

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

Newsletter No. 28

The December meeting of the Rocky Mountain Railroad Club will be held on Wednesday, December 13, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program, prepared by "Rusty" Bailey, will consist of 8mm movies, together with sound effects, of railroading in Colorado and Wyoming. An added treat will be some scenes taken in Disneyland. This program will be preceded by a short business meeting featuring the annual Election of Officers. This is YOUR chance to select the officers YOU think can best meet the challenges presented during the coming year in the various offices of the Rocky Mountain Railroad Club.

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At the regular meeting of the State Historical Society of Colorado, 8:00 p.m. Tuesday, December 12, in Room 20 of the State Museum, the Rocky Mountain Railroad Club will receive the Award of Merit given by the American Association for State and Local History Ass'n., for the publication of the Pictorial Supplement to Denver South Park & Pacific. We hope that a good number of our members will attend this meeting.

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Our 1962 Narrow-Gauge Alamosa to Durango trip has been tentatively scheduled as follows:

Sunday, May 27 -- Alamosa to Durango  
Monday, May 28 -- Durango to Silverton and return  
Tuesday, May 29-- Durango to Alamosa

Selection of these dates was made so as to give members Saturday, May 26, to travel to Alamosa, and Memorial Day, (Wednesday) May 30, to return to their homes.

This is only a gentle reminder to reserve these dates--the official trip announcement will be mailed to you at a later date.

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We are pleased to see the increase in publicity given fan trips in this area. An interesting TV show was presented recently, featuring C&S 2-8-0 #638 on such a trip to Golden. Many interesting movie clips were shown of this trip, which was--as the TV announcer put it--"a trip by the Chicago & Southern's engine #638 to the Colorado Railroad Museum south of Golden". Our member, Mickey Hansen, Road Foreman of Engines for the C&S, was pictured frequently and was identified as "Denver's Casey Jones".

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An interesting picture book has just been published by one of our members--Richard F. Lind. As Howard Fogg says in the Forward, the book "Rails to the High Country" is "...a picture book, pure and simple. As such, it becomes at once one of the most thoroughly enjoyable books to enter the growing field of railroad publication." The photos were taken mostly by members of the Rocky Mountain Railroad Club, notably by such recognized leaders in this field as R. H. Kindig, John Maxwell, Otto Perry, Neal Miller, Ross B. Grenard, Jr., and Robert W. Richardson--just to mention a few.

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The D&RGW has finally received the three 4,000 H.P. diesel-hydraulic units from Krauss-Maffei. The units are presently being run throughout the entire D&RGW system, and although it is too soon to evaluate results, the units appear to be living up to expectations--and then some. The units are appropriate for freight use only, as steam generators (necessary for passenger service) have not been provided.

Other locomotives soon to be seen in this area are the eight U25B diesel-electric units ordered from the General Electric Company. Described as the most powerful 4-axle electric locomotives produced in the United States, the 2500-horsepower units are scheduled for delivery in March and April of 1962. The locomotives will be placed in the railroad's pool of diesels now handling high speed freight service. Before placing the order, Santa Fe tested the units for more than 5,000 miles.

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Good news from the D&RGW: An additional one million tons of northwestern Colorado coal a year will be mined in Routt and Moffat Counties and shipped exclusively by the D&RGW as a result of negotiations completed in Denver in November. The coal will become fuel for generating plants in the expanding Denver area.

The transaction will increase coal tonnage on the Moffat Route 100,000 tons each year until a standing order for one million tons annually is reached in 1972. The development gives great impetus to the coal industry in northwestern Colorado, an industry once the very lifeblood of that section of the state.

The D&RGW says this means a train of coal to Denver each day on a workday basis. The coal will be accepted at the plants in all 12 months of the year.

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In accordance with our By-Laws, this newsletter--announcing the election of officers--is being mailed 10 days prior to the meeting. If you haven't received your newsletter regularly this past year, be sure and let us know. We are as careful as can be in mailing all 900 of them each month, but occassionally we do "slip-up".

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The Green River (Wyoming) Star reports a 750-ft. addition to the depot platform by the Union Pacific. Present platforms were built for trains of 15 and 20 cars. Operations now require longer trains--sometimes as many as 28 cars per train.

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The Interstate Commerce Commission will hear oral arguments Dec. 6 on the D&RGW's petition to abandon its Durango-Silverton run. The D&RGW claimed at an ICC hearing in Durango a year ago that it was losing money operating the line. The hearing examiner recommended last June 6 that the D&RGW be required to continue operation of the line during the months June through September.

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Special ceremonies November 8 alongside Track 1 in Denver Union Station saluted the 25th anniversary of the Denver Zephyr. Present, to grace the cutting of a hugh 40-pound Burlington Zephyr birthday cake, was Mrs. Dick Wells of Grand Junction, Colo. Exactly a quarter-century ago on that date--November 8, 1936--she was the Silver Queen who rode the first Denver Zephyr on its first scheduled run to Chicago. The cake-cutting ceremony was held on approximately the same spot where the Zephyr set a world's speed record 25 years ago by breaking a tape across the track on its pre-inaugural trip from Chicago. That train raced west from Chicago at speeds as high as 116 m.p.h. and arrived in Denver after averaging 83.4 m.p.h. for the entire run. It is estimated that some 5-1/2 million passengers have ridden the Denver Zephyrs the last quarter-century.

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Last month's newsletter contained an item about grade-crossing accidents. Here's one accident that wasn't publicized:

Young Son: "Dad, mom just backed the car out of the garage and ran over my bicycle."

Dad: "Serves you right for leaving it on the lawn."

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## FROM THE PRESIDENT

As my term of office comes to a close, it is only fitting that I express my appreciation of the splendid work that has been done throughout the year by the officers, directors and various committeemen, who have done so much to make this year a success. The sale of the pictorial supplement to DSP&P has been completed; and Bryant McFadden can take a well deserved rest. His handling of the many details involved in filling orders and answering correspondence has been exceptional. As Trip Chairman, Ed Haley is not to be equalled. The arrangements for transportation to the Annual Dinner at Boulder, the Decoration Day weekend trip, and the combined C&S-GW trip were set up in top-notch fashion. The Great Western double-header with engines 51 and 75 was something not to be forgotten.

Steps have been made this year toward placing our Birney Street Car in operation at the Colorado Railroad Museum near Golden. Trolley wire with hangers has been acquired, as well as quite a number of ties and rail. Steps are under way at the present time to bring about an operating agreement with the Museum, as well as to set up operating rules. Bill Gordon has been very active throughout the year and largely through his efforts progress has been made in bringing our equipment at the Museum into much better condition. Work is under way at the present time to restore the interior of our business car and it is altogether possible that we will be able to place the restored car on display by next spring.

From an idea which originated with M. C. Poor and thru the efforts of Mr. Poor and Mr. August, it appears at this time that the Club will have the use of the auditorium in the Western Federal Savings Building, which is expected to be completed sometime next year.

Charles Max, our vice president, has done a very good job, both in pinch hitting for me and in lining up our programs for the year. I am sure you will all agree that Ed Lewandowski, our secretary, has done an outstanding job, particularly in preparing and editing our monthly newsletters. And last but not least, a special word of thanks to our Treasurer, Ane Clint. Very few of our members realize the amount of time and effort it takes to keep the accounts of the club in order.

A special word of thanks to all of our faithful members who have supported our maintenance program with donations to the restoration fund throughout the year. Your thoughtfulness and loyalty to the Club is deeply appreciated.

To all of these and to any others whom I have failed to mention by name, my sincere thanks for your efforts during the year.

J. O. Riley