



photo section

I AS a rule, the organized railroad enthusiast belongs to a regional chapter of one of the national groups, the oldest and biggest of which are the Railway & Locomotive Historical Society and the National Railway Historical Society respectively. Yet the independent groups survive and nowhere more notably than in Denver, home of the book-publishing, excursion-running, 900-member-plus, quarter-century-old Rocky Mountain Railroad Club. Certainly the Club has had everything imaginable going for it: transcons and traction on its doorstep; Moffat, narrow-gauge, Sherman, and Tennessee Pass in its back yard. And just as certainly the Club has exploited its domain to the fullest. Since 1939 it has sponsored 75 excursions totaling 15,824 train-miles over 13 railroads behind 62 different engines ranging from a Manitou & Pike's Peak rack tanker to Rio Grande simple articulated

2-8-8-2's. The Club ran the last passenger trains over the Midland Terminal, through the Black Canyon of the Gunnison River, on the Denver & Intermountain, over the Rio Grande Southern, and behind a UP 4-12-2 and C&S 2-8-0 638. Quite a performance for a club which began life with only 20 members (10 of which are still active).

Alerted to the Club's Silver Anniversary last year (members rode down to Colorado Springs behind Q Mike 4960 for a festive dinner), TRAINS thought it would be both fun and instructive to co-sponsor an informal photo contest wherein club members submitted their favorite photos of fan trips operated from 1939 through 1963. We figured that among all those years of steam and mountains, cameras and enthusiasm, there were bound to be the makings of a "Photo Section." And there were. More than 300 photos were submitted for preliminary judging



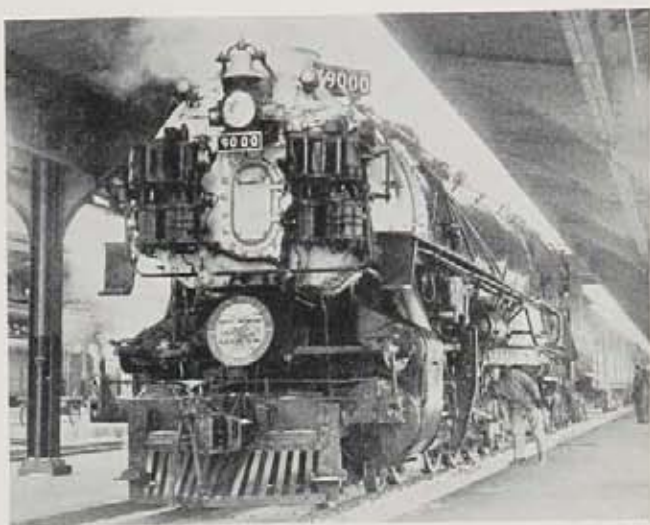
Richard F. Lind.

1959

HER smoke outdistances her five-car train July 19, 1959, as Colorado & Southern 2-8-0 No. 647 smudges the clear Colorado sky with oil exhaust north of Berthoud, Colo., in an across-the-fields roadside by Mr. Lind.

in Denver and the winners were forwarded to Milwaukee for final selection. *TRAINS'* editor, managing editor, and art director awarded an Honorable Mention for the prize print taken during each of the 21 years of excursion operation (no trips were run during World War II); then 1st, 2nd, and 3rd prizes were selected for the best of the top 21. The guidelines were technical photo quality; originality of composition; and interest of subject matter.

The photos and their credits speak for themselves. If the redoubtable Dick Kindig picked up no fewer than five Honorable Mentions including 2nd and 3rd prizes to the surprise of no one but himself, then an upcoming era of camerists could take satisfaction in the top award copped by relative unknown T. G. Gray. And if narrow gauge and UP dominated the contest, they shared honors with traction and a lonely cog railway.



R. H. Kindig.

1956

PROUDLY displaying the Rocky Mountain Railroad Club's drumhead in front of her middle cylinder, Union Pacific's original 4-12-2 pauses in Cheyenne, Wyo., March 11, 1956, after a bitterly cold run up from Denver. No. 9000 is now on display by R&LHS in Pomona, Calif.



