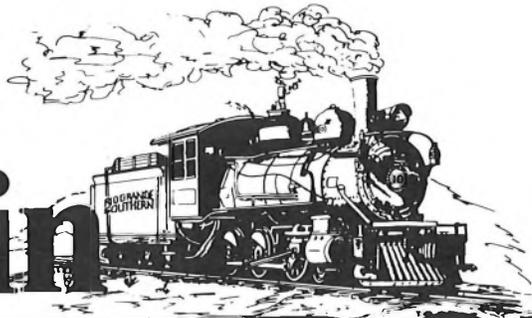


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 13, 1986 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2950 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Keith Kirby..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club can be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year. Membership covers the immediate family unit.

May, 1986..... No. 319
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

MAY 13 PROGRAM

Maxine Brown Phillips will provide Club members with a program on Cripple Creek Mining and Railroading Boom Days. Besides an introductory reading of three poems written by Maxine, a full 50-minutes of slides will be presented which range from early stagecoach and wagon scenes to railroads running all over the district. Also covered in this program will be the three major fires in the district as well as the labor unrests and introduction of the National Guard.

APRIL PROGRAM

We wish to thank Dwayne Easterling for the interesting look at remains of ghost towns around the state. It brought back many fond memories to those of us who have had the opportunity to see some of these prior to their destruction of deterioration and was a new experience for those who have never had the opportunity to visit these sites themselves.

A special thanks also goes to Keith Kirby, who brought along an old Encyclopedia

Britanica film (16mm) in color and sound, entitled "Passenger Train." It took us on a "trip" with a young boy making his first solo excursion aboard a modern passenger train from Chicago Union Station to Lamy, New Mexico to visit his "ranching" uncle. Scenes were photographed of the A.T. & S.F.'s Chief and Super Chief, inside and out. The program had only one flaw-- but we won't talk about our vice president in this report. Our thanks to Ed Haley for saving us!!!

NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Louis R. Koeppe	Kearney, NE
Jay Lund	Golden, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

Jerry Cutshall	Lakewood, CO
W. B. Groome (#48)	Whittier, CA

NEW MEMBERSHIP CO-CHAIRMEN

Chuck and Chicky Morison have volunteered to work with the Club Membership. The Club has 1131 members, so their help will be greatly appreciated.

Chuck has been a member for several years and went on his first RMRRRC trip at the age of four when he traveled with his parents, Jack and Erma Morison, on the Club's 1960 three-day excursion on the D&RGW narrow gauge from Alamosa to Durango/Silverton and back.

Chicky is a new-comer to Colorado, hailing from Cornwall, Connecticut. As newly-weds last December, they are making their home in Denver.



PRESERVATION FUND BOOK DRAWING

The April meeting saw the following Club members receiving some great books and other railroad-oriented prizes:

Darrell Arndt / Colorado Mountain Railroads
 Bill Gould / Trails Along the Columbine
 Frank Braisted / 1986 Rky. Mtn. RR Calendar
 Rich Dais / AT&SF Ry Co. Rules Book
 Dick Ross / One full package: UP Train Orders
 Erwin Chaim / 1986 Amtrak Calendar

In response to our request for members to send just \$1.00 to get our Preservation Fund started, we have received over \$200 by our April meeting.

1986 EVENTS CALENDAR

May 17	Colorado RR Museum Work Day
May 24	Colorado Live Steamers Outing
May 20-	
June 2	Expo '86, Vancouver, B.C. Tour
June 15	Ft. Collins Muni. Ry. & Family Picnic
July 12	Wyoming-UP Field Trip
Aug. 29-	
Sept. 1	Amtrak/Omaha Excursion
Oct. 9	Annual Banquet

BOOK DRAWING FOR EQUIPMENT FUND

Each year, when dues notices are sent out, the Club makes available the opportunity for Club members to donate funds to the Equipment Fund and gives chances to receive special books in a drawing. This year, the Club made available a rare copy of Sundance Publications, Ltd.'s large-format volume of William Henry Jackson's Railroad Album. The winners in this year's drawing are listed below:

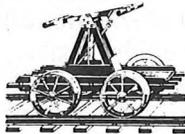
Lil Ranniger, Evergreen, Colorado -//
Wm. Henry Jackson's Railroad Album
 Diana LaCazette, Englewood, Colorado -//
Memorial Edition, D.S.P. & P.
 R. M. Ralston, Richland, Washington -//
Colorado Rail Annual, 1970
 David Breeding, Farmers Branch, Texas -//
Colorado Midland Map Packet
 Arthur Bourke, Green Bay, Wisconsin -//
Steam Tramways of Denver // The Colorado

Eastern Railroad // Denver, Longmont and Northwestern

Jim Titsworth, Scott City, Kansas
Club's Trilogy, as above

This drawing brings in much needed funds to keep our equipment in reasonable shape. This year, we will see several thousand dollars being spent on just the RICO! New windows in the Ft. Collins Trolley cost the Club over \$1200.00 last year. Maintaining our equipment takes a considerably amount of money, as well as many, many volunteer hours. Your participation in this drawing is greatly appreciated and makes a big difference in the Club's maintenance and refurbishing of equipment!

