

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

January, 1964

Newsletter No. 53

The January, 1964, meeting of the Rocky Mountain Railroad Club will be held on Wednesday, January 8th, in the basement meeting room of the Western Federal Savings skyscraper, 718 - 17th Street, Denver, at 8:00 p.m. Presenting the program for the evening will be member Charles S. Ryland of Golden, who will treat us to "Logging Roads of West Virginia"-- his slides and story of that state's other-than-common carrier short lines where Shays, Heislars and other unusual types of motive power were in use. All who have enjoyed Charles' other presentations during past years will look forward to the entertainment promised by this interesting program.

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The annual election of the Rocky Mountain Railroad Club, held at the December meeting, resulted in the continuance in office of our popular long-time Treasurer, Ane Clint, with changes in all the other offices. Balloting resulted in the election of the following members to serve as officers and directors of the Rocky Mountain Railroad Club for 1964:

President - Ted S. McKee Secretary - Robert A. LeMassena
Vice President - Herb O'Hanlon Treasurer - Ane O. Clint

Board Members

Rollin A. Cordill Robert D. Stull
Bert Fullman Jack L. Morison

Ed Haley and Bryant McFadden continue on the Board, completing their two-year terms next December. The Club is fortunate in obtaining the services of these members; under their direction continued progress of the organization is assured.

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Winners in the Rocky Mountain Railroad Club-TRAINS Magazine photo contest have been announced by David Morgan, the publication's editor:

First Prize (\$25 cash) T. G. Gray (Denver)
Second Prize (\$15 worth of books). Dick Kindig (Denver)
Third Prize (\$10 worth of books) Dick Kindig "

The three top prize-winning photos were selected from 21 representing the best photo of each year the Club operated an excursion, as judged by David Morgan and Rosemary Entringer, TRAINS Managing Editor. These 21 photos were designated Honorable Mentions and their owners will each receive a one-year subscription to TRAINS. By year, Honorable Mention awards went to:

1939 Dick Kindig (Denver)	1953 Dick Kindig (Denver)
1940 Dick Kindig "	1954 Charles Ryland (Golden, Colo.)
1941 Jackson Thode (Denver)	1955 Charles Ryland (Golden, Colo.)
1946 John Maxwell (Wheat Ridge, Colo.)	1956 Dick Kindig (Denver)
1947 Charles Ryland (Golden, Colo.)	1957 Dick Kindig (Denver)
1948 Charles Ryland " "	1958 John Briggs (East Orang, N.J.)
1949 Jack Pfeifer (Salt Lake City, Utah)	1959 Richard Lind (Boulder, Colo.)
1950 Ed Haley (Denver)	1960 Richard Lind " "
1951 Jackson Thode (Denver)	1961 T. G. Gray (Denver)
1952 Ed Haley (Denver)	1962 Ed Lewandowski (Denver)
	1963 T. G. Gray (Denver)

David and Rosemary selected these 21 winners from 116 pictures sent to TRAINS by the Club judging committee. These in turn were chosen from the 347 photos submitted. Members who had pictures sent to TRAINS each received a copy of the 1913 Historical Map of Colorado Railroads (Published by Hotchkiss, Inc., Denver, under the Club's auspices). In addition to those listed above, members whose pictures were submitted to TRAINS were:

Bill Gordon (Denver), Dick Ronzio (Golden, Colo.), Donald S. Robinson (Greenfield, Mass.), L. L. Clerico (Wichita, Kans.), R. A. Cordill (Denver), Joseph Schick (Keenesburg, Colo.), Bob LeMassena (Denver), David S. Digerness (Denver), Ron Ruhoff (Denver), Ane O. Clint (Denver), Kenneth J. Lampert (Missoula, Mont.), W. G. Gilbert (Hamburg, N.Y.), Bob Slattery (Denver), R. A. Frederick (Indianapolis, Ind.), J. Russell Wait (Kerrville, Texas), Jerry Windle (Fort Worth, Texas), Les Logue (Leadville, Colo.).