Jackson Thode.

1951

STEAM propels passengers over the fabulous Rio Grande Southern for the last time as Consolidation 74 trudges upgrade at 5 mph in the vicinity of the Ophir Loop trestles while en route from Ridgway and Telluride to Lizard Head Pass. Steady now — watch for cinders!

1961

FIRST PRIZE was taken home by member T. G. Gray for a stunning panned broadside of freshly painted Rio Grande K-36 Mikado 488 as she breezed through the San Luis Valley near Harter, Colo., on the last lap of the Memorial Day excursion May 29, 1961. The award-winning photo was shot at 1/25 second at f22, according to Gray.



E. R. Lewandowski.

1962

NOTABLE 90 — Great Western's famous 2-10-0 — lifts her pops as she stomps east out of Loveland, Colo., September 9, 1962, pulling excursionists instead of sugar beets.



John Briggs.

1958

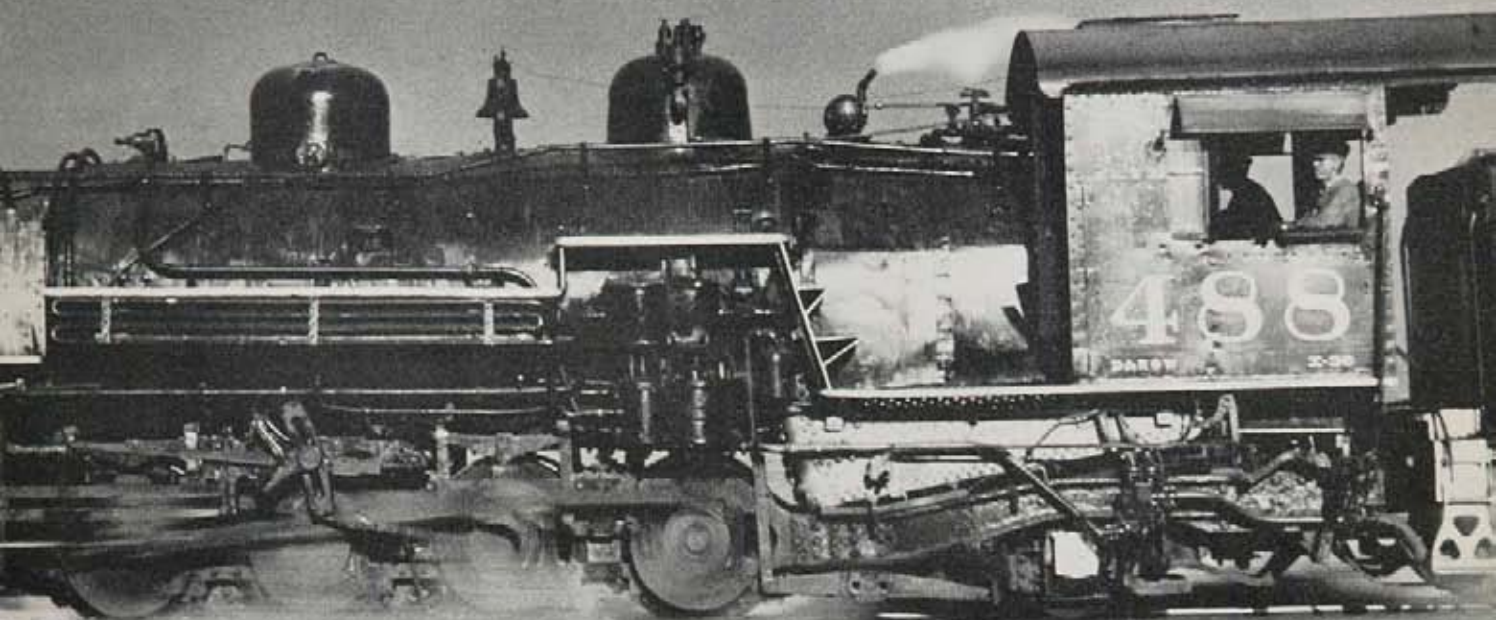
A NEW JERSEY MEMBER of the Rocky Mountain Railroad Club caught this double image of D&RGW narrow-gauge Mike 476 May 30, 1958, at Alamosa, Colo.