A special thanks to visiting guest, Kathy Dunning, for drawing the winners for us.



SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Radio, Midland 4-channel scanner, with 4 major western crystals. Excellent condition. W. Traxler, 5244 Pennsylvania Avenue, Boulder, CO 80303. Ph. (303) 494-1147. Price: \$70.00

WANTED: I need a ride to Vancouver, B.C. for the Steam Expo. Prefer someone that plans to pace the UP 8444 the week of May 19th. Will share expenses. Call after 3:30 p.m.. Ron Peck (303) 425-8921.

WANTED: I am looking to discover a copy of John M. Goodwin, C.E.'s Report on Narrow-Gauging the Ohio & Mississippi Railway (Cleveland[?], 1873[?]), for research not acquisition. The information is needed for a projected book entitled American Narrow Gauge Railroads. George W. Hilton, Professor, University of California, Los Angeles, Department of Economics, 405 Hilgard Avenue, Los Angeles, California 90024.

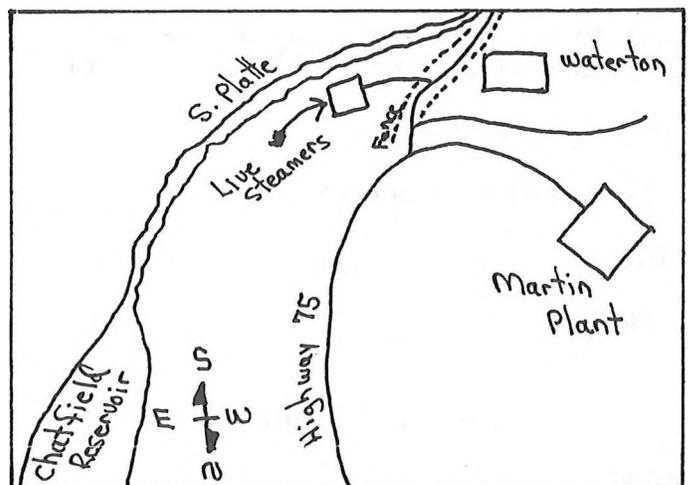
COLORADO LIVE STEAMERS OUTING

On Saturday, May 24th, the Colorado Live Steamers has invited the Rocky Mountain Railroad Club members to join them at their new track site at Waterton. There will be equipment running mid-morning and you are invited to bring a picnic lunch and join them at 11:00 a.m. or have lunch and come afterwards. The outing will last from 11:00 a.m. to 3:00 p.m.

The Colorado Live Steamers is a long-lived group of people who are interested in reading, studying, talking and building steam-powered machinery--especially locomotives. They have a new track site at Waterton, at the mouth of Platte Canyon. Their new trackage is designed for 4 3/4" and 7 1/2"-gauge trains with a 3 1/2"-gauge elevated track planned for the future. We urge you to get out and meet this group of experienced builders and enjoy watching and riding these miniature trains.

The following map and directions should help you to find the new home of the Colorado Live Steamers:

Directions-//- Depending on where you live in the Denver-Metro area, head for Chatfield Reservoir (located at the approximate intersection of south Wadsworth Blvd. and Highway 75) Proceed past Chatfield Reservoir on highway 75, heading SW. The Waterton turnoff is 1/2-mile before the Martin Plant gate. Turn left (east) through gate and chainlink fence at the center of Waterton.



FT. COLLINS TROLLEY

AND FAMILY PICNIC

Send your check or MO to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Warren M. Anderson
1117 South Clayton Street
Denver, Colorado 80210

Plan on joining us on Father's Day, Sunday, June 15th, for a family outing on the Ft. Collins Municipal Railway. The Club will charter restored Birney No. 21 for two hours between 10:00 a.m. and noon for our exclusive use. The trolley will operate over a half mile section of line that the Ft. Collins Municipal Railway Society has rebuilt.

FROM THE PRESIDENT

Something for Everyone.....

Lunch will be in the form of a "bring-your-own-food-picnic" at City Park, adjacent to the trolley barn on Mountain Avenue and at the end of the line on Roosevelt. We encourage all members to come out and back the Club's support of the Society, which has struggled across many hurdles to restore the line to its present state of operation.

