

ROCKY MOUNTAIN

ROCKY MOUNTAIN RAIL REPORT

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RAILROAD CLUB

THE ROCKY MOUNTAIN RAILROAD CLUB

P. O. BOX 2391

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Editor Ted S. McKee

MEETING NOTICE: Date Wednesday, February 9, 1966
Time 8:00 p.m.
Place Western Federal Savings Building (basement meeting room),
718 - 17th Street, Denver

PROGRAM NOTES: "Holiday in Mexico" presented by Charles Max, a conducted tour in color slides of Charles' rail adventures south of the border over the Christmas and New Year holiday. The program promises to be a delightful potpourri of diesel, steam and trolley action plus a bit of colorful Mexican scenery.

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"GREAT GATES" AUTOGRAPH SESSION Due to circumstances beyond his control "Great Gates" author Marshall Sprague was unable to attend our January meeting for the autograph "party" we announced in the last newsletter. Mr. Sprague has asked that we extend his sincere apologies to everyone who took their copy of the book to the January meeting. He will be out of town for a few months on business concerning his new book -- but will be with us as soon as he can possibly make it. Watch for the announcement in a future issue.

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LAST CHANCE TO ORDER "GREAT GATES" With nearly 300 copies of "The Great Gates" purchased by members at our special discount rate, orders have slowed somewhat and we are having to wait several weeks to make up a minimum order. The publishers have asked us to issue a last call for the discount offer since they would prefer not to handle small orders. The book lists and describes every Rocky Mountain pass between New Mexico and the Yukon Territory. There's a good deal of fascinating western history and railroad lore in its 468 pages and the volume is certainly a worthwhile addition to any fan's library.

The Club, by special arrangement with the publishers, is able to offer "The Great Gates" for only \$4.50, postpaid, compared to the regular retail price of \$7.50. Send your order, together with check or money order payable to the Club to: The Rocky Mountain Railroad Club, 5445 Caryl Pl., Littleton, Colo. 80120. Any number of copies may be ordered at this special price.

Orders will be accepted only until February 28, so don't delay -- send yours in today.

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BY-LAWS CHANGE TO BE VOTED ON According to the Club's present by-laws, adopted when we incorporated as a non-profit organization in 1950, even though Club officers sit on the board of management only the six directors are able to cast votes. This arrangement obviously can be awkward and at the January, 1966, board meeting directors voted to change the by-laws to allow each elected Club officer a voting position on the board. Club attorney George Trout advises that this will necessitate a change in our articles of incorporation and, therefore, require a vote by members. This change will be presented for your consideration at the February meeting and we urge you to attend and voice your opinions, pro and con, on this important subject.

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RIO GRANDE NARROW GAUGE STARTS 1966 D&RGW narrow gaugers started the new year with steam
WITH STEAM ACTION ON NEW YEARS EVE a-plenty on the line -- surely a good sign for 1966.
The train crews, unfortunately, weren't as delighted
with the event as we. Here is the wild chain of events as reported by Jackson Thode, our
D&RGW correspondent.

On Thursday, December 30, engines 493 and 488 left Chama at 5:10 a.m. bound for Alamosa
with six loads and two empties. About 8:30 the train plowed into a drift at Windy Point
and the 493 stuck fast. 488 was unable to pull her free so the crew cut off and took the
train back to Chama. The 488 returned to Windy Point later that day with 498 and a flanger
and managed to haul the mired engine out of the snow. The next day, December 31, the 484
was fired up and, with a flanger and engine 488, cleared the line to Alamosa, arriving at
1:30 a.m. New Years Day.

About the same time, 493 and 498 ran from Chama to Durango with 56 loads and four empties,
arriving at 2:00 a.m. on January 1. So both ends of our famed and revered narrow gauge
echoed the mighty sound of steam in action to ring in the New Year in a fashion designed
to bring joy to the heart of railfans everywhere.

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CONDUCTORS AL LYONS AND MYRON HENRY The magnificent scenery won't have changed much, and
MAKE LAST RUNS ON D&RGW NARROW GAUGE the sounds of the engines and the click of flanged
wheels over narrow gauge rail joints will be the same
... but the Club's 1966 Memorial Day excursion from Alamosa to Silverton will be quite dif-
ferent without the familiar faces of conductors Al Lyons and Myron Henry. Both men have
made their last runs over the line and were honored recently at a retirement party in
Durango. Together they piled up 99 years of service with the Grande. And in the course
of this service they added unmeasurable moments of pleasure to passengers riding these
Club excursions over the past 20 some years. We will miss them.

Al Lyons, "Mr. Narrow Gauge" to everyone who has ever ridden the Silverton, joined the rail-
road as a carpenter in 1914. He became a conductor in 1922 and served the narrow gauge
lines in that position until his retirement. Al was born in Durango, the son of the late
John Lyons, yardmaster at Durango for many years. In 1954 he was honored as an outstanding
employee and presented a Federation for Railroad Progress award. After 51 years with the
railroad, Al made his final trip last November 30 on a work train to Silverton.