John W. Maxwell

1946

NEW and old: On July 13, 1946, Rio Grande Southern Goose No. 5 on Club special halts beside coach utilized as waiting room at Vance Junction, Colo.



T. G. Gray.



Charles S. Ryland.

1954

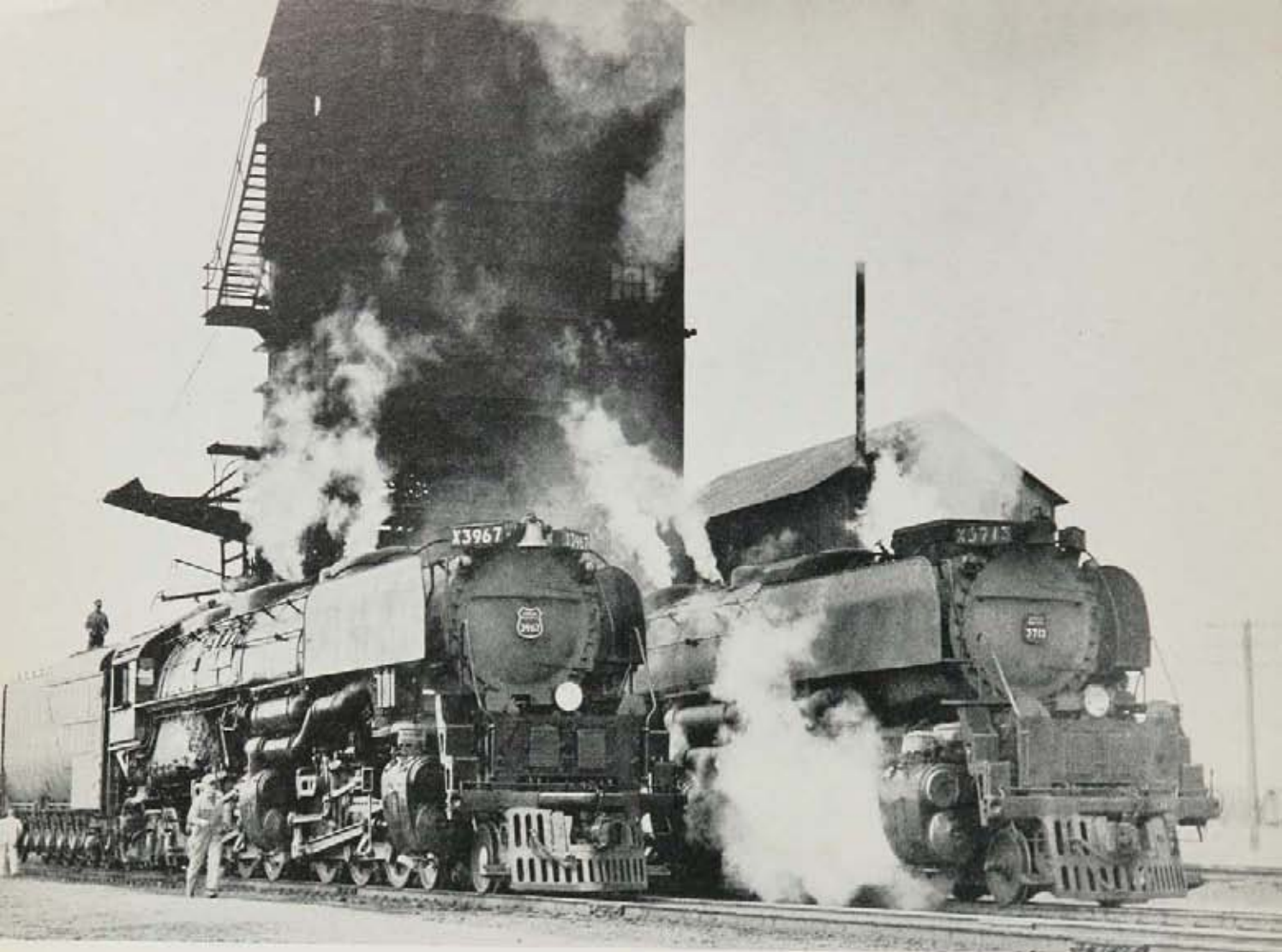
MIKE 476 (temporarily numbered 7 for movie use) climbs through the canyon in Rockwood Gorge with fans on the D&RGW's Silverton Branch May 30, 1954.