May has arrived and winter has finally gone. (Hopefully--in Colorado you never know for sure!) It is time to think of your summer travel and activity plans. I hope those plans will include the Rocky Mountain Railroad Club. Under the able leadership of Trip Committee Chairman, Bud Lehrer, we have planned a wide range of activities for you this year. We have tried to plan trips for all pocketbooks. In May, we will visit the Colorado Live Steamers Club. It will be a rare opportunity to see live steam engines in operation. Why not join us on Father's Day in Ft. Collins for a ride on their beautifully restored trolley? The cost will be only \$5.00 for the whole family! In July, Carl Carlson, Jack Morison and Jim Ranniger will lead us on a fascinating tour of southern Wyoming, including Dale Creek, Sherman Hill and the Aimes Monument. Don't miss it!!! On August 9th and 10th--fresh on the heels of his spectacular Marshall Pass Trip of 1985--Rich Dais, along with Tom Lawry, will guide us on a fascinating exploration of the Alpine Tunnel. Over Labor Day weekend, we invite you to join us in the city--where in a sense--western railroading all began: Omaha. There we will have a chance to visit the Union Pacific Headquarters, the Museum located there and the shops, just to name a few highlights. In October, our Annual Banquet will offer a few new surprises and ideas, not the least of which is a new location. In addition, on the second Tuesday of each month, Erwin Chaim manages to top himself with yet another great program. So, mark your calendars now and join us as often as you can. For, as you can see, we have trult tried hard to offer something for everyone. (Keith Kirby)

A modest charge of \$5.00 PER FAMILY will be used to cover the charter expense. The Club will donate any additional proceeds to the Society for its continuing expenses. If you will need transportation to and from Fort Collins, please indicate so in the space provided on the reservation coupon.

ORDER FORM

FT. COLLINS TROLLEY AND FAMILY PICNIC

Sunday, June 15, 1986

Enclosed please find \$5.00 for one family pass to spend Father's Day on the Fort Collins Trolley. Our family consists of

