

ROCKY MOUNTAIN RAILROAD CLUB

P. O. Box 2391

Denver 1, Colorado

January, 1963

Newsletter No. 41

Culminating several years of effort by M. C. (Mac) Poor, the Rocky Mountain Railroad Club is happy to announce that a new location for its monthly meetings has been arranged. Through the outstanding cooperation of Western Federal Savings and Loan Association, the first 1963 meeting of the Club, to be held at 8:00 P.M. on Wednesday, January 9th, also will be the first public use of the auditorium facilities in the basement of Western Federal's brand new skyscraper at 17th and California Streets in downtown Denver. Access to this new meeting room is through the building entrance at 718 - 17th Street, rather than at the corner.

The program will be given by Neal Miller, who will present slides of Howard Fogg's trip with a Burlington "5600," D&RGW's Salida to Monarch activities, and GW and UP motive power. Also on the program will be his 8mm movies of the 1962 NRHS UP trip, some scenes on the C&S, and a 1906 Thomas Edison film of a head-on collision.

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1963 DUES ARE DUE !

Members are hereby reminded that dues are now payable for the year 1963--\$3.00 if you reside in Colorado, or \$2.00 if you are an out-of-state resident. Incidentally, name badges can be purchased from the Club, for identification at meetings and on excursions. These blue and yellow badges, with the member's name neatly lettered in the center, are available at 50¢ each.

Last year, in forwarding dues to the Club, a number of members found it possible also to include contributions for use in helping toward maintenance and rehabilitation of equipment owned by the Club. The cars, and RGS engine 20, through the cooperation of Club members Cornelius Hauck and Bob Richardson, form an interesting part of the many items on display at their Colorado Railroad Museum near Golden.

The contributions so received have been most helpful in repainting the outside of narrow gauge business car Edna, and D&IM interurban 25. Interior work on these two cars, under the guidance of Bill Gordon, with the help of I. E. August, B. L. McFadden and others, has shown good progress, and we hope to report the completion of much of this work during the coming year. Additional contributions for this purpose are always welcome, and will be of material assistance in carrying forward this phase of the Rocky Mountain Railroad Club's activities.

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Close to 350 railfans, (including some from California, Oklahoma, Nebraska, Wyoming, Kansas, New Mexico, Michigan, Massachusetts, New Jersey and England) were aboard our Club's special train when it arrived in Trinidad, Colorado, the evening of December 16, 1962. C&S 2-8-0 #638, making its last trip, entered the city amidst the blare of a brass band and much cheering and applauding (mostly from the citizens of Trinidad). After brief remarks by Congressman J. Edgar Chenoweth and officials of the City of Trinidad, all of whom participated in our excursion from Pueblo south and who hospitably invited comment from C&S and Club officers, our train was turned on the wye and returned to Denver behind a pair of Burlington SD-9 geeps. It is hoped that the good citizens of the City of Trinidad will treat our old friend with due consideration and respect.

The Club's sponsorship of this last run of engine 638 received much favorable publicity, both printed and on the air, through the kind cooperation of local news media. The publicity efforts of Club members Vern Hollenbeck and L. D. Mitchell at Colorado Springs were especially instrumental in attracting a tremendous number of people to the depot at that point.

The trip was featured on numerous radio and TV programs, beside being given illustrated coverage by newspapers from Fort Collins to Trinidad, and throngs of people crowded every station along the way, especially at Littleton, Palmer Lake, Colorado Springs, Pueblo and Walsenburg. The Club extends especial thanks to Trip Committee Chairman Ed. Haley and C&S officials Mark Modglin and Earle Carter, whose persevering efforts resulted in one of the most notable special train operations ever undertaken by the Rocky Mountain Railroad Club.

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Our annual Alamosa-Silverton narrow gauge trip has been scheduled for May 30, 31, and June 1, 1963. Since the era of narrow gauge steam power on the D&RGW appears to be dwindling, a fourth day -- for a round trip on the Farmington Branch -- is being considered. The Club's official trip notice will be mailed to each member when details and arrangements with the Rio Grande have been concluded.

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To those whose railroad historical interests extend beyond the borders of Colorado, much intriguing information about the railroads of New Mexico is obtainable through the NEW MEXICO RAILROADER, published monthly by our neighbor, the Railroad Club of New Mexico. This illustrated, mimeograph and offset paper is available by subscription of \$1.50 for twelve issues, to 2737 Graceland Drive, N.E., Albuquerque, New Mexico.

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The following officers will serve the Club for 1963 as a result of the election held at the December, 1962, meeting:

<u>PRESIDENT</u>	Jackson C. Thode	<u>DIRECTORS</u>	Kenneth Crist, E. J. Haley,
<u>VICE-PRESIDENT</u>	Richard A. Ronzio		R. H. Kindig, Bryant McFadden,
<u>SECRETARY</u>	Ed. R. Lewandowski		Ted McKee, and Neal Miller
<u>TREASURER</u>	Ane O. Clint		

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Howard Fogg sent in the following bulletin from the Railway Progress Institute:

A big downtown department store in Fort Worth, Texas, is building its own mile-long rail transit system, three blocks of it underground, in an effort to keep customers from deserting to suburban shopping centers. Leonard's Department Store constructed the system, completed in December, at an estimated cost of \$750,000. Five 100-passenger electric cars will give passengers a free ride of two or three minutes to the heart of the city from the store's 14-acre, 5,000-car parking lot on the edge of the city. Parking in the lot will be free of charge. The rail cars will discharge passengers in the basement shopping center of the store.

