

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

April, 1962

Newsletter No. 32

The April meeting of the Rocky Mountain Railroad Club will take place at the Harvest House in Boulder, Colorado, on April 11, 1962. This is our annual dinner meeting, and ticket sales indicate a near sell-out crowd. Mickey Hansen of the C&S has his trusty 2-8-0 No. 638 all rarin' to go, so this promises to be a very entertaining evening, beginning with the "all-aboard" promptly at 6:00 p.m. at Denver Union Station.

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Last December the Electric Railroaders Association, Inc., of New York City published "Electric Railroads, Bulletin No. 30", a historical feature booklet on Denver Tramways by Stanwood C. Griffith, one of our members. This 8½" x 11" pamphlet has 20 pages reproduced by offset, with large center foldout map of Denver trolley lines in 1926. The typewritten text includes a roster of equipment, and there are many fine old pictures of Denver streetcars in their heyday and at their demise. Our Club has 100 copies of this booklet for sale at the special price of \$1.40 each, postpaid, to PAID-UP Club members only. Order your copy from:

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

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Speaking of books, another of our members who recently burst into print is John B. Marshall, author of a book on lost mines and treasures in the San Juan area of southwestern Colorado.

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A. F. Lyons, genial conductor on the Durango end of the D&RGW narrow-gauge, reports that the line between Durango and Alamosa was tied up by old-man-Winter for over two weeks recently. Twenty-foot drifts covered the rails over Cumbres Pass, and the call went out for the rotary. On March 5, an 11-car work train left Alamosa with engines #483, #487, and #488, and the rotary. After two 16-hour days, the rotary crew finally reached Chama, New Mexico. Record snowfall this Winter probably will result in lots of high water this Spring, and the D&RGW is diligently rib-rapping and "beefing-up" embankments before the floods hit.

Al also reports that inquiries about the regular Silverton run are running far ahead of last year, which was a record year in itself.

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The low bid for laying twelve miles of narrow-gauge track for the relocated D&RGW line near Arboles, Colorado, between Chama and Durango, was about \$240,000. This brings the TOTAL cost of relocating this stretch of track (including bridges) to close to \$1,100,000. Imagine the cost of rebuilding the 200-miles between Alamosa and Durango to standard gauge!

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A detailed, friendly description of a train trip from New York to San Francisco was published in the "New Yorker" magazine for January 20, 1962. That portion of the article devoted to the California Zephyr's trip through the Rockies was very pleasant, although a little too brief to suit us, naturally. The writer gives details of the high quality of the service and the food, and a fellow passenger told him that a transcontinental train trip is "the best medicine on the market." The enthusiast went on to say that "a man needs time to replenish himself," and two or three comfortable days on the train, away from visitors and telephones, is "just what the doctor ordered."

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A 19-year-old Omaha, Nebraska, Union Pacific office worker recently made a bet with his colleagues that he could average 40 miles an hour over 6 different railroad lines for

every hour of the 63 hours he was not at work, on a weekend. Starting at 4:40 p.m. on a Friday afternoon, he planned to ride the Union Pacific, Milwaukee Road, Southern Pacific, Western Pacific, Rio Grande, and Burlington lines and be back at his office by 7:40 a.m. Monday morning, averaging at least 40 miles an hour all the time. Traveling through Iowa, Nebraska, Wyoming, Nevada, Utah, and Colorado, he was easily maintaining a better-than-50 mph average until a rock slide necessitated re-routing his train. This resulted in his arriving in Denver on the D&RGW 4½ hours late that Sunday night, which proved to be too much time to make-up between Denver and Omaha. Consequently, he arrived late in Omaha Monday morning and lost his bet. Undaunted, he is going to try again. We wish him better luck next time.

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To keep shippers supplied with cars when and where needed, Missouri Pacific has programmed almost 3,400 freight cars for repairs this year. Cars awaiting repairs represent only 4% of Mo. Pac's total freight car fleet.

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Since World War II, U.S. railroads have purchased 25,000 new diesel locomotives. Average freight train speeds have been stepped up by 22%, and the hourly transportation output of the freight train has been increased by 70%. Class I railroads owned or leased 28,240 diesel units on January 1, 1962, a decrease of 129 units under January 1, 1961, according to the AAR yearly summary; steam locomotive ownership was reduced by 153.

	Owned or Leased		Stored Serviceable		Waiting Shops	
	1962	1961	1962	1961	1962	1961
Diesel (Units)	28,240	28,369	637	909	1,896	1,754
Steam (Locomotives)	79	232	30	79	39	121
Electric (Units)	480	494	56	67	58	56
Gas Turbine--Electric	55	48	24	2	1	6

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Fruit Growers Express will order 200 refrigerated piggyback trailers at a cost of \$3,000,000 for delivery starting April 1. The new units will bring total FGE ownership to 700 trailers. REA Express ordered 63 trailers recently--several of the 27-ft. units will be used in piggyback service, with the remainder serving as city delivery vans.

An entire trainload of station wagons--more than 200 of them--were delivered to Denver dealers recently, giving them one of the largest stocks of that make of station wagon in the nation. The station wagons were delivered on multi-level auto cars, tri-level, by the D&RGW.

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Hazards of air travel in 1961 were more than four times as great as hazards of travel by rail. The Civil Aeronautics Board announced that last year's fatality rate of the regularly-scheduled domestic air lines was 0.38 passenger deaths per 100 million passenger-miles. The railroad rate was less than one-fourth as high, being 0.09. The 1961 record of the so-called supplemental air carriers is not included in the foregoing. These carriers, formerly known as non-scheduled lines, had a bad year. Their fatality rate for 1961 for both domestic and international operations was 6.0--about 16 times the comparable rate of the scheduled air lines. On the basis of TIME spent in travel, the air casualty rate is almost 40 times the railroad rate.

One of the country's biggest surprises was the financial difficulties in which the airlines found themselves during 1961. At year's end, the airlines were over \$30 million in the red.

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N.B. As the airline pilot wearing a parachute said to his passengers as he stepped out the door of the speeding plane, "You folks just remain calm, I'm going for help."

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We hope to see you all at the dinner!!!

J. C. Thode, President

J. L. Morison, Vice-President

E. R. Lewandowski, Secretary

Ane O. Clint, Treasurer