_____ persons.

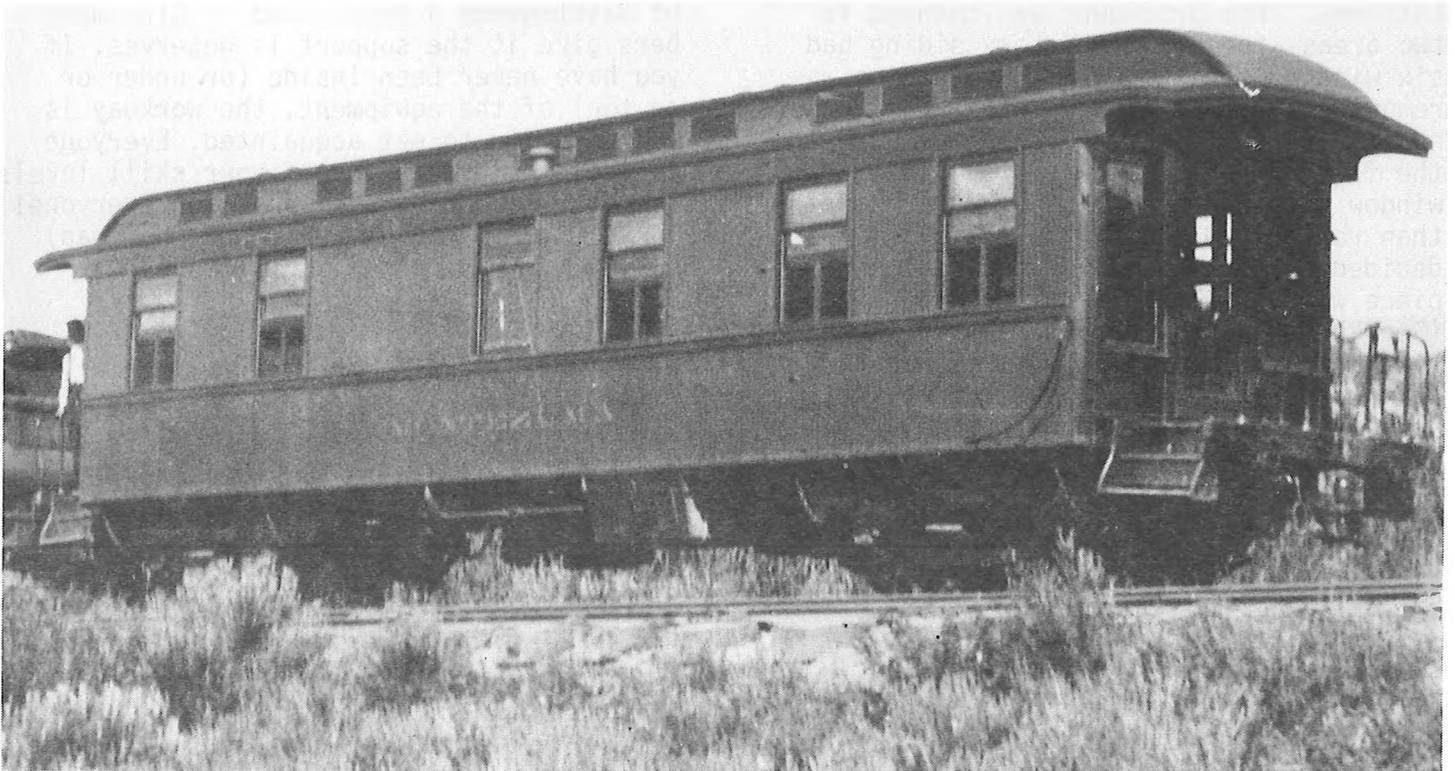
I (we) need transportation _____

NAME _____

ADDRESS _____

(Please Print Information)

PHONE _____ ZIP _____



"RICO" in Montezuma lettering--probably in the teens. The car was renamed "Montezuma" between 1909 and 1921.

EQUIPMENT UPDATE & MAY 17th WORKDAY

The Rocky Mountain Railroad Club is fortunate to have six pieces of historic railroad equipment displayed at the Colorado Railroad Museum, in Golden. Maintaining this equipment requires a lot of effort from just a handful of Club members.

Rio Grande Southern's business car "RICO" is a good example. Both ends of the car had developed severe sags. Although this gave RICO a typical R.G.S. look, steps had to be taken to straighten the car out. RICO was jacked up, steel plates were bolted to the car frame, "Vee" shaped truss rods were installed inside the walls at all four corners and both platforms were replaced. This project took three years of weekends. Now that the car was straight, it was found that exposure to the weather had damaged the roof and sides of the car. Trying to patch the damaged portions would not work. The entire car siding needed replacement. In order to keep RICO's original look, replacement lumber of the same type was purchased. A lot of effort was made locating and having

redwood clerestory, siding, belt rail and window frames milled to the same configuration as the original. Special router bits were made to duplicate the tongue and groove shape of the siding and molding edges. As damaged pieces were removed, replacement ones were made using the originals as



Bill Gould and Dave Waltrip fit a new piece of letterboard on RICO. Note the new siding, belt rail and clerestory siding. Rich Berens was also out this day and was helping Bill and Dave on RICO.

patterns. This procedure was changed in two areas--the old clerestory siding had six window openings. When this siding was removed, fourteen windows were found underneath. The new clerestory siding matches the fourteen original windows. All of the window sills were hopelessly rotted. Rather than replace each individual sill, it was decided to go back to the old style one-piece window sill/belt rail configuration. (See Photograph) RICO has been backdated to the pre-1930's style when it was a business car. The south side of the car should be completed by the workday--in time for painting.



The Club's caboose #0578 sits ready for our Work Day on May 17th. We will repaint the caboose in D&RGW colors and reletter to have it fit in with the prominent new display of D&RGW #491 and flanger OC.

Caboose #0578 has had one platform replaced along with new decking. It will soon be moved to the Museum's new display track where it will bring up the rear of a consist of D&RGW #491 and flanger "OC". On the Club's workday, #0578 will get a coat of correct D&RGW caboose red and updated lettering.

PCC car #3101 has been scraped, sanded and primed and is ready for spray painting.

Ft. Collins Birney #22 has had all the upper windows replaced along with a complete painting, striping and lettering job.

The May 17th workday can see a great deal

of maintenance accomplished if Club members give it the support it deserves. If you have never been inside (or under or on top) of the equipment, the workday is a great time to get acquainted. Everyone is welcome, regardless of your skill levels. There will be work available for everyone!
(Bill Gould, Equipment Chairman)



ABUNDANCE OF ACTIVITY AT THE COLORADO RAILROAD MUSEUM

If you have not been out to the Museum recently, hop into your car and head for Golden! You will be amazed at what has been accomplished this past year and the current pace of activity.

Trackage is being completely revised to give more display and storage space as well as improve the mainline for running. It seems like every piece of equipment is being worked on by either the Museum or the RMRRC or NRHS.

On a recent visit to the Museum, your editor found a beehive of activity. The photos accompanying this article, as well as those accompanying the "Workday" article were taken on Saturday, March 22, 1986. I found work being done on the NRHS's business car, Bill Gould and Dave Waltrip replacing siding and letterboard on the RICO, and Museum personnel and volunteers working on Goose #7, Flanger "OC", Engine #318, and several other pieces of equipment.

Of particular interest to me was the replacement of Goose #7's motor and the replacement of newly rolled snow blades on Flanger OC. I have also noted this week (April 20th) that the body and frame of Goose #7 are being worked on--perhaps we'll see it running on a regular basis in the near future.

Work is progressing on #318's firebox and

I found many more pieces of equipment open for inspection by the public. The Club has also cooperated in this regard and our interurban #25 and Birney #22 have been opened for viewing.