Myron Henry is a native of Silverton and hired on with the Rio Grande there as a brakeman
in 1917. He soon was moved to Alamosa and was based there until 1929 when he was trans-
ferred to Durango where he has been since. Myron was also honored with a FRP award, his
being presented in 1955 for outstanding courtesy and helpfulness to Silverton passengers.
At retirement Myron had amassed 48 years of continuous service with the line.

We wish Al and Myron every happiness in their retirement. And we hope that they will ride
with us often in the future -- feet on the seat opposite as they enjoy a well earned rest
from the rigors of hosting, guiding and advising thousands of delighted railfans.

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RARE EARTHQUAKE STRIKES DULCE, N. MEX. Dulce, New Mexico, is a sleepy little town on the
IN HEART OF D&RG NARROW GAUGE COUNTRY D&RG narrow gauge mainline between Chama and Durango.
Unknown, to most passengers who have taken little
note of the community as our Club train chugs through, Dulce is also headquarters for the
Jicarilla Apache Indian tribe, with a population of more than 1500, mostly Apaches. On
January 22, 1966, the town was shaken and battered by a frightening earth tremor that was
felt in two New Mexico counties and a wide area of southwestern Colorado. Damage in the
quake area, which extended as far west as Farmington, New Mexico, was widespread but rela-
tively moderate. There were no serious injuries reported and a check with the Rio Grande's
Denver office revealed no damage reported to railroad facilities or equipment.

According to professor Maurice Major of the Colorado School of Mines at Golden, at least
seven tremors were recorded in the area in a 24 hour period. The most severe, which had a
magnitude of four on the Richter scale, was recorded by Mines instruments on the 23rd. A
New Mexico state patrolman reported from Dulce that the tremors shook porches loose from
houses, broke water pipes, cracked foundations and fireplaces and threw open doors on re-

frigerators and stoves. Plaster fell from the church roof, a crucifix was broken, ceilings cracked in two Bureau of Indian Affairs school dormitories, and the bureau's power plant was damaged. The owner of a combination bar-package store reported more than \$1,000 damage to his stock and glassware.

Dr. Allan Sanford, a geophysicist at New Mexico Institute of Mines at Socorro indicated that the major tremor to strike Dulce was the strongest recorded within 250 miles of his instruments since they were installed. He added that the region historically has had little earth tremor activity.

Floods in Colorado last spring -- earthquake in New Mexico this winter. All is certainly not quiet on the "western front" and we thought out-of-state members would be interested in this report of Nature's latest punch at the country generally seen under vastly different circumstances.

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UNION PACIFIC SHOPS 8444 TO PREPARE
FOR MANY MORE YEARS OF FAN EXCURSIONS

News on the lighter side comes from officials of the Union Pacific in Cheyenne: the 8444, seen on the smoky end of several Club excursions in recent years, is undergoing a complete overhaul and will soon emerge ready to do fan duty for several years to come. The big engine has been partially dismantled and shop work is being done at both Cheyenne and Omaha. Tires and flues are getting particular attention and when the work is completed about June 1 the 8444 will need only routine inspection and maintenance for six or seven years. The Club is currently completing arrangements for a special run with this famed engine later this year -- an extra treat for 1966 that you won't want to miss.

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EXCURSION NEWS AND NOTES
FOR 1966 -- BIG YEAR COMING

Negotiations are currently underway with several railroads for Club excursions during 1966 and the year promises to be filled with steam and whistles. And we hope to have exciting news before too long of another Rocky Mountain Railroad Club excursion "first."

Looking ahead a few months, we have completed arrangements for the 1966 Memorial Day Alamosa-Silverton-Alamosa run, to operate this year on Saturday, Sunday and Monday, May 28, 29 and 30. Plan now to join us. Official announcement and ticket order forms will be in the mail in a few weeks.

With the excursion season just around the corner we would like to remind you of a Club ruling regarding excursions, and ask that you honor it and avoid possible embarrassment on the train. The rule, formulated and passed by the club Board of Directors and a matter of official record, states that no merchandise or souvenirs of any kind shall be sold or offered for sale on any Rocky Mountain Railroad Club excursion by any individual, group or company unless the sale or offer has been officially sanctioned by the Club. The reason for this ruling is quite simple and we think you'll agree.

As many of you know, not all Club trips are operated at a profit, or even on a break-even basis. And we feel it is unfair for the Club to lose money on a trip, if this be the case, while others profit through the opportunity to ride our trains. On the other hand, we are happy to consider worthwhile items for resale by the Club if the seller will grant us the standard dealer discount. With this sort of arrangement the seller can make the profit to which he is entitled and the Club is able to sell such merchandise at a small mark-up that is generally below the retail level. (The current discount offer on "The Great Gates" is an example of such an arrangement.) Any profit realized by the Club through the sale of merchandise on excursions is used to either help defray the cost of that particular operation or banked in our excursion fund to help make future trips possible.

We have, thus far, arranged for two items to be sold on trips this year and are considering another. Anyone who would like to make a resale agreement with the Club should communicate with the president as far in advance of the trip as possible, and send a sample of the items offered.

