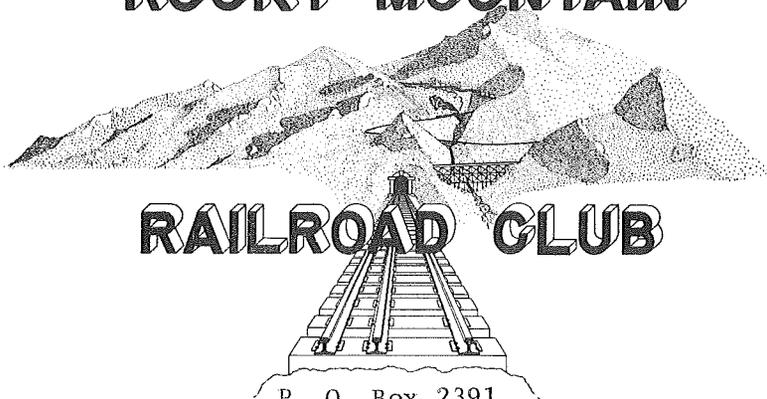


ROCKY MOUNTAIN

October, 1965

Newsletter No. 74



P. O. Box 2391
Denver, Colorado 80201

The October, 1965, meeting of the Rocky Mountain Railroad Club will convene on the usual second Wednesday of the month - October 13th - at 8:00 PM in the basement meeting room of the Western Federal Savings Association skyscraper at 718 - 17th Street, in downtown Denver. Scheduled for presentation at this meeting is a subject full of nostalgia for anyone who has wondered about the rails buried in various streets throughout the city.

Club members Ed Haley and Dick Kindig will show for the entertainment of our audience a variety of slides - copies and original -

illustrating the history of local transportation by rail in the city. Ranging from the elemental horse cars on Larimer Street in December, 1871, through the famous early electric cars designed by Prof. Sidney H. Short (an appropriate name for a person interested in electricity!) and the elegant cable cars painted white with gold trim and scrollwork, to the last days of electric car operation in Denver and on the interurban lines serving nearby Golden, the program runs the gamut of approximately 80 years of Denver trolleys.

This current presentation first had as its nucleus a program given several years ago by these Club members before a very large audience at one of the Colorado State Historical evening meetings; more recently it was shown before a "full house" at one of the "Colorful Colorado" monthly series of the Denver Public Library. All members and friends of the Rocky Mountain Railroad Club are invited to attend this meeting and tour the town and city of Denver by trolley car, as they were in those "Good old days."

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The program witnessed by our audience at the September meeting, although a bit different from the one announced, was a nonetheless fascinating account of Europe - behind the Iron Curtain! Club member Dr. Albert Bartlett, having been away from his home during the weeks preceding the program date, was delayed in assembling his slides on the "Railroads of Sweden;" in their stead he gave us an intriguing (and sometimes smuggled) view of life and railroading in Poland and East Germany.

As a participant in the Nobel Institute of Physics at Stockholm in August, 1963, "Doc" was invited to attend a technical conference at the University of Warsaw. His description of the difficulties of using a camera, especially for railroad photography, and with a limit of only seven rolls of film, must be heard to be believed. Perhaps the most memorable, yet eerie photos shown during the program, were Doc's telephoto shots of the Berlin Wall, where, in the distance, the East German armed guards could be discerned examining the photographer with field binoculars! Those in attendance were still shaking their heads as they left the meeting!

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Also at the September meeting, during the course of the regular monthly report on Club finances, it was announced by Treasurer Ane Clint that the original obligation of almost \$55,000, incurred by the Club in the publication of member Morris Cafky's COLORADO MIDLAND, had been reduced to an outstanding balance of \$10,000 as of September 8th.

Orders for this latest effort in the list of publications produced by the Rocky Mountain Railroad Club are continuing to be received, and nearly 4,000 books of the 6,000-copy edition are now in the hands of purchasers. It perhaps is not too early to be thinking of Christmas, and this large, high-quality, well-illustrated, durably-bound history of the ill-fated Colorado Midland would make an excellent gift. Club members are urged to continue their efforts in bringing this book to the attention of interested persons.

In this connection, there still remain a few sets of the four full-color plates that comprised the color work in this new book. Printed on special heavy-coated 12½" x 19" individual sheets, these prints are especially suitable for framing or other display purposes, and the set of four is available from Rocky Mountain Railroad Club at 2500 Cherry Street,

Denver, Colorado 80207, at a cost of \$2.00 postpaid, unfolded, and in a sturdy mailing tube.