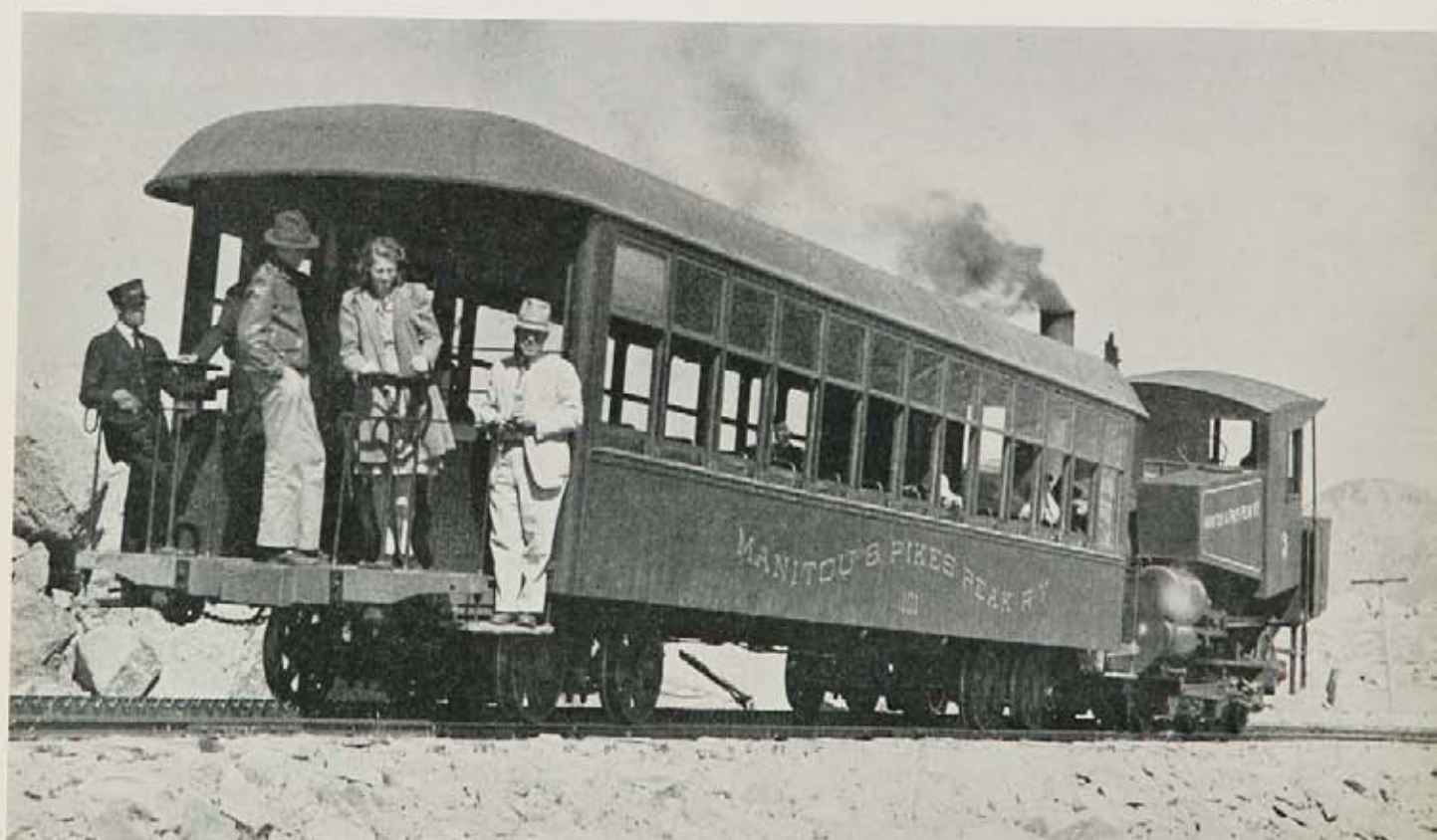
E. J. Haley.

