of the Midland Terminal, taken by R. H. Kindig and R. A. Ronzio.

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25th ANNIVERSARY ANNOUNCEMENTS

TRAINS magazine wants to help the Rocky Mountain Railroad Club celebrate its Silver Anniversary! The magazine's editor, David P. Morgan, himself a member of the Club, has generously offered to tell the Club's story to his some 40,000 railfan readers across the country with a pictorial feature article in an upcoming issue. And there will be an exciting contest (with prizes) for Club members only. Final details are now being worked out with Mr. Morgan - so watch for an announcement soon on how you can participate and vie for one of the prizes.

In this regard, the accompanying comprehensive list of excursions sponsored by the Club -- a total of 65 special trips since its inception, may be of interest. This chronology, prepared by R. H. Kindig, could be of considerable reference value in connection with the TRAINS magazine feature.

Another current project highlighting this 25th Anniversary year is the result of several years of planning and effort by past and present Club Directors and Officers. In June, 1959, arrangements were concluded for exhibiting the Club's collection of historic narrow-gauge and electric equipment at the Colorado Railroad Museum near Golden, and the necessary contractual agreement was signed by Club President M. C. Poor, and Museum owner (and Club member) Cornelius W. Hauck.

Among the items exhibited at the Museum is the Club's small 4-wheel Birney "Safety Car" -- trolley No. 22. As purchased from the Fort Collins Municipal Railway, this car was in operating condition, and the program upon which our organization is now embarked culminates an idea, first proposed in 1960, that the Museum and Club cooperate in reviving some pleasant memories of days gone by, by arranging for operation of the car under Club auspices.

In January, 1961, Museum forces surveyed and staked a proposed grade for an operating trolley line and, later in the year, rail and track fittings were acquired through the efforts of members Michael Davis and I. E. August. Grading costs at the time, however, were felt to be beyond the Club's resources, and additional estimates were sought while a committee of Bryant McFadden and Rev. Gerrit Barnes developed a set of proposed general, safety and operating rules. Additional expenditures were made in purchasing a considerable quantity of trolley wire, hangers and accessories from one of the Union Pacific's coal mines in Wyoming, again with the expert assistance of I. E. August, as well as approximately 400 cross ties from the Rio Grand and Colorado & Southern railroads.

During 1962 additional negotiations were conducted concerning insurance requirements and revisions in existing fencing on the Museum grounds. Conferences with Cornelius Hauck and Bob Richardson on the ground suggested a more advantageous location for the line, easing both curvature and gradient while retaining a length of 600 feet, and the services of Rio Grande engineers Bill Wotipka and C. R. Chestnut (who promptly dubbed the line the "Wheat Ridge, Golden & Pacific") were enlisted to stake out location and estimate grading quantities along the new alignment. During the winter a gang consisting of Ed Lewandowski, Ted McKee, Ed Haley, Bill Gordon, Bob LeMassena, Ed Schneider, Marvin Johnston, and Jack Thode assembled on several Saturdays and moved all the ties and track spikes which were astride the center line of the proposed new route. Thank heavens for Bob Richardson and his faithful tractor those days!!!

Having met in February, May, August and December of 1962 to review the progress of this project, members of the Board of Directors, convening again on February 1, 1963, accepted bids and authorized expenditure of Club funds to inaugurate construction. The Museum's fencing was supplemented or relocated as required, and the necessary grading was completed in March and early April.

And now, we are happy to report, track construction is at last underway! More than three tons of additional track material -- switch parts, track bolts and angle bars -- were purchased August 16th from the Rio Grande, and a gang of professional track men started work on Saturday, August 17th, installing switch ties generously made available by Bob Richardson. Expenditures from Club funds for this phase of the project, as authorized by the Board of Directors, are expected to approximate \$2,400.00 as follows:

Fence relocation and construction	\$ 254.00
Grading	595.00
Additional track materials	135.00
Ballast	250.00
Labor, track construction (Foreman and 7 men, estimated 7 days @ \$165.00 per day)	1,155.00
	<u>\$ 2,389.00</u>

In this regard, none of the donations so generously given to the Club for equipment restoration purposes are being diverted to pay for the track work now underway.

Many explanatory details obviously have had to be omitted from the foregoing announcement for the sake of brevity. Nothing, however, could have been accomplished without the excellent cooperation and willing help of many fine persons, both members and non-members of the Rocky Mountain Railroad Club, who are interested in seeing the little 22 run once again. The efforts of the following people have been instrumental in progressing the work, and their assistance and encouragement are gratefully acknowledged; omissions, although unintentional, can be attributed directly to your President, who has prepared this information.

