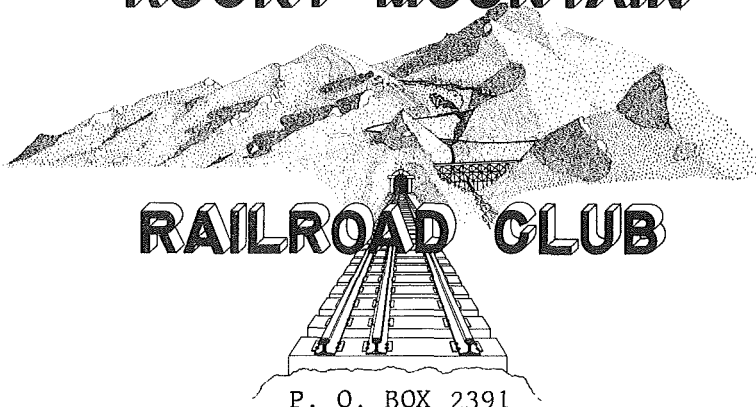


ROCKY MOUNTAIN

December, 1965

Newsletter No. 74⁷⁶



P. O. BOX 2391
Denver, Colorado 80201

The December, 1965, meeting of the Rocky Mountain Railroad Club will be held on the second Wednesday of the month -- December 8 at 8:00 p.m. in the basement meeting room of the Western Federal Savings Building at 718 - 17th Street in downtown Denver. The program for the evening will consist of two parts -- the first a short business meeting at which the annual election of officers and members of the Board of Directors to serve for the coming year will take place. Upon completion of balloting, Club member Forest Crossen of Boulder, the recognized authority on the

long-gone narrow gauge Denver Boulder & Western and its predecessors, will talk to our audience about "The Switzerland Trail of America." As author of the notable history carrying that title and published in a limited edition of 4,000 copies in 1962, Mr. Crossen will present material of much interest to our members and friends, and all are invited to attend this meeting.

Members in good standing, showing current 1965 membership cards, are qualified to vote in person at this annual meeting. You are urged to participate in this election in order that the conduct of affairs of our organization will reflect the wishes and support of the membership. A large turnout will indicate your continuing and enthusiastic interest.

* * * * *

At the November meeting, the slide show and commentary presented by Club member and world traveler Charles S. Ryland, covering a trip to Greece and the islands of the eastern Mediterranean, was enjoyed to the fullest by a large and receptive audience. Much little-known information about the meter-gauge steam and electric lines centering on Athens, as well as historical items and more current data on the customs, mores and appearance of this part of the ancient world, came alive. It was pleasing to note a number of persons remaining after the program to ask questions and talk with Charles about his presentation.

* * * * *

Also at our last meeting -- on November 10 -- Treasurer Ane Clint announced that through the mail that day the Club had received membership application number 1001! Thus another milestone in the progress of the Rocky Mountain Railroad Club has been reached, with membership now surpassing the 1,000 mark.

* * * * *

It is with a heavy heart that we must note the passing of one of the charter members of our organization. S. L. "Les" Logue, a Denver native who for the past eleven years has been associated with American Metals at their molybdenum mine atop Fremont Pass east of Leadville, died on Sunday, November 7, at Leadville. Les was an avid mountaineer and historian, an early (1939) visitor to the environs of Alpine Tunnel, and was also active in youth and City Council affairs in Leadville and Lake County in recent years. His ready smile and sincere friendship are greatly missed by all who knew him. To his wife Betty, and children Glen, Cheryl and Margie, we extend our heartfelt sympathy and deepest understanding in their bereavement.

* * * * *

One Rocky Mountain Railroad Club member whose interests in the preservation of historical railroad items take the form of substantial action, is Mr. Jack M. Hoover of #10 - 44th Street South, Great Falls, Montana. Mr. Hoover is the owner of a 15-ton, 30" gauge Davenport 0-4-OT dinky, and an 82-ton, 3-cylinder, 3-truck Shay-g geared logging engine, the latter purchased from the American Forest Products Company of Bonner, Montana. These engines are on display at the Walter Mehmke farm on Box Elder Creek, ten miles east of Great Falls, and join an extensive exhibit of approximately 100 old steam traction engines and gasoline tractors maintained by Mr. Mehmke.