Our sincere congratulations all the winners, and to those whose entries were sent to TRAINS. And our thanks to each of you who participated and, by doing so, helped make the contest a resounding success. David Morgan indicated in his telegram that he is planning to attend the Club's March meeting (Wednesday, March 11) to present the TRAINS awards. This promises to be a big evening so mark the date on your calendar now. Publication in TRAINS of all winning photos is scheduled for a spring, 1964, issue.

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Because of the volume of address changes and other work required of the Club Secretary in maintaining our membership roster and mailing list of almost 1,000 names, the work of preparing these monthly newsletters is being assumed by Jackson Thode. These job was capably handled as an additional assignment by Ed Lewandowski during his just-completed three-year term as Secretary.

Newsletters on occasion have included items of interest submitted by many members of the Club. Such items will continue to be welcome. It has been suggested, for instance, that

as members search out and follow abandoned railroad grades, their reports on road conditions and other observations of interest to members would serve to make this publication more valuable. We will welcome your comments, suggestions, or other information that will help us broaden the scop of these monthly releases.

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1964 NARROW GAUGE EXCURSION SET!

Excursion Chairman Ed Haley started our New Year right by announcing that arrangements for this year's Denver and Rio Grande narrow gauge excursion have been finalized. The trip will operate on Friday, Saturday, and Sunday, May 29, 30 and 31. The fare has not been set, although Ed indicates that it will be approximately the same as last year. Fresh air and cinders fiends are in for a special treat this year with the addition of some new equipment to our special train. Watch for further word.

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As mentioned in Newsletter #51 (November, 1963) the Rocky Mountain Railroad Club has been given custody by Mrs. George W. Lindsay, widow of the builder, of an historical 9-inch gauge live-steam locomotive for refurbishing and ultimate display. We are glad to report that this interesting little 4-4-0 has been transferred to the shop of member I. E. August where the job of re-doing this fine little machine will begin shortly.

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Among the numerous railfan publications which the Rocky Mountain Railroad Club receives on an exchange basis is the Trolley Museum Dispatch of the New England Electric Railway Historical Society, Inc., at Kennebunkport, Maine. This organization of dedicated trolley fans maintains what is probably the most out-standing museum of operating trolley and electric railroad equipment in the United States. A number of months ago one of the old trolleys owned by this organization was made available for use in Boston during filming of the movie, "The Cardinal." While no moving picture personality would ever consider a trolley to be the star of a film, we think it appropriate to bring this information to your attention. The film is now being shown at the Orpheum Theater in downtown Denver, and certainly in other major centers across the country. It is disappointing that none of the publicity photos we have seen show this fine old car, but the pictures and information in the Trolley Museum Dispatch indicate that considerable use of the old car occurred during filming. Trolley fans in the Club may find this film interesting.

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The Santa Fe reports that welding rails into 1,440-foot sections removed the "clickety-clack," provided a smoother ride, and reduced the problem of damage to rail ends by providing one joint where there were formerly 37. For the remaining joints, which average about eight per mile, the AT&SF has been experimenting with an epoxy resin glue in their 1963 program of laying 245 miles of welded rail. Glueing ends of the long rails increases strength of the joint assembly, helps keep rail ends in alinement to reduce pounding by passing trains, and greatly reduces the possibility of gaps between rail ends during extreme temperature changes. If these tests prove successful, the same process may be applied to the more than 1,800 track miles of welded rail already in service on the Santa Fe.

We cheer progress by America's railroads -- but we must temper it with a railfan's sorrow at the passing of the 'clickety-clack'.

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Howard Fogg sent us this note about "railroad" activities on the West Coast: The Long Beach, Avalon, Ephemeral and Western Railroad bucked heavy Pacific swells recently, enroute to Long Beach from Santa Catalina Island. The seagoing railroad was the idea of the Balboa Island Sculling and Punting Society, a 33-member band of writers, artists and funlovers. They rented a 1914 parlor car from the Santa Fe, lashed it to a barge and had it towed to Avalon by way of the Pacific Ocean -- the only way to the island city except by air.

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The reason there were fewer wrecks in the horse-and-buggy days was because the driver didn't depend entirely on his own intelligence.

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

R. A. LaMassena, Secretary
Ane O. Clint, Treasurer