

ROCKY MOUNTAIN RAILROAD CLUB
P.O. Box 2391
Denver 1, Colorado

Newsletter No. 29

The January meeting of the Rocky Mountain Railroad Club will be held on Wednesday, January 10, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. Featured will be "Main Line Railroading in Mexico"--a program prepared by E. J. Haley, R. H. Kindig, R. A. Ronzio, and W. J. Gordon reflecting their recent experiences south of the border. Fine trains and quality hotels combined to make a deluxe trip at a very reasonable cost, as the slide program will show.

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1962 DUES ARE DUE!

Members are reminded that dues are now payable for the year 1962--\$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.

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At the annual election held during the December meeting, Jackson Thode was elected President, Jack L. Morison was elected Vice-President, and Ed Lewandowski and Ane Clint retained their positions as Secretary and Treasurer, respectively. Kenneth Crist, Richard Kindig, and Neal Miller were elected to the Board of Directors and will serve with Stuart Anderson, Jim Ehernberger and Howard Fogg.

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The following report on the status of our equipment now on display at Bob Richardson's Colorado Railroad Museum near Golden, was prepared by W. J. Gordon, Chairman of the Equipment Committee:

Engine #20, narrow gauge 4-6-0 outshopped by Schnectady in 1899, saw service both on the Florence & Cripple Creek and Rio Grande Southern. On January 1, 1961, the engine needed complete repainting, and the tender needed repairing where it had rusted through. Consequently, during the year the tender was repaired, and the engine was steam cleaned and repainted.

Business Car "RICO" (or O21 or B-21), was built by the D&RG Railway in 1882 and was sold to the RGS sometime after 1888. As of the first of 1961 the car was in fair shape outside, but the paint was peeling off; this has since been repaired by the painting contractor. Renovation of the interior of the car, using an early floor plan, is now in progress, with finish in Ribbon Mahogany, including all of the necessary moldings and doors. The kitchen is to be finished in pine and fir. All of the windows have been replaced with new ones.

Birney Street Car #22 was built for the Fort Collins Municipal Railway in 1919 by the American Car Co. of St. Louis, and was the last car in use when trolley service in Fort Collins ended on June 30, 1951. This car is in good shape from repairs done in 1960, when it was repainted inside and out.

Denver & Inter-Mountain Railway Interurban #25 was built by the Woeber Car Co. of Denver in 1911. It made its last run from Denver to Golden on March 8, 1953. The outside of the car has been repainted this year, and work has begun on the removal of the old varnish in the interior. The ceiling has been replaced. All windows have been reset in putty and new window stops installed to stop water leaks. A metal gutter also has been added to stop water from running down the outside of the car.

D&RG Narrow Gauge Caboose #0578 was built by the D&RG about 1879, and saw service until 1952. In 1961 the old siding was removed and replaced with new siding and all necessary moldings, and the car then repainted.

As you can see, a lot has been done--but there is also a lot more to do. Contributions to the equipment fund are always welcome and very much appreciated.

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The October newsletter reported the Award of Merit of the American Ass'n. for State and Local History was being given to the Rocky Mountain Railroad Club for its book "Pictorial Supplement to Denver, South Park & Pacific." Actual presentation of the award was made December 12, 1961, at the annual meeting of the Colorado State Historical Society. 1961 President J. O. Riley received the award in the name of the Railroad Club.

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Last month's newsletter mentioned the new motive power purchased by the D&RGW and Santa Fe. Word is now out that the Burlington Railroad will spend \$23,300,000 in 1962 for 30 high-speed freight locomotives (diesel, of course), 915 roller-bearing-equipped freight cars, and other equipment. The new diesels will be the turbo-charged GP-30's built by EMD of General Motors Corp. and are each rated at 2,250 H.P. Most of the 915 cars will be built in the Burlington's Havelock shops in Lincoln, Nebraska. The Burlington is also buying 22,000 tons of new rail to continue their program of converting the Chicago-to-Denver main line to all-welded rail.

The Missouri Pacific Railroad has also announced some purchasing plans. \$27,000,000 has been authorized for capital improvements in 1962, with the principal items of purchase being 50 new 1800 H.P. diesels, and 500 new roller-bearing-equipped freight cars. Plans are also being made to install about 50 miles of new rail in 1962. As far as passenger trains are concerned, Missouri Pacific is beginning to refurbish every car in its passenger fleet, inside and out. The company also expects to purchase 50 new mail cars.

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You have all heard, of course, of the tragic train-school bus crash December 14, 1961, north of Denver, in which 20 school children were killed. You don't hear, however, of the many close calls. Your secretary was riding the head-end of D&RGW Train No. 10 a few weeks ago when a man in a pick-up truck decided at the last minute to contest his right-of-way with the big Alco. By judicious application of his brake pedal, however, he missed becoming another statistic by a fraction of an inch. That same day, at the same crossing (it is guarded by signal lights), another man (maybe the same one) ended up in the hospital after his pick-up truck connected with a D&RGW freight. Do you suppose this fellow is interested in the toy advertised on page 364 of the toy catalogue put out by a local mail-order supply house? The ad reads, "H. Beat the Train!..HO scale cars race up to 150 scale miles an hour attempting to beat each other and the HO train to the crossing! Thrills, spills, crashes! Fun for the whole family!" Is any comment necessary?

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Have you heard about the group down in Texas who bought an old combination baggage-coach for other than sentimental reasons? The 77-foot-long car was placed in a hole 15' deep, concrete entrances were built, and when the filtering system, etc. are completed it will become a very comfortable fall-out shelter.

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Did you hear about the fat dowager who was trying to get off the Denver Zephyr the other morning? She happened to step upon the foot of an irritable gent who was also trying to get off. "Madam", he said coldly, " I will ask you to kindly get off my foot." "Put your foot where it belongs," she snapped. "Don't tempt me, madam, don't tempt me," he murmured.

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J. C. Thode, President
J. L. Morison, Vice-President

E. R. Lewandowski, Secretary
Ane O. Clint, Treasurer