Members

C. W. Hauck, Contract preparation
R. W. Richardson, tractor, switch ties, ballasting, welding, supervision, labor, and many special arrangements
I. E. August, materials and hauling
Michael Davis, track materials
E. R. Lewandowski, Secretary, labor and surveying
Ane O. Clint, Treasurer, accounting
B. L. McFadden, Director, rules
Rev. G. S. Barnes, rules
K. C. Crist, Director, surveying and rules
R. A. Cordill, rules and operations
R. A. Ronzio, Vice President
J. L. Morison, '62 Vice President
E. J. Haley, Director, labor
T. S. McKee, Director, labor
G. A. Trout, '62 Director, legal advice
W. J. Gordon, labor
Marvin Johnston, labor
Ed E. Schneider, labor
R. A. LeMassena, labor
Maurice DeValliere, original survey

Others

John Buvinger, original survey
Chris Ahrens, track work
Bill Wotipka, surveying
C. R. Chestnut, surveying
Claude Perea, Construction foreman
J. B. Byars, track material
L. G. Phelan, track material
C. R. Alberts, track material
A. C. Black, authorization
W. J. Gill, authorization
R. O. Williams, track material
Elmer Larson, track material
E. W. Hurley, track material
W. H. Forbes, track material

Members (cont.)

R. H. Kindig, Director
Neal R. Miller, Director
Stuart Anderson, '62 Director
Howard L. Fogg, '62 Director

In connection with the announcement accompanying last month's newsletter, regarding the large 1913 railroad map of Colorado being published by the Hotchkiss Map Company under the auspices of the Rocky Mountain Railroad Club, examination of a preliminary copy of this work reveals an amazing amount of detail has been incorporated in this chart. The detailed insets of such complex areas as Leadville, Aspen and Denver, as well as other interesting locations, include several copyrighted drawings made for the railroad histories previously published by the Club, and our organization thus will benefit through royalty arrangements. Advance orders for this newest release, together with demand for the Club's reprint of the 1882 D.& R.G. operating timetable, are very encouraging.

The map is available from Hotchkiss, Inc. - - - - - the timetable from Rocky Mtn. RR Club
4055 Fox Street 2561 S. Cook St.
Denver, Colorado 80216 Denver, Colo. 80210
\$4.75 flat; \$5.00 folded; postpaid \$1.00 postpaid

This year promised to be the biggest in the field of narrow gauge passenger revenues on the D&RGW. Ticket sales are running close to 30% ahead of last year, and it is expected that the line will have carried close to 50,000 passengers by the time it closes down in late September. Biggest day of which we have knowledge was the Monday in August (the 12th, to be exact) when Colorado's Governor John Love rode the trains -- close to 700 bought tickets on the two trains that day.

All is not milk and honey on the narrow gauge, however. Late in the afternoon of August 6th a 30-car freight, heading east out of Durango toward Chama, encountered a large chunk of solid scenery which slid onto the track in front of the train, derailing engine 492 and five cars. The boulder, about 15' square and 25' high, was estimated to weigh in excess of 500 tons, and came down onto the track about 1/4 mile from the Navajo River bridge west of Dulce, New Mexico. The train crew saw the danger in time to apply emergency air, and thus avoided what could have been a good jolt; damage to the engine was slight. The line was out of service until Friday, August 9th, when a shoofly around the obstruction was completed.

This incident on the narrow gauge is related in very complete detail, with an excellent photo, in the August, 1963 issue (Vol. 5, No. 8) of the NEW MEXICO RAILROADER, published by the Railroad Club of New Mexico at 2737 Graceland Drive, N.E., Albuquerque, New Mexico.

August 29th was a red letter day in Denver in more than one respect. Not only was this the inaugural day of the 1963 National Convention of the N.R.H.S., but it was also the first time in years that two of the Burlington's mighty 5600-series 4-8-4's were in town at the same time. Engine 5632, of course, was for use on special trains operated for the Convention; engine 5629 has been donated by the Burlington for permanent exhibition at the Colorado Railroad Museum, and was expected to be moved to that site on August 30th.

Recent announcements by the D&RGW might be considered by some as a revival of "mixed train daily." No, not the "Yampa Valley Mail," as one might expect, but the "Prospector," the Rio Grande's overnight passenger train between Denver and Salt Lake City. As an experiment, up to four 85' piggyback flat cars are being added to the rear of the streamlined passenger train at Prospect yard in Denver, westbound, and at Roper yard in Salt Lake City, eastbound, five days a week, Monday through Friday. As the train's schedule remains unchanged, shippers are provided with a new, expedited, overnight trailer-on-flat-car service between Denver, Grand Junction, and Salt Lake City.

A man's horse sense deserts him when he's feeling his oats.

J.C. Thode, President R.A. Ronzio, Vice-Pres. E.R. Lewandowski, Sec'y Ane O. Clint, Treas.