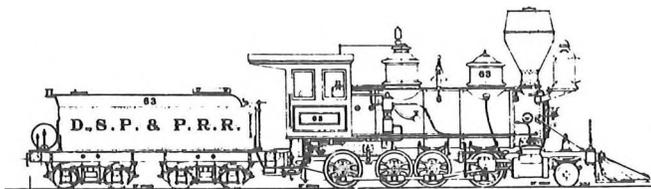
If you cannot join us for the workday, be sure to visit the Museum at some other time and take in the latest improvements.



Work on the motor continues as volunteers try to get Goose #7 in running condition.



Flanger OC is all spruced-up and ready to receive the newly rolled snow blades. It will be placed behind D&RGW #491 in the near future.



WHITE PASS & YUKON MAY DISAPPEAR

The White Pass and Yukon Route railway that runs between Whitehorse and Skagway may be forced to shut down permanently. Abandoning the line would include pulling up the rails.

The March issue (1986) of Alaska Magazine, supplied by Erma Morison, continued with the following story:

The little narrow gauge train that runs between Skagway and Whitehorse may be out of the freight business. Owners of the White Pass and Yukon Route railroad said last fall they may sell the railroad and pull the rails from the 110-mile route. The railroad recently lost out on a bid to move ore from Canada's Cyprus Anvil mine, which is about to reopen. The mine's owners plan to transport the ore by truck down the Klondike Highway. Skagway lost about 150 jobs when the lead and zinc mine was closed in 1982. At that time, the railway was used to ship ore from the mine to Skagway for loading onto ships. Passenger service along a 40-mile scenic stretch from Bennett to Skagway is still being considered by the railroad's owners.

[Editor's note: I wonder if anyone has considered what the cost to taxpayers will be as the trucks tear up the highway hauling the ore. I bet the mine owners would jump back to the railroad if they had to pay the maintenance of the highway instead of the general public--What do you think?]

ROMANCE OF THE RAILS

A special event is planned by the Colorado Historical Society. The Society presents "Goin' Railroadin' Day" at the Colorado State Museum, Saturday, May 17, 1986 from 1:00 p.m. to 4:00 p.m. Some of the events include: two exhibitions including "Romance of the Rails": Railroad Paintings by Howard Fogg and "The Dining Car Remembered": a delightful array of dining car tableware; Model trains in action, live entertainment featuring railroad songs, slide and film presentation and much, much more!

Reduced admission: \$1.00 for adults and 50¢ for children. Colorado State Museum, 1300 Broadway, Denver, Colorado.

TEXAS OILMEN PROPOSE DENVER-TO-ASPEN SKI TRAIN

Associated Press and the Denver Post both carried stories recently dealing with two Houston oilmen who have proposed a \$15-million diesel-powered train between Denver and Aspen, saying it would provide a ride to the Aspen ski slopes even when its airport is closed.

Randy Parten and Noel McGaughey recently presented their plans for the Roaring Fork Railroad Company to the Aspen City Council and the Pitkin County commissioners.

The two said they are train buffs and with the poor shape of the oil business in Texas these days, have time to concentrate on the venture.

The 1940s and '50s-style stainless steel passenger cars--complete with vista domes--would depart from a yet-unbuilt station at Stapleton Airport, taking seven hours to reach Aspen.

A dining car, movie car, live entertainment area and vista domes would provide an enjoyable and scenic ride, they said.

The basis behind this venture is to bring skiers to Aspen when poor weather prevents planes from landing at Aspen's airport. Steamboat is one up on Aspen because it will soon open a new, larger runway to accommodate larger jets and Vail is somewhat more blessed with a four-lane highway which provides a 90-minute drive from Denver. McGaughey pointed out that Aspen is cursed with Colorado 82, a winding and dangerous drive that has been nicknamed "Killer 82."

Most of the tracks for the ski train already exist in the form of the D&RGW. Aspen has not had passenger service since 1949 and several years ago, several miles of track were removed at the upper end of the line between Woody Creek and Aspen.

McGaughey said he will have better luck than past passenger train proponents in dealing with the D&RGW because he's show-

ing that money can be made on the ski train. He feels that it can stand on its own, "just like the Silverton Train."

The price from Denver for a one-way coach ticket would be \$55, a vista-dome seat \$75 and \$99 for first class. Smaller railbuses would also be offered. Ski workers who live down valley from the sky-high priced ski town would be able to ride home for under \$5, McGaughey said.

A commuter service from Glenwood Springs, 45-miles to the north of Aspen would also be made available.

In the 104-page report, the two men outlined the hurdles they must overcome--the railroads (the D&RGW in particular). But they add that talks are encouraging and hope for a November 1987 inaugural run.

