

ROCKY MOUNTAIN RAILROAD CLUB  
P. O. BOX 2391  
DENVER 1, COLORADO 80201

August, 1963

Newsletter No. 48

The August, 1963 meeting of the Rocky Mountain Railroad Club will be held on Wednesday, August 14, 1963, in the basement meeting room of the Western Federal Savings sky-scraper, 718 - 17th Street, Denver, at 8:00 p.m. The program will feature Bob Richardson of the Colorado Railroad Museum, and will consist of a presentation of black and white pictures depicting "Steam of the Short Lines." With Bob's tremendous fund of knowledge on things railroad as background, this program promises to be outstanding!

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Response to our notice in last month's Newsletter concerning the 1882 D&RG timetable reprinted by the Club has been good. This interesting old 22-page timetable is still available, although the supply is now depleted to a degree. Send your order, together with \$1.00 for each copy, postpaid, to:

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

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Membership in the Rocky Mountain Railroad Club has now attained and surpassed the 900 mark. This is quite a milestone to reach, and it is especially pleasing that this has occurred during the year of our Silver Anniversary.

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The D&RGW has now gone to a regular schedule of two trains a day on its Durango to Silverton Branch. On Saturday, July 20, first day of the 2-train operation, 556 people were on board; since then the number has exceeded 600 on at least one occasion. Increase in passenger activity was possible due to two more cars being added to the consist recently, making a total of 15 now available. The two new cars, with a capacity of 48 passengers each, are numbered 400 and 401, and were former 9600-series pipe gondolas. The conversion was made by installation of a box-car roof and longitudinal seats facing outward, with an aisle between the seat backs.

It is expected the railroad will find it necessary to acquire additional coaches, similar to the two new ones built earlier this year, for the tourist season next summer.

What's next for the Silverton run ----- C T C ???

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There have been recent rumors that the AT&SF might be considering the rehabilitation of a steam locomotive to handle railfan excursions and tours. As information, Santa Fe President, Mr. E. S. Marsh, advised our Trip Chairman E. J. Haley, by letter dated July 1, 1963, as follows:

"We have carefully studied this possibility on several occasions but have come to the conclusion that it just would not be feasible inasmuch as we are not set up for steam movement and the problems that would have to be overcome would make it impracticable for us to conduct steam excursion trips. Aside from the fact that it would involve a substantial expenditure to recondition the locomotive for this purpose, we have retired all of our servicing facilities for steam operation and we are no longer in position to operate with that type of power."

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The continuing expansion, throughout the United States, of interest in Colorado railroading, past and present, certainly is noteworthy. Latest evidence of this very gratifying trend is the selection of Denver as the site for the 1963 National Convention of the National Railway Historical Society, August 29th thru September 2nd. Recent releases from this organization show that a full calendar of special excursion trips and other interesting events has been arranged for the convention goes during this period, and we are happy to report that a number of Rocky Mountain Railroad Club members are playing vital parts in the arrangements for making this Convention a success.

Keneth C. Crist, a member of the Club's Board of Directors, is serving as General Chairman of the Convention Arrangements Committee, while Club members Rev. Gerrit S. Barnes and R. E. (Bob) Jensen have undertaken the chores of Convention Treasurer and Convention Secretary, respectively. Other members assisting in arrangements and publicity are William C. Jones, Robert E. Wood and Ross B. Grenard, Jr. R. W. (Bob) Richardson and his staff at the Colorado Railroad Museum will inaugurate pre-convention activities with an open house and tour of the Museum the afternoon of Thursday, August 29th, with engine 346 Steamed up and running.

Briefly outlined below are other Convention events and scheduled days of interest to Rocky Mountain Railroad Club members:

- Friday, August 30th - Manitou and Pikes Peak Excursion Lv. Manitou 2:00 PM
- Saturday, August 31st - Steam excursion, Denver-Colorado Springs and return, using CB&Q #5632 Lv. Denver 9:00 AM
- Sunday, Sept. 1st - Denver-Laramie and return, using UP steamer #8444 between Cheyenne and Laramie Lv. Denver 9:00 AM
- Monday, Sept. 2nd - Steam excursion, Denver-Longmont-Loveland (Labor Day) and return, using CB&Q #5632 and Great Western #90 Lv. Denver 8:00 AM

Additional details regarding fares and other information are available from the Intermountain Chapter of N.R.H.S. at P.O. Box 921, Golden, Colorado, serving as host group for the Convention, which will be headquartered at the Brown Palace Hotel in Denver.

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Other noteworthy events of interest to Rocky Mountain Railroad Club members are two excursions on the narrow gauge in September and October. The Annual Kolor Karavan, sponsored by the Alamosa Kiwanis Club, is rapidly coming to the fore as an enjoyable experience during Colorado's golden autumn. This year's three-day tour, similar in many respects to our Annual Memorial Day operation, is scheduled for September 27, 28 and 29, at a cost of \$22.00 for adults, as described in the brochure enclosed with this Newsletter. All interested persons are invited by the Alamosa Kiwanis Club to join in this colorful event.

In addition, a one-day picnic train, involving a turn to Cumbres Pass out of Alamosa on Sunday, October 6th, at a cost of \$6.00 for adults, is being operated by Gamma Gamma Chapter of Epsilon Sigma Alpha. Additional information about this special train is available from the Chapter at 1011 Second Street, Alamosa.