1952

D&RGW Mikes 490 and 494, once standard-gauge 2-8-0's, pose on S-curve just east of Lobato Trestle on May 31, 1952, en route to the summit of Cumbres Pass.



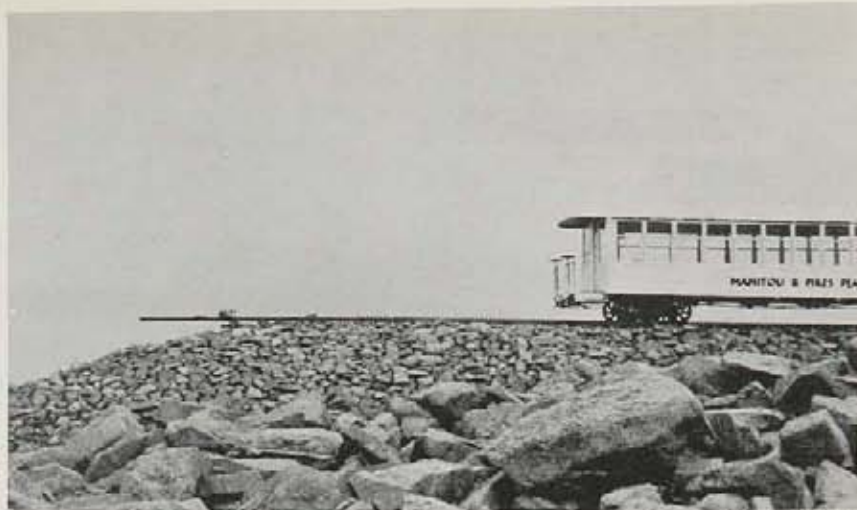
R. H. Kindig



R. H. Kindig

1949

"END OF THE LINE" is Photographer Pfeifer's fitting caption for this composition shot on an excursion over the cog railway by the RMRRRC on July 17, 1949.



Jack A. Pfeifer.

2ND PRIZE

1953

2ND PRIZE: Challengers pause beneath the coal chute at Carr, Colo., May 17, 1953, as coal-burning 3967 heads a club excursion extra and sister 3713, an oil-burner, waits to assist a freight up to Sherman summit. Third prize, also taken by Dick Kindig, is the subject of this month's cover — a Denver & Rio Grande Western narrow-gauge Mike. See page 3.



Jackson Thode.

1941

"LITTLE realizing the implications to all railroading of such 1941 novelties as diesel-electric tractive effort," recalls Photographer Thode, "members saw little about which to get excited" when their fourth M&PP excursion on August 17, 1941, took siding at Windy Point as "growler" No. 8 held the main on the uphill run.

1940

SOME 14,100 feet up in the sky, Club excursion waits at the summit of Pike's Peak run August 4, 1940, before descending to Manitou in custody of 0-4-2T No. 6.



R. H. Kindig

1939

FIRST excursion of the Club makes a photo stop 12,566 feet up on the Manitou & Pike's Peak Railway August 27, 1939. Baldwin Vaucrain compound 0-4-2T No. 3 stands with coach 101 for Dick's camera.