McGaughey and Parten are bankrolling the project for now and will seek mostly Texas investors in August after a Pitkin County citizen referendum on the use of the right-of-way takes place. (Information supplied by Darrell Arndt and James L. Trowbridge of Grand Junction)

FT. COLLINS TROLLEY SCHEDULE

The Ft. Collins Trolley begins its second season this year, just recently carrying its 10,000th passenger. It is operated by the Fort Collins Municipal Railway Society, Inc., an all volunteer non-profit organization. The refurbished Birney car, #21--sister to the Club's #22--runs on the Mountain Avenue tracks Saturdays, Sundays, and holidays, weather permitting, between noon and 6:00 p.m. Additional information can be obtained by calling (303) 224-5372.

This group is to be commended for their hard work and stick-to-it-ness in face of opposition by a few local residents and changing city councils. It appears that they have overcome all obstacles and can now finish up the project. Why not support the group and ride the trolley--if not on our special charter on June 15th, then some other convenient time.

A VANISHING SCENE



What bit of history do these photos show, even though they were taken recently (February 23, 1986)??!! You're right! The Caboose! At the end of February, Burlington Northern's "beer train," serving the Coors Brewery at Golden, carried the last caboose into the Golden yard. An end-of-train monitor is now attached to the rear of the consist. (Darrell T. Arndt Photos)



PLANS FOR THE LABOR DAY TRIP TO OMAHA

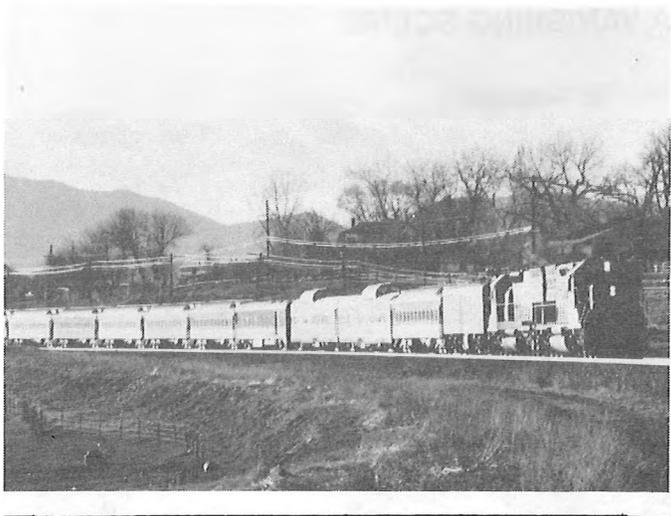
Summer hasn't even arrived, so forgive us if we talk about its end! The plans for the Club's trip, Labor Day, to Omaha are now nearing completion, and time is fast approaching for you to make your decision to join us. Here is a brief summary of what awaits you in Omaha!

On Friday, August 29, 1986, we will board Amtrak's #6, the California Zephyr, departing for Omaha. Having chosen either coach or sleeping car accommodations, you will settle back for the relaxing overnight ride to Omaha. We will arrive at Omaha at 7:15 a.m., where we will be met by a bus and be taken to the new 415-room Red Lion Inn in downtown Omaha for an early check-in and a group continental breakfast. The Red Lion Inn is only two blocks from the Union Pacific Historical Museum. We will have plenty of time to enjoy the museum and its famous collection. It contains the famous Abraham Lincoln collection. It was the discovery in 1921 of the silver hollow ware from Abraham Lincoln's funeral car that led to the founding of the museum. After lunch, on your own, we will tour the Union Pacific's Omaha Shops, and the Western Heritage Museum located in Omaha's former Union Station. After a quick trip to Boy's Town, we will freshen up before dinner-- You may want to take in an optional visit to the Upstairs Dinner Theatre for dinner and a play.

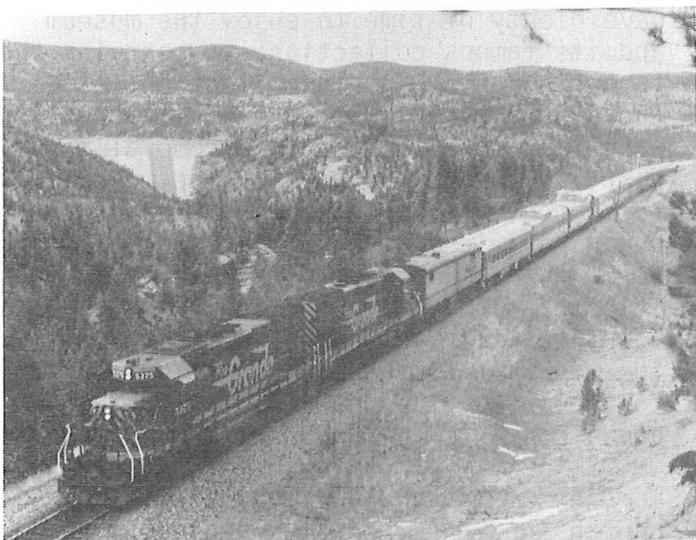
The next morning will be available for church services, browsing and relaxing. This might be a good time to explore Omaha's spectacular new Central Park Mall, a park featuring waterfalls, a garden, an amphitheatre and turn-of-the-century architecture. After lunch, on your own, we will visit the world famous Strategic Air Command Museum in Bellevue. The SAC Museum has over 30 aircraft on display, ranging from a B-17 to a B-52 to an eight-story Atlas Missile. There are historic films, the personal mementos of General Curtis E. LeMay, the "father" of SAC, and a five-screen reenactment of a SAC "red alert." From there we will travel to the Sarpy County Historical Museum for a tour that will include sights such as Nebraska's