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On July 8th, almost the last vestige of the Colorado and Southern Railway disappeared, with abolition of that road's operating divisions. The old Southern Division (Pueblo to Sixela, New Mexico) was abolished and became part of the FW&D's Wichita Falls Division. Simultaneously, the old FW&D Amarillo Division was abolished, becoming part of the Wichita Falls Division also. The Division Superintendent at Wichita Falls, Texas, in assuming these additional territories, was given an Assistant Superintendent headquartered at Amarillo.

On the same day the C&S Denver Terminal Division and the Northern Division (Denver to Cheyenne and Wendover) were abolished, to become part of the new CB&Q-C&S (note the sequence-Ed.) Denver Division, which was established. Jurisdiction of the CB&Q Superintendent at Denver was extended to include the new joint Division, and the C&S Superintendent was appointed Assistant Superintendent of both the new joint Denver Division and the Burlington's McCook Division, also with headquarters at Denver.

These two actions follow the elimination of C&S dispatchers, as reported in the Iron Horse News for July, 1963, which advises that C&S dispatching is now done by the FW&D at Wichita Falls for the south end, and by the Burlington at McCook for the north end, effective March 31st.

"Progress" hardly seems an appropriate term for the elimination of this 65-year-old Colorado institution of high regard and fond recollection, with not even the formality of an obituary notice!!

Club member Gail V. Wilhelm of Aurora, Colorado, recently sent us the following interesting news item:

A large uniform button collections donated to the Wyoming State Museum by the Dale C. Wilhelm estate of Gillette, Wyoming, is now being shown in a Multiplex Display Fixture in the west wing of the State Museum at Cheyenne, Wyoming.

It consists of uniform buttons of steam and electric railways, steamship lines, hotels, fire and police departments, military services, etc. Also, an official button of each state is mounted on a United States map in its appropriate state position.

Another interesting part of the collection in the Multiplex fixture consists of colored glass, black glass and picture buttons showing insects, birds, animals, flowers, people and structures; also Bullseye glass, Calico glass, Ringers glass and paper weights, as well as miscellaneous drop-type buttons of various designs, materials and colors.

Several of the railroad buttons in this collection were donated by club members some 12 or 15 years ago, at the time Mr. Wilhelm visited the Club when meetings were held in the Court Room at Denver's City Hall building.

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The Missouri Pacific recently placed an order for 100 fifty-foot, seventy-ton box cars in Mexico, to be built at a cost of about \$1 million, in the shops of Constructura Nacional de Carros de Ferrocarril, Ciudad Sahagun, Mexico. The railroad has maintained a close business relationship with Mexico for more than a half century and is the major transportation artery for import and export freight and for the movement of passengers between the two countries.

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Peru will acquire nineteen 2000 hp diesel-electric locomotives from Alco with proceeds of a \$4.7 million Alliance-for-Progress loan authorized by the Export-Import Bank of Washington. This loan is in addition to a \$13.2 million loan from the World Bank for railway rehabilitation and modernization.

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The Milwaukee Road again has taken the trouble to find out, and publicize, the amounts it pays in taxes in support of local airports - compared with payments for this purpose by the airlines that use them. At Bozeman, for example, the CMSTP&P pays \$1,441 to keep the airport going, and the airline that uses it pays \$85. At Miles City the railroad pays \$765 and the airline \$5.10; at Butte the railroad pays \$954 and the airline \$333. This is like taxing the WCTU to promote the beer business.

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The Southern Pacific has ordered fifteen diesel-hydraulic locomotives from Krauss-Maffei. They will be general purpose 4,000-hp engines on six-wheel trucks (C-C). Three diesel-hydraulic locomotives which Alco is scheduled to deliver to Southern Pacific in 1964 will be rated at 4,300 h.p. The three Krauss-Maffei units acquired earlier by SP are rated at 4,000 hp.

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Union Pacific has ordered three 5,000 hp diesel-electric units (designated the U-50 model) from General Electric, to be delivered in September, and three 5,500 HP diesel-electric units (two A, one B, of the Century series) from Alco, to be delivered in the fourth quarter of this year. Both GE and Alco locomotives have 4 four-wheel trucks with span bolsters, similar to the UP's 4,500 hp gas turbine units.

Two new General Motors (EMD) freight locomotives were recently announced. A 2500 hp unit (the GP-35) will go into production in about October of this year, and a 5000 hp unit, the DD-35, is scheduled for delivery in the second quarter of 1964. The DD-35 is cabless, has 8 driving axles in 2 identical 4-axle trucks and is 87'-11" over the couplers. The GP-35 duplicates the GP-30 in length.

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One of the largest movements of cattle in recent years ended at Modesto, California, in March, after a cross country ride from Salida, Colorado via the rails of the Rio Grande, Western Pacific, and Tidewater Southern. The special 51-car train also had a caboose

and two empty cars in case any cattle became ill and had to be transferred during the trip.

The prime cattle, from the San Marcia Baca Grant herd, were on the road only 36 hours out of a total of 48 hours after leaving their Colorado home. There were some calves among the 1127 adult cows, but all arrived in Modesto weel-fed and watered, having enjoyed stop-over privileges at the North Salt Lake City stock yards where they were made comfortable before transfer to the WP train.

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From the Santa Fe:

Two cannibals were sitting around chatting amiable after a hearty meal. "That was some meal," commented the first, licking his lips.

"Yes, my wife makes wonderful soup," replied the host, "but I'm sure going to miss her."

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J. C. Thode, President

E. R. Lewandowski, Secretary

R. A. Ronzio, Vice-President

Ane O. Clint, Treasurer