Mr. Hoover extends an invitation to all members of the Club, and asks that any who pass through the Great Falls area contact him, since he would be most pleased to "show them around." Mr. Hoover's hospitable gesture is greatly appreciated, and Club members will not want to overlook this interesting exhibit on their visits to the area.

* * * * *

As it has for many years past, the Rio Grande again this school year is providing advisors for and sponsoring one of the companies in the local Junior Achievement activity in Denver. The company is composed of 31 high-school students from throughout the Denver metropolitan area who are interested in learning about business organization, operation and management under a free enterprise system. Taking the name "Jaspenco," the firm is producing an unusual desk pen set which features a used track spike from the railroad's Aspen branch. The teenagers in the company, in addition to their management activities, are also the "production line workers" who assemble the spike, a polished wood base, a top-quality ballpoint pen with replaceable cartridge, personalizing metallized initials, and a small line drawing of engine 473 used on the Silverton, into an attractive and unique addition to anyone's desk accessories.

The product is being sold at a price of \$2.50 (based upon cost), plus a mailing charge of 75 cents, and can be ordered by addressing JASPENCO, P. O. Box 5482, Denver, Colorado 80217; attention: M. McMullen. Don't forget to indicate the personalizing initials desired, and to include your check for \$3.25 to cover cost and postage.

It is hoped that these young Junior Achievers will find it possible to visit one or two of our meetings later on with their fine new product, for the activity is worthwhile, the product is excellent, and there is no more appropriate way to use some of that Christmas money!

* * * * *

Last month's newsletter stated that all of the five special trains sponsored by the Rocky Mountain Railroad Club during the year 1965 had been steam powered. We apologize for the misstatement, since, in fact, the annual banquet train to Winter Park on June 26th was handled by diesels. The other four special trains, however, were powered by steam either throughout or for part of the journey. These included the special train to East Portal with ex-Great Western 51 on May 2; the annual Memorial Day excursion over the narrow gauge on May 29-30-31; the special operation to Longmont, again with engine 51, on August 29; and the spectacular Union Pacific trip to Rawlins, Wyoming on October 17, using high speed engine 8444 over the Wyoming main line.

* * * * *

Many of our readers will no doubt remember seeing earlier this year (see March and May, 1965, TRAINS) some stories about cars, and even locomotives, rerailling themselves on the run. An interesting message in this regard, teletyped out of Pueblo Union Depot, was circulated to railroad offices early in November:

Denver 11-11-65

All Concd Denver

TA 93

"No. 66-10, 3 units, Condr Dunham, Engr Block, no fireman, 48 lds 12 mtys, 4008 Adj tons Fac 5 derailed undetermined number of cars at shop lead Pblo. Depot switch tender noticed the derailed cars and called Pblo Jct. and had opr Pblo Jct. stop train. When train was stopped found the cars had rerailed themselves. 2 cars of gravel for Colo Spgs had been dumped but were on tracks when train stopped. Setting the 2 cars out at Pblo. Train inspected and found to be OK and train was by Pblo Jct. at 322 AM. 66 Dept Pblo Yd. 155A. Trainmaster called and investigating."

P U D - 332A

Such occurrences seem not to have gone out of vogue!

* * * * *

With this issue of the newsletter, a four-year period of rather intense personal involvement in Club affairs comes to a close for your editor. The many items contributed by Club members, as well as the many notes of interest and enthusiasm from our readers, have been a constant spur to make these efforts acceptable and worthwhile for our members. All your communications have been deeply appreciated, both for their content, and in appreciation of the time and effort required by the writers, and to each of you I extend my thanks. It is time now to place these tasks in the hands of younger members, whose vigor and energies are needed to extend the activities and influences of the Rocky Mountain Railroad Club to ever-broadening horizons.

* * * * *

Nature couldn't make us perfect, so she did the next best thing -- she made us blind to our faults.

* * * * *

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

Richard H. Kindig, Secretary
Ane O. Clint, Treasurer
Jackson Thode, Newsletter Editor