And, finally, a reminder that Club identification badges are available for members to wear on excursions and at meetings. These yellow plastic badges, measuring 2½ by 1½ inches, carry the Club name in blue and provide a large window for the member's name. They are metal backed and have a large safety clasp. Names are individually hand lettered by a professional artist. Badges are available from the Club at just 50¢ each, including lettering and postage. Order yours now and be ready for our first '66 trip.

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SHOP 'N SWAP COLUMN PROVES POPULAR
WITH WIDE VARIETY OF ITEMS OFFERED

Our offer in last month's "Rail Report" to publish news of railroad items wanted, or for sale or trade, has resulted in an unexpected rush of business. So many, in fact, that there may not be room here for all of them since, because of production time involved, we prefer to limit "Rail Report" to four pages. We will list the items in the order received, and publish late-arriving offers next month. A reminder that we do not accept commercial listings, and that we cannot enter into any correspondence pertaining to any item, or concerning its value or authenticity. Send your listings for the March issue to the editor by February 21.

COLORADO MIDLAND ARTIFACTS -- WANTED

CM items of any nature (no photographs). Particularly interested in trainmen's lanterns, old time-tables and other hardware or paper. Harold T. Seely, 1118 E. Yampa, Colorado Springs, Colorado.

LOCOMOTIVE HEADLIGHTS -- FOR SALE

Two Union Pacific steam locomotive headlights. Both have glass reflectors; neither has front cover glass. One with side doors, \$15.00. One without side doors, \$10.00. Ronald F. Schilp, 4675 S. Grant St., Englewood, Colo. 80110 (Phone 781-8946)

INFORMATION -- WANTED

Want pictures or any data on the Texas Transportation Company of San Antonio, or Muskogee (Okla.) Electric Traction Company. Also want metal printing cuts of railroad emblems or rail equipment. A. F. Von Blon, Jr., 1208 Locust St., Muskogee, Okla. 74401

CONDUCTORS' LANTERNS -- TRADE

Ornate brass (often plated) lanterns with bottom portion of globe clear, upper half colored; and with conductor's name etched or cut into globe (preferred but not necessary). Have items for trade. H. B. Kister, 7560 Morningside Dr., Indianapolis, Indiana 46240.

COLORADO MIDLAND PICTURES -- WANTED

Want good side and end pictures of Colorado Midland palace stock car. Also want good, clear photo of CM depot at Aspen. Black and white, 8 x 10. Albert J. Black, 15806 E. Temple Ave., La Puente, Calif. 91744.

COLORADO GHOST TOWN AND RAILROAD PHOTOS -- WANTED OR TRADE

Want photos of old Colorado towns and U. S. railroads. Particularly interested in stereoptican view cards. Also interested in obtaining railroad passes. Will trade photos for such items or sell pictures from extensive collection of Colorado towns and U. S. railroads. D. S. Digerness, 4953 Perry St., Denver, Colo. 80212

D&RGW BLUEPRINTS, RMRRC NEWSLETTERS -- WANTED

Wish to obtain Denver and Rio Grande steam folio blueprints pages L22 through L29, covering engine classes 3360-70, 3330, 1800, 1700, 1600 and 1550. Also want Rocky Mountain Railroad Club newsletter numbers 60 through 66 and 68 through 72. Kent Stephens, 1051 East Avenue, Chico, Calif. 95926

U.S. RAILROAD ARTIFACTS -- FOR SALE

Variety of U.S. railroad hardware and paper (timetables, brochures, passes, express receipts, engine plate, etc.) covering Burlington, D&RG, Midland Terminal, Michigan Central, San Diego & Arizona, Manistee and Northeastern, and others. Write for list and prices. Frederick Bauer, 440 Meadowlane Road, Dearborn, Mich. 48124.

COLORADO NEGATIVES AND/OR SLIDES -- WANTED OR TRADE

Will buy or trade for negatives or slides of diesels in Colorado. Particularly interested in Colorado & Southern and Rio Grande, with emphasis on older D&RG diesel units. Have negatives and slides to trade, including nice action of D&RGW #1, Canyon City-Salida. Eddie Fulcomer, Route 2, 1706 Hillside Dr., Fort Collins, Colo. 80521

NARROW GAUGE LANTERNS -- FOR SALE

From New Zealand, new kerosene signal lamps of type used to illuminate temporary speed check boards, etc. Show three colors. Described as "quite large, fine looking jobs." Price of \$15.00 includes packing and postage. Kenn Cassells, P.O. Box 23, Tawa, New Zealand.

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THOUGHT FOR FEBRUARY We particularly like this excerpt from "Discourse on Method" by René Descartes:

"For to be possessed of a vigorous mind is not enough; the prime requisite is rightly to apply it. The greatest minds, as they are capable of the highest excellences, are open likewise to the greatest aberrations; and those who travel very slowly may yet make far greater progress, provided they keep always to the straight road, than those who, while they run, forsake it."

Ted S. McKee, President
Ed Schneider, Vice President

Richard H. Kindig, Secretary
Ane O. Clint, Treasurer