first bank, built in 1855, the oldest remaining pioneer church in Nebraska, and the 1869 Omaha and Southern Railroad Depot, oldest in Nebraska.

Returning to the hotel, we will have a "Farewell to Omaha" dinner at 7:00 p.m. A late check-out will enable us to rest a bit before the bus takes us to the Amtrak station, where we will catch #5, the California Zephyr, for a 7:30 a.m. arrival in Denver on Monday, September 1, Labor Day. All of this for prices that begin at under \$300.00. This price includes railfares, tour tickets and admissions, and a chartered bus. A great value! If you would like more information, call Al Miller at Alpine World Travel, at (303) 752-0900. Watch upcoming newsletters for a trip brochure and additional information.



RIO GRANDE SKI TRAIN NEWS

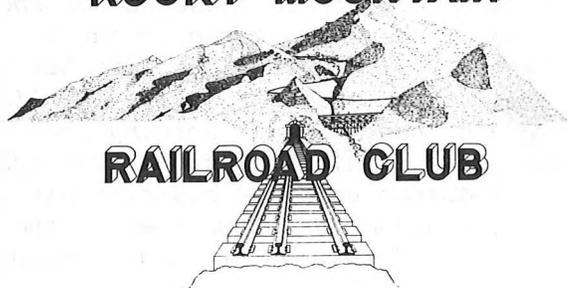


Continuing a practice that has taken place for many years on the D&RGW's Ski Train, a "Mayor's Special" was included in the consist on March 22, 1986. This year, "Silver Shop" and "Silver Sky" were used to accomodate the special passengers and can be seen here along the D&RGW mainline.

(Photos by Darrell T. Arndt)



ROCKY MOUNTAIN



A HISTORY OF THE RMRRC

With the Club's 50th Anniversary only two years away, we are compiling a written history of the Club and its accomplishments. We hope to have many more articles included in the newsletter such as the following by Jack Thode. Our thanks to Jack for starting it off with his article on the early days of the Club.

EARLY DAYS IN THE ROCKY MOUNTAIN RAILROAD CLUB by Jackson Thode, Membership #4, and, President, 1962-63.

In the last half of the 1930's, as the country began to work its way out of the Great Depression, railroad business in Denver likewise began to improve. More passenger trains began using the facilities of Denver Union Station, and it became not uncommon on Saturday afternoons and Sundays to find numerous train watchers gathered under Denver's 20th Street viaduct. This was a fine, shaded vantage point to ob-

serve and listen to outbound Union Pacific and Burlington trains taking leave of the depot. The 5600-series 4-8-4's of the "Q" and the early 800's of the U.P. were then coming into service. Their departures with heavy trains were always impressive. U.P. 4400-series 0-6-0's and Burlington long-jointed 570 and 580-series 0-6-0's rebuilt from 2-6-2's constantly shuttled in and out of the station, setting in cars, pulling arrived trains back to the yards for servicing, and switching the Railway Express Agency tracks at the north end of the depot. There was plenty of noise to hear and action to watch.

It wasn't long before the coterie of train watchers began to recognize and get acquainted with each other. Otto Perry, already a veteran train photographer, was there. Walker Edwards and Dick Kindig and Les Logue and the writer of this memoir also were often on the scene. Dick and Les, and this writer as well, had been classmates at Skinner Junior High School in 1929-30. It was surprising after the passage of some six or seven years--out of high school and dispersed-- to find ourselves together once again, interested in the comings and goings of trains and the action at Denver Union Terminal.

Another of the train watchers was an enthusiast who, out of the necessities of supporting his family, had a job with a truck line. He was Carl Hewett, and the one man above all in suggesting and urging that the mutual interests of all these fellows justified getting together on a regular basis. The result was organization of the Rocky Mountain Railroad Club.

Carl arranged for a meeting place in the auction room in the basement of the Union Pacific freight house at the foot of 19th Street, and on Wednesday evening, April 13th, 1938, about 20 charter members assembled formally for the first time. Carl was elected President. Formalities were kept to a minimum, for it was much more interesting to talk about trains.