It may also be of interest to newer members of the Club to learn that a 72-page paper-bound, lavishly-illustrated story of the catastrophic flood which inundated the city of Pueblo, Colorado, on June 3, 1921, is still available. Published by the Rocky Mountain Railroad Club in 1957, "The Case of Train No. 3" is replete with several maps and charts, including a large scale map showing both the layout of rail facilities in the city prior to 1920, and the extent of the flood waters. The book relates the thrilling story of efforts to rescue the passengers trapped on D&RG Train No. 3 which was standing in the Pueblo Union Depot that night when the waters rose so swiftly there seemed to be no means of escape.

While the supply of this interesting little volume is limited, the remaining copies can be obtained at a price of \$2.00 per copy, postpaid, by addressing the Rocky Mountain Railroad Club at 2561 South Cook St., Denver, Colorado 80210. Colorado residents please add six cents sales tax in each instance.

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Departing a bit from our usual monthly consist, we are pleased to bring to our readers in this issue a review of Club member Dr. Richard C. Overton's new history, BURLINGTON WEST. The following lively sketch was prepared especially for the Newsletter by Club member Gibson Gardner of Denver, who, in his younger days as a student, had the benefit of Prof. Overton's guidance in preparing his college thesis. Hear, now, the story of the "Q:"

Club member Richard C. Overton's Burlington Route is - above all - a monumental piece of work. Professor Overton, for many years the Boswell of the Burlington, has chronicled the story of his railroad from its modest beginning in 1849 as the Aurora Branch from Aurora to Turner Junction, Illinois, to the 11,000-mile system which today comprises the Burlington Route. When one considers the 117 years in between, the result is a fat amount of railroad history - almost 600 pages worth, condensed from an original manuscript of over 2,300 pages!

Professor Overton's treatment of his subject is more economic and historical than operational, and, as such, is primarily concerned with the growth of the Burlington as a business, rather than with track layouts, motive power and rolling stock. These last three areas, nevertheless, are included to illustrate the development of the system, particularly in later years as indicative of the road's bustling promotion of passenger business. But the various business factors which influenced and shaped the growth of the system - competition, finance, government, economic pressure and developments - are not only treated with careful analysis but are continually considered as parts of the whole picture. This is a difficult job, as - especially in the early years - there is much concurrent activity in the various smaller units, such as the Hannibal and St. Joseph and the Burlington and Missouri River, which were later to comprise the Burlington system.

The point is made repeatedly that the ultimate success of the system has been brought about by good business management. And with this economic thesis as the framework, Professor Overton has given the book a "story line" in terms of the many exciting and diverse personalities who have been involved in the management of the railroad. The reader will feel a surprisingly close relationship to many of these - for example, the members of the Forbes group who supplied the original financing for the consolidation of the smaller roads; James F. Joy, who started with the Chicago and Aurora and who later became a Burlington president; Charles E. Perkins, who started in the land department in 1859 and who - as president from 1881 to 1901 - exercised much wisdom in railroad management and perhaps left more of a mark than any other individual; and Ralph Budd and Harry C. Murphy, both strong and volatile presidents who guided the road through difficult and challenging times. Professor Overton has obviously researched his subject carefully (in many cases the documentation is from personal files and correspondence) and even the earlier personalities emerge as colorful and distinctive.

Virtually no detail in the Burlington's history seems to be left unmentioned. Each chapter is carefully documented, and one of the most satisfying aspects of the book is the collection of excellent maps by Mrs. Anita Karl. They are clearly and graphically presented.

Above all, the book is immensely readable. In his introduction, Professor Overton says that he has let the men and the events speak for themselves. This is not entirely true; the men and the events do speak, and the book may be a labor of love, but it took someone with both

a thorough knowledge of organization and a well-ordered understanding of this type of historical writing to put it all together in so interesting a fashion.

BURLINGTON ROUTE, A History of the Burlington Lines. By Richard C. Overton. New York: Alfred A. Knopf, 1965, 623 pp. Illustrations, maps, notes, bibliography, index. \$10.00.

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At the time of last month's mailing of the Rio Grande Green Light, with the photos of the summer floods south of Denver, Club member Ed Lewandowski, who continues to maintain the Club's mailing list even after a three-year stint as editor of this Newsletter and a long term as Club Secretary, prepared a tabulation of membership distribution of the Rocky Mountain Railroad Club which may be of interest to our members. Currently, material mailed by the Club is sent to 980 addresses, including 17 to countries overseas, the balance to 43 states:

Overseas - Canada - 3	Nebraska - 25	Maryland - 4
A P O, N Y - 2	Kansas - 23	Utah - 4
England - 2	Wyoming - 22	Idaho - 3
Switzerland - 2	Michigan - 20	Maine - 3
New Zealand - 2	New York - 20	Nevada - 3
Australia	Missouri - 19	New Hampshire - 3
France	New Jersey - 19	Oregon - 3
Greece	Oklahoma - 17	Virginia - 3
Africa	Ohio - 14	Arkansas - 2
Sweden	Indiana - 11	Hawaii - 2
Venezuela	New Mexico - 10	Kentucky - 2
	Pennsylvania - 10	Montana - 2
Colorado - Denver - 260	Iowa - 9	No. Carolina - 2
Boulder - 43	Wisconsin - 8	Washington - 2
Colorado Springs - 37	Florida - 7	Delaware
Other Colo. - 146	Connecticut - 6	Georgia
California - 97	Massachusetts - 6	Louisiana
Illinois - 44	Arizona - 5	No. Dakota
Texas - 35	Minnesota - 5	So. Dakota

The geographical dispersion of interest in the railroads of Colorado, illustrated by the above tabulation, is rather amazing from our viewpoint, and it appears that our organization is serving a real purpose if evidence of growth and interest are criteria. We shall continue striving to merit your enthusiasm and support.

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On September 19, 1865, the last spike was driven to complete the line of the Pacific Railroad between St. Louis and Kansas City. Next day the first through passenger train ran from Kansas City to St. Louis. Now one of the Missouri Pacific's main lines, this historic route continues to serve a vital need. Four "MoPac" passenger trains operate each way daily with a variety of accommodations - reclining seat coaches, parlor cars and overnight Pullman roomettes or bedrooms. Connections with other lines are made at both Kansas City and St. Louis with no station-to-station transfers.

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Famous old Silverton has gained a new, albeit temporary, mode of transportation! A four-man crew of the U.S. Geological Survey has been utilizing a helicopter temporarily based in the town for surveying and mapping the Needles and other high country to the south. According to the Silverton Standard and Miner of September 24th, bench marks are being installed on top of each of the 14,000-foot Needles, new elevations are being computed, and present topographic maps will be updated as a result of the work, with publication of six new 7½-minute quadrangles being scheduled about two years hence.

Primary consensus of the survey party, the paper continues, is that such work in the region gets "pretty hairy." The copter is unable to land on any of the Needles, so the pilot has to hover; with a foot of snow and icy winds blowing, the crewman must get out of the hovering plane, unload his gear and then perch atop the peak to take readings and plant the bench mark. The copter departs to take another man to another working point, leaving the first crewman alone atop the peak to do his work, and returns later to retrieve the man

and his equipment.

Such transportation in the Silverton area, to this person at least, somehow seems to lack the attraction that attends a trip on the narrow gauge into the same locality!

The snow which fell on Colorado over the weekend of September 18th-19th had a slightly adverse effect on the passengers riding the train, with a low of 187 counted on Monday, September 20th. By Wednesday, the 22nd, however, travel had recovered to 414 people, bringing the year's total of passengers arriving in Silverton to 68,068, compared to 63,007 on the same date a year ago.

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Very little time remains to place reservations for the Union Pacific steam-powered excursion sponsored by the Rocky Mountain Railroad Club, which will depart Denver's Union Station at 7:00 AM Mountain Daylight time on Sunday, October 17th, headed for Cheyenne and Rawlins, Wyoming. In addition to a baggage car with safety boards, deluxe coaches, and a fully-stocked observation-lounge car, the famous "Las Vegas" diner will be featured, with food available during the entire trip at no extra cost. Round trip fare from Denver is \$21.00, with children 5 to 11 for \$11.00. Although tickets will be available on the train, it is preferable to reserve your space now by sending your check to Treasurer Ane Clint just as soon as possible.

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We are advised by long-time Club member Morris W. Abbott of Milford, Connecticut, that when the late Chauncey M. Depew was Chairman of the Board of the New York Central, he was frequently bothered by casual acquaintances, and even total strangers, who wanted free passes on the Central. His effective response to such attempts to "put the bite" on the railroad was to advise the petitioner to read the Bible. He would recommend reading a little each day, and would suggest a particular passage for each day of the week. Upon looking up the passages, the would-be deadhead would find the following quotations appropriate to his request:

- MONDAY - Numbers XX, 18 -- "Thou shalt not pass."
- TUESDAY - Judges III, 28 -- "And they allowed not a man to pass."
- WEDNESDAY - Nahum I, 15 -- "The wicked shall no more pass."
- THURSDAY - Mark XIII, 30 -- "This generation shall not pass."
- FRIDAY - Jeremiah V, 22 -- "By a perpetual decree it cannot pass."
- SATURDAY - Isaiah XXXIV, 10 -- "None shall pass."
- SUNDAY - Jonah I, 3 -- "So he paid his fare thereof and went."

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