

ROCKY MOUNTAIN RAILROAD CLUB

P. O. BOX 2391

DENVER 1, COLORADO

June, 1962

Newsletter No. 34

The June meeting of the Rocky Mountain Railroad Club will be held on Wednesday, June 13, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be presented by Charles Ryland and will feature some of his experiences on the railroads of Wales.

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Membership rosters have recently been mailed to all members of this Club. Names and addresses are up-to-date to about April 1, 1962. Care should be exercised when using these addresses, however, as we receive an average of 15-20 address changes a month.

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The Interstate Commerce Commission has denied the D&RGW permission to abandon the Durango-Silverton portion of the narrow-gauge line. The ICC ruled that the present and future convenience and necessity of the area required continuation of the service. It noted the 46-mile route up the canyon of the Animas River is a great tourist attraction. The D&RGW, reluctant owner and operator of the historic line, repeatedly has sought to dispose of the last regularly scheduled narrow-gauge passenger line in the nation on grounds it is not profitable.

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A few copies of the booklet, "Electric Railroads, Bulletin No. 30" about the Denver Tramways, are still available. It is suggested that orders be placed promptly, however, as the supply is limited. The booklets, at \$1.40 each, may be ordered from:

Rocky Mountain Railroad Club
2561 South Cook Street
Denver 10, Colorado

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The CB&Q has been scheduling steam engine excursions for school children this Spring. Operated purely for their educational value, these trips were scheduled at 18 different locations on the system, with 81 individual trips. Motive power is being furnished by #4960, a 2-8-2; or #5632, a 4-8-4. When the trips were announced for the Denver area, however, the job of providing the power for the "Kiddies' Steam Choo-Choo Excursions", as they have been called, was entrusted to venerable C&S 2-8-0 #638.

Despite lackadaisical support by the Public School Systems in the area, the trips were very successful, carrying capacity crowds of 500 passengers on each of the 4 days that the trips were held. The excursion trains, run the week of May 14, went from Denver to Longmont and return.

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Publication of COLORADO MIDLAND, by Morris Cafky, was authorized at a recent meeting of the Board of Directors. It will be a book conforming in general size and style to the club's previous books. No price or publication date have been decided on, and purchasers are requested not to send in orders until the brochure describing the book is distributed later this year; ample time will be allowed to take advantage of the pre-publication price.

The author would be pleased to learn of any unusual Colorado Midland photographs, or other material, which the club could borrow for use in the book; credit will be given to the owner in captions accompanying items used. It is suggested that a brief description of photos or other C. M. material be sent to Mr. Cafky, at 2500 Cherry St., Denver 7, Colo., and he will advise correspondents when they can be used so that time limits for such loans can be kept as short as possible.

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A recent acquisition for the City Park in Denver was a miniature train powered by a handsome 4-4-4 steam-type engine, replacing a diesel-powered streamliner. The \$28,000 train, with the engine built by Herschell, is modeled after an 1865 train and can hold 98 passengers.

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The AT&SF reports a decline in net earnings for the first 3 months of 1962 due, in part, to "far more severe weather conditions during the first quarter of 1962 which caused substantial added expense on account of interference with efficient train and yard operations and necessity for removal of snow and ice from switches, platforms and other facilities." The CRI&P reports that the costs of snow removal and other expenses incurred combating the severe winter weather the first three months of this year were more than \$1,200,000 above similar expenses a year ago.

The weather also resulted in a number of innovations, one of which was the brain-child of the UP. The UP equipped one of its cars with a supplemental heating plant which automatically provides adequate heat through the 22-car Domeliners during extremely cold weather. The car, now in regular service, is an 85-ft. dormitory car carried at the rear of the train. It augments the steam generators carried in the head-end diesel locomotives. Present plans call for construction of 5 similar units, one for each of the "City of Los Angeles" trains.

The power plant and steam generator are fueled from a 500-gallon diesel fuel tank suspended under the car. The four-wheel truck at the baggage end of the car has been replaced by a six-wheel truck to carry the added weight of the equipment, fuel and water. The plant can supply 200 lbs. steam pressure throughout the entire train within two minutes.

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A recent Network TV program pictured the UP 4000's in action and also being torched in Cheyenne, Wyoming. The nationally-famous commentator proclaimed this the end of "the last operating steam engines in the United States". Seems like we've heard this before.

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Recent recipients of U. S. Public Health Service awards for excellence in dining car sanitation were the MoPac, Santa Fe, and UP railroads. In order to receive the citation, all of the railroads' dining cars, diner-lounge cars, and grill cars had to attain a "Grade A" rating in comprehensive inspections by USPHS inspectors, with each car getting at least 2 inspections during 1961. The inspections cover more than 100 separate details including preparation and service of food, refrigeration, cleanliness of utensils and equipment, lighting, ventilation and many others.

These awards can be better appreciated when one realizes the magnitude of food-handling operations. The Santa Fe, for example, operates 66 Diners and 49 Bar cars, each of which had to attain the Grade A level of sanitation before the road was eligible for the citation. The UP, by the way, is the only transcontinental railroad to receive this award 5 times.

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In a recent speech to a meeting of automotive engineers in Detroit, Colonel L. S. Rochte, director of the Federal Aviation Agency, reported that 2000 miles per hour for commercial air transport was coming soon (thanks to the federal government). The colonel was not present in person. His speech had to be read for him. The colonel could not get to Detroit in time for his talk because weather conditions had grounded all planes.

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You've all probably seen automobiles being shipped on tri-level cars. The multi-level adjustable-deck rack cars for hauling new automobiles to market are an out-growth of earlier double-deckers. They consist of a two-deck rack mounted on an 89-ft. flatcar, permitting loading on 3 levels, five autos on each level. The decks have an ingenious high-low feature. In loading, the second and third decks are raised, and the autos are driven up a movable ramp onto each deck, then secured by chain tie-downs. Next, the 2 upper decks are lowered about 20 inches so that each rests snugly and safely over the autos below. This allows the car to go under bridges and through tunnels which otherwise couldn't be cleared. For unloading, these decks again are raised and the autos driven off.

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A New York Central freight train en route to Cleveland, Ohio, was several miles out of the station when crew members noticed something amiss.

A backward glance by the engineer confirmed the suspicion. Seventy-one cars and the caboose had been left in Indianapolis.

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