Among those present, and the memory is not so good after 50 years, were Carl Hewett, Dick Kindig, Otto Perry, Les Logue, Roscoe Gordon (Bill Gordon's dad), Walker Edwards, Jim Gwyn, Forrest Crossen, Bill Van Patten,

Harvey High (another old-time hobby photographer who had used glass plates in capturing many splendid early train pictures), Joe Schick from Keenesburg, Jackson Thode, and John Heatwole. Mr. Heatwole, a real gentleman of the old school, was senior locomotive engineer on the Rio Grande out of Denver assigned to trains One and Two, the Scenic Limited. I recall that he got as much enjoyment out of talking about the Rio Grande as he did in running those big 1700- and 1800-series 4-8-4's on the road's premier train. Whenever he had something to say, everyone listened!

There were others there, too, and I am sorry that their names no longer remain in memory.

Field trips for the group were organized in those first few months--tours of the Rio Grande's Burnham shops, the U.P.'s shops at Pullman, and a visit to Joe and Dorothy Schick's place out at Keenesburg on the Burlington main line. On several occasions those wonderful folks invited us out to their farm for a capon dinner, served family style, and finished off with homemade Peppermint ice cream!

For 1939 Forrest Crossen was elected Trainmaster, Dick Kindig, Asst. Trainmaster (Treasurer), and this writer as Chief Clerk (Secretary). Dues were \$1.00 per year! The first issue of the Rocky Mountain Rail-roader, edited by Carl Hewett, was published in June, 1939. It was a carefully done, mimeographed two-page sheet.

Events during that year included a long drive to Brush to inspect the Burlington's new C.T.C. board, controlling at that time the longest installation of centralized train control in the world. We also visited the East Portal ventilating plant of the Moffat Tunnel, where some of the gang discovered they could ride through the Tunnel and back on Moffat Road trains One and Two for the princely round-trip fare of 32 cents!

At our July meeting in 1939, we saw for the first time the 8mm. movie made by Helen McGraw (Tatum) covering the last days of the old South Park along the canon of the Platte and over Kenosha Pass. Helen, after all these years, still shows that wonder-

ful old moving picture on occasion.

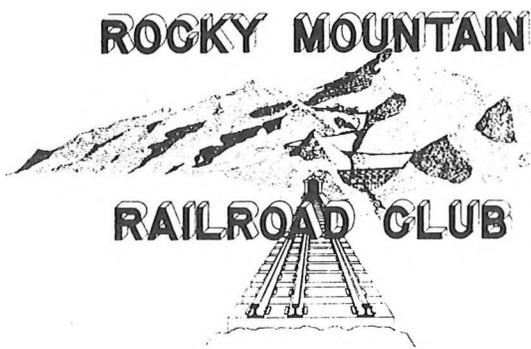
The first excursion sponsored by our small group was a trip up Pike's Peak on August 17, 1939. M.&P.P. engine No. 3 did the honors in spectacular fashion. On December 31st car No. 74, running as a special, hosted club members on a tour of routes 4, 66 and 72 of the Denver Tramway system. The next day those lines were converted to bus operation--to the regret and disgust of all.

As other fans became aware of the Rocky Mountain Railroad Club the membership slowly grew, numbering such fellows as Rollin Cordill, Ed Haley, John Maxwell, Irv August, Bob LeMassena, Francis Rizzari, Charles Ryland and Dick Ronzio [in later years to gain fame as the Cubar (R³) group].

Almost three years elapsed before the fourth issue of the Rocky Mountain Railfan (the new name) was published in September 1942, again edited by Carl Hewett. By that time many club members were enrolled in Uncle Sam's military forces. They included Forrest Crossen, Les Logue, John Maxwell, Ralph Metcalf, Morrison Smith, Jackson Thode and Bill Van Patten. Dick Kindig soon joined that group of absentees.

During that three-year period between newsletters Otto Perry served a term as Club Secretary. Otto reproduced the club meeting notices on postcards, since they were not too many in quantity, and delighted in mailing them from odd places. I seem to recall a postmark from Marshall Pass on one, and there many others with various R.P.O. cancellations from trains out of Denver. Otto knew his way around, and his pixie sense of humor knew no bounds.

Little did that small group of early Denver railfans, in forming the Rocky Mountain Railroad Club, ever expect or foresee that the organization some day would achieve the venerable age of fifty years. Nor was it ever anticipated that the Club would expand to a membership of some 1,100 members around the world and become renowned for its quality publications and programs. It all became possible, for, like those first members, everyone gave willingly of his time and energy and enthusiasm (and occasional financial support) to carry on the work of the Club. It was then, and still remains, an organization of remarkable people, and we are grateful to have been among them and to have taken part in that activity. (Jackson Thode - April, 1986)



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