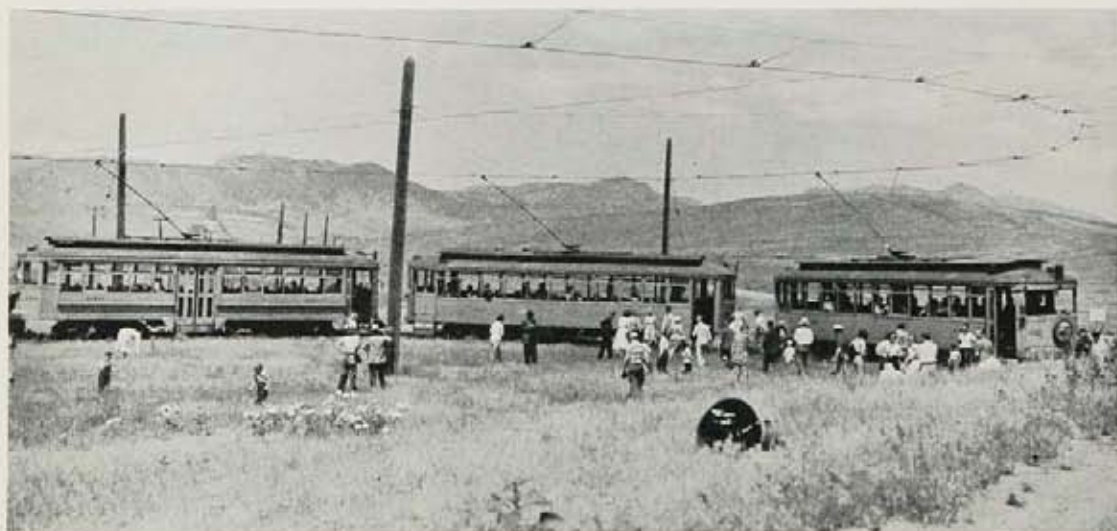


1963

CLIMBING out of the Florida River bottom comes silver-faced Mikado 488 on May 30, 1963, with Rocky Moun-

tain Railroad Club's traditional Memorial Day excursion in a shadow-etched composition by winner Gray.

T. G. Gray.



1950

ONE day after abandonment of Denver's famous narrow-gauge streetcar service, the Club ran a trip to Leyden and Golden, Colo., with Nos. .02, .03, and 130. On a sunny morning, July 2, 1950, members gathered in loop at Leyden to pay homage to Denver Tramway Corporation.

E. J. Haley.

1960

AT sunset on October 2, 1960, Colorado & Southern 2-8-0 No. 638 is silhouetted north of Longmont, Colo., on a Rocky Mountain Railroad Club excursion. Club members chartered her last trip (to Trinidad, Colo.) in 1962.

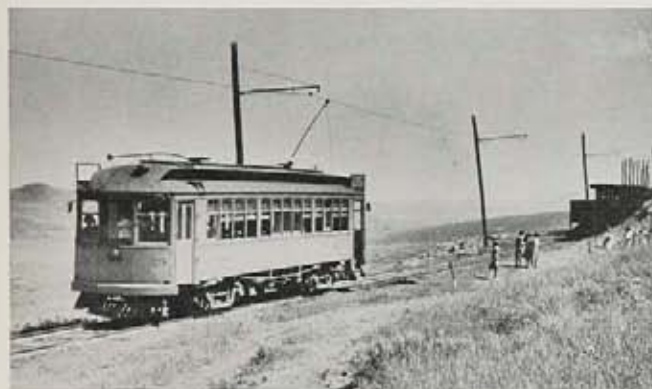




Charles S. Ryland.

1955

FROM the ground up: Rio Grande 2-8-2 499 rides across Lobato Trestle May 28, 1955, on yet another Rocky Mountain Railroad Club Memorial Day trip.



Charles S. Ryland.

1947

DENVER & INTERMOUNTAIN 23 paused on June 29, 1947, at Parfet Mine on the Morrison Branch.



Charles S. Ryland.

1948

ANOTHER Ryland award winner: Denver & Salt Lake 2-8-0 119 in Rock Creek Canyon April 25, 1948.

Richard F. Lind.