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The following item from the Raton, N. M. "Range" was sent in by Mr. W. E. Bosche, an AT&SF conductor: The last trip over the Dawson Branch of the AT&SF from Tucumcari to French, N. M. was made October 31, 1962. "As the diesel engine and lone combination car pulled away from the Tucumcari station on the last run, there came reflection that what was once a 132-mile stretch of activity had now become a route of isolation." Only 1 of the former 12 stations, manned by a telegrapher-agent, was still in operation. The sole surviving station, at Roy, was to be closed at the end of this final run.

Half a century ago, every one of the stations had its section crew with from five to a score or so of track workers. At the time of the line abandonment there were but three men on the crew of roadbed maintenance.

Of the many homes for section hands and their families, only two remain, these of brick construction and erected during the time of government operation of the route in World War I.

Recollection brought back the time when three to five trains of coal and coke rolled south every day from the Dawson Mines and an equal number of "drags" went north with empties. It was then that the Copper Queen Smelter of Phelps Dodge and that of Calumet & Arizona, both at Douglas, Ariz., depended entirely on supplies from Dawson. Locomotives of the rail lines devoured mountains of hand-fired coal in those days, when use of the black diamond had not given way to gas and liquid fuels.

Built primarily for the purpose of transportation of fuel in 1903, it was unreasonable to foresee abandonment of the rail line when the Dawson Coal Camp was abandoned 10 years ago. A short time later, the 20-mile stretch of line from the Santa Fe connection at French to Dawson was taken up, but it was not until after three ICC hearings and nine years later that approval was given to abandon what half a century ago was one of the busiest and best-paying rail line operations in the entire nation.

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Out along the Missouri Pacific's Kansas Division, where winds have piled up as much as three feet of dirt on the track, levees are being built to control blowing dust. These levees, nine feet high, with long side slopes, create a turbulent updraft in the air. The dust is either blown entirely over the track or settles in, or near, the ditch made by construction of the levee. Some 35 miles of track are presently protected by these dust levees.

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The Burlington announced it will construct a 150-ft. by 431-ft. diesel repair shop at Lincoln, Nebraska. The steel frame and metal siding structure, costing approximately \$780,000 is expected to be completed in two years as part of the CB&Q's modernization program at Lincoln.

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The largest automatic mail sack sorting system in the world was dedicated at St. Louis Union Station in mid-November. Built for the Missouri Pacific and other mail-carrying railroads serving St. Louis through the Terminal Railroad Ass'n., the \$2,000,000 system will sort more than 200,000 sacks and parcels daily for delivery to trucks and railroad cars. Completed in time to handle the annual Christmas mail rush in St. Louis, which reaches 6-1/2 million letters and parcels daily, the automated sorting system uses a magnetic "brain".

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The Missouri Pacific last year spent an average of 14¢ for fuel for each 1,000 gross ton-miles of service.

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The placing of an order for construction of 500 multi-purpose mechanical refrigerator cars was announced recently by the Pacific Fruit Express Company. The order will bring the perishable carrying carline's ownership of mechanical refrigerator cars, already the highest in the nation, to a total of 3,229. PFE is jointly owned by UP and SP railroads.

The 500 new cars will be almost 57' long and capable of carrying up to 70 tons of freight in the 4,000 cu. ft. lading compartment. Mechanical refrigeration units in the cars will be capable of maintaining constant temperatures ranging from below zero to 70 degrees Fahrenheit for periods up to 20 days without refueling. All commodities requiring protection from either cold or heat, including frozen foods and all types of fresh fruits and vegetables, can be carried in the cars. The cars will be equipped with cushion underframes, load dividers and roller bearings, as well as 8-ft. wide doors to facilitate lift truck loading and unloading.

Order for the cars was awarded to Pacific Car & Foundry Company at Renton, Washington, with expected delivery of the first cars in February, 1963 and completion of deliveries by April, 1963. PFE now operates a fleet of over 23,000 refrigerator cars of all types and the new order will bring the company's acquisition of new cars to a total of 16,043 since 1945. In addition, PFE operates 425 refrigerated highway trailers in piggyback service and recently placed orders for 200 additional units for this service.

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The Santa Fe Railway System has programmed gross capital expenditures of \$90 million in 1963, it was announced in the year-end statement of Ernest S. Marsh, President.

"Modernization expenditures of this magnitude, involving additional equipment and replacement of many old units, are needed to effect an economical operation capable of helping to keep pace with growth of the economy and the ever-increasing costs of providing the type of transportation service the public demands and deserves," according to Marsh, who added that "This represents a sizable increase over the \$50 million expenditures in 1962 for such purposes."

Additions to the Santa Fe fleet will include 58 new diesel locomotives, approximately 3,000 freight cars of various types, 24 "Hi-Level" passenger cars, 25 semi-lightweight baggage cars and 6 lightweight Railway Post Office cars.

Other major improvements planned for 1963 consist of replacing 245 miles of track with new continuously-welded rail of heavier weight; installation of microwave from Amarillo, Texas,

to Winslow, Arizona, thus linking Kansas City with the West Coast; and car repair facilities modification or expansion to provide more efficient operations.

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The reason worry kills more people than work is that more people worry than work.

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J. C. Thode, President

E. R. Lewandowski, Secretary

R. A. Ronzio, Vice-President

Ane O. Clint, Treasurer