

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

Newsletter No. 23

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The July meeting of the Rocky Mountain Railroad Club will be held on Wednesday, July 12, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will consist of 8mm movies, taken by Charles Max, showing trains on the Union Pacific, Colorado & Southern, and Denver & Rio Grande Western.

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About 4 months ago this newsletter suggested that anyone desiring souvenirs from a railroad go through channels and make their wants and desires known to the proper officials. It was demonstrated recently that this suggestion went unheeded, when the C&S Railway apprehended a number of people removing lights from locomotives in the C&S Denver Yards, on May 23 and May 24, 1961. The matter is on file also with the Denver Police Department. As a result of the misdeeds, the Board of Directors of the Rocky Mountain Railroad Club have underlined the Club's policy on this matter, as follows:

Any member of the Club who becomes involved in such a misdeed, or who becomes involved in a similar misdeed, will automatically be asked to resign from the Club. If such an individual refuses to resign from the Club, proceedings will be initiated to remove him involuntarily.

Members of the Rocky Mountain Railroad Club enjoy an enviable reputation for integrity -- let's keep it that way by avoiding such unfortunate incidents in the future.

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The Rocky Mountain Railroad Club is arranging to purchase sufficient copies of "WHERE STEAM STILL SERVES", published by the Great Western Sugar Company, to send a copy to each paid up club member, without charge. This attractive 48-page booklet, 8½" x 11", tells the story of the Great Western Railway of Colorado, which is one of the few users of steam locomotives in the U. S. A. Pictures and drawings of several engines are included, and one of the Rocky Mountain Railroad Club's excursions over the G. W. Ry. is described and pictured.

Remember, this booklet will be mailed ONLY to members who have paid their 1961 dues, so if you have overlooked this matter, now is the time to take care of it--\$3.00 for members residing in Colorado, and \$2.00 for out-of-state residents.

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An interesting sidelight of our Memorial Day week-end Narrow Gauge trip is that our passengers came from 23 different states, and one even came from as far as Canada. A breakdown indicating the different states and the approximate number of passengers from each state is as follows:

California	45	Michigan	5	New Mexico	12
Connecticut	3	Minnesota	1	New York	6
Illinois	14	Missouri	17	Ohio	8
Indiana	2	Nebraska	7	Oklahoma	11
Iowa	6	Nevada	1	Pennsylvania	1
Kansas	27	New Hampshire	2	Texas	18
Massachusetts	2	New Jersey	1	Utah	4
Wyoming	6	and 1 from Canada			

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Running the Memorial Day week-end Narrow Gauge trip is an expensive proposition, with the costs totalling more than \$6,000. But consider Sir Peter Roberts, who threw a party recently for his debutante daughter at his remote County Norfolk home "Cockley Cley Hall". The party began on a Saturday night and lasted well into the Sabbath, when the rail line back to London is closed. After negotiations, British Railways agreed to open the line provided Sir Peter pay the cost. So, after breakfast that Sunday morning, more than 100 guests boarded the special train returning them home, with Sir Peter picking up the tab for the Stationmaster, the train, its crew, and signal men, crossing keepers, etc., necessary for operation of the closed line.

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On June 3, 1921, the City of Pueblo was hit by one of the most disastrous floods ever to visit that area. One of the major victims of the flood was the D&RG RR. An interesting account of the D&RG's trials and tribulations during this disaster is found in the Rocky Mountain Railroad Club's booklet "The Case of Train No. 3". Copies may be obtained from the Club by sending \$2.00 to P. O. Box 2391, Denver 1, Colorado.

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Set aside Sunday, July 16, for another all-out effort on the part of you club members and friends to put in some work on our equipment at the Colorado Railroad Museum. Your contribution in the form of labor or materials is very much desired. Remember, you only get out of a club as much as you put in.

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Hearings on the Bartlett Bill, S. 1197, have been recessed indefinitely by the Senate Commerce Committee. Testimony has been received from proponents praising the bill and from others condemning it.

Bill S. 1197 would have the practical effect of directing the Interstate Commerce Commission to prevent railroads from competing price-wise for the transportation business of the country. This bill is backed by Teamsters President James Hoffa and was introduced by Senator E. L. Bartlett of Alaska. It is especially aimed at crippling railroad piggy-backing.

At the present time, a reduced rate for transporting interstate goods by a carrier is approved by the Interstate Commerce Commission if it is appropriate for that mode of transportation. The rates of a carrier are not to be kept on a particular high level merely to protect the business of any other mode of transportation. In other words, if railroads can carry freight at a reduced rate and still made a profit, the ICC cannot order the railroad rate to be placed higher in order to be at the same level as the rates of truck lines or water carriers. The Bartlett Bill, S. 1197, would require such a reduced rate to be raised to the higher level, so as not to cast an undue hardship (in the form of competition) on the other modes of transportation. This, of course, would prevent the public from obtaining the benefits of lower rail transportation costs and at the same time would prevent the railroads from conducting a more prosperous business.

Now is the time to write your Senators urging defeat of the Bartlett Bill, S. 1197. Representatives should also be contacted, asking them to oppose legislation now before Congress that would prevent railroads from competing pricewise for the transportation business of our country. For those of you who live in Colorado, your Senators are John A. Carroll and Gordon Allott, address: Senate Office Bldg., Washington 25, D. C. Your Representatives are: Byron G. Rogers, 1st District; Peter H. Dominick, 2nd District; J. Edgar Chenoweth, 3rd District; Wayne N. Aspinall, 4th District. Representatives' address is: House Office Bldg., Washington 25, D. C.

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Edward T. Bollinger, Box 146, Sedgwick, Colorado, requests help from fellow club members. He would like to have photos of the D&SL Utah Junction Shops, also the roundhouses at Tabernash and Phippsburg, as well as pictures of steam west of Orestod. Mr. Bollinger is working on another manuscript which he hopes to publish and states he will be glad to give a credit line with any photos used.

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To promote travel in the "off" season, an airline introduced a special half-fare rate for wives accompanying their husbands on business trips. Anticipating some good testimonials, the PR department sent letters to wives asking them how they enjoyed the trip. They are still receiving letters back asking, "What Trip?"

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J. O. Riley, President

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