

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

July, 1962

Newsletter No. 35

The July meeting of the Rocky Mountain Railroad Club will be held on Wednesday, July 11, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. Dr. Albert A. Bartlett, Physics Professor at Colorado University will present a slide show on "Highlights in the Life of a Railfan," this being the first time his unique slides on Colorado, New England and the 2-foot gauge Edaville have been viewed by our Club.

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About 300 fans enjoyed our annual 3-day narrow-gauge trip on May 27, 28, and 29 of this year. A note-worthy sidelight of the trip was the inclusion of numerous photo stops where "meets" with freight trains had been arranged. A real eye-catcher was the new painted (in "Rio Grande Gold") open observation-gondola car added to the consist at the rear of the train. Handrails had been installed, along with a non-skid floor, making the car not only attractive, but safe as well.

A few special credits should be given to those who assisted in making the trip booklet so interesting this year: Richard Kindig supplied the photos, the Rio Grande made available folio sheets of the equipment, and E. J. Haley spent many an hour helping with the layout and printing.

The trip was featured twice on TV spots. Films shown during the programs were copied from 16 mm movies taken by past President, I. E. August.

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THE J. FOSTER ADAMS NEGATIVE COLLECTION

Largely through the good offices of Club Member Richard Kindig, in cooperation with Messrs. H. H. Arey and D. H. Roberts of Portland, Oregon, the Rocky Mountain Railroad Club has been given the privilege and responsibility for protecting, preserving and publicizing an outstanding collection of old-time railroad negatives and glass plates. This collection of several hundred excellent negatives, of various sizes, is the work of a long-time resident of Portland, Mr. J. Foster Adams, who has given them to the Club. Mr. Adams started photographing engines and trains, principally on 5 x 7 glass plates, about 1913, and took many excellent photographs, both still and action, of the railroads in the Portland area, including S.P., U.P. (O-W.R.R. & N.), and S.P. & S., as well as others. The collection is not well known, since Mr. Adams rarely traded or sold prints.

Due to the rarity and fragile nature of the many irreplaceable glass plates, great care is being taken to prevent damage to this valuable new property of the Rocky Mountain Railroad Club. Mr. Kindig and Ed Haley have voluntarily undertaken the arduous task of making a set of film positives to assure preservation of these old engine and train negatives. They also are preparing lists of these photographs, availability to be announced in a future Newsletter, and the Club hopes to reproduce the best of the Adams photographs in a separate publication. Following the printing and distribution of "Colorado Midland," prints from the J. Foster Adams negatives will be available for purchase by Club members.

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The audit of the Club's financial activities, made annually by a Denver firm of Certified Public Accountants, divides these activities into three categories: Club Operation; Equipment Maintenance and Restoration; and Book Fund. Receipts to the Club Fund in 1961 totaled \$13,857.23, with expenditures of \$13,296.11, the principal item here being excursion train operations. Equipment Maintenance receipts in 1961 were \$1,318.50, including donations of \$318.50, while disbursements totaled \$2,372.27 for restoration work on equipment displayed at Cornelius Hauck's and Bob Richardson's Colorado Railroad Museum. Book Fund receipts in 1961 aggregated \$5,581.45, with expenditures of \$1,044.07.

Club Assets on December 31, 1961, including investment in Equipment of \$9,639.23, were slightly more than \$20,000.00, and it is indeed gratifying to note the liabilities are shown as "-0-."

Our hard-working and faithful Treasurer, Ane Clint, is doing an outstanding job in conducting the Club's financial affairs, and much credit is due her for the fine showing in the 1961 audit.

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C&S 2-8-0 #641 has just been granted a short reprieve from her retirement--her time has been extended to May, 1963. However, operating conditions will probably dictate her removal from service by about Labor Day of this year. C&S #638, also a 2-8-0, has been OK'd for use until June, 1963.

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The booklet "Railroad Facts" which is enclosed with this Newsletter is being sent to all Club members through the courtesy of the Association of Western Railways, which provided the booklets at no cost to the Rocky Mountain Railroad Club. We thank the A.W.R. for their

generosity, and trust that Club members will find the booklet interesting and informative.

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Trip Chairman Ed Haley is working on many interesting trips for the remainder of 1962. A C&S-CB&Q picnic train with #638 is now lined up for Sunday, July 22nd, leaving Denver at 8:30 a.m. for a round trip to Lyons, Colorado. A C&S-GW Trip, now set for September 9th, will be DOUBLE-HEADED on the Great Western, and a real treat with C&S #638 is in store for November (this is a "sleeper," so watch for it)! Club members will be notified as soon as possible when tickets and reservations for the above trips are available.

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The June, 1962, issue of "TRAINS" magazine contains an interesting article about locomotive builder's plates by Club member Herbert O'Hanlon.

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It was 100 years ago, on July 1, 1862, that President Lincoln signed the act authorizing construction of a railroad from the Missouri River to the Pacific Ocean. This became the first rail route to the Pacific upon its completion May 10, 1869, at Promontory, Utah.

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The following is taken from "The Mixed Train", published by our Omaha, Nebraska, railfan friends:

Steam engines on the roster of the CB&Q as of the first of 1962 totaled 16, as follows: 4-4-0 #35 is for exhibition; 2-8-2 #4960 and 4-8-4 #5632 as excursion engines; 4-6-0's #637, 915, and 919; 4-6-4 #4000; 2-8-2 #4994; 4-8-4's #5614, 5620, 5629, 5631 and 5633 to be placed on permanent display; 2-8-2 #4978 to be scrapped; and 2-8-2's #4943 and 4963 on loan to the Bevier and Southern. Only the 4960, 5632, 4943 and 4963 are serviceable. The 5629, minus rods, is still furnishing steam for the depot at Lincoln, Nebr. There are also five motor cars still on the roster, #9735, 9768, 9769, 9770 and the 9772.

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Some of the old FT freight units of the D&RGW have been replaced by 13 new GP-30 EMD locomotives from the plant at La Grange, Ill. The 2,250 HP low-hood locomotives, numbered 3001-3013, inclusive, were placed in service as received. The current EMD order is the largest for Rio Grande diesels in recent years, ten SD-9 EMD road diesels, #5305 through #5314, having arrived in 1957.

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According to motive power men at Cheyenne, the UP's unusual gas-turbine-electric locomotives will not be operated on the main line (Omaha to Ogden) much longer. The UP has ordered 75 new 2250 HP GP-30 diesel freight units from EMD, and as these arrive the turbines will be transferred to the Salt Lake-Los Angeles run. There are two sets of the interesting turbine locomotives--the 4500 HP group, numbered 51 to 75, and the newer 8500 HP with numbers from 1 to 30. It is expected that most of the large engines will generally be multiplied with one or two diesel units for the L.A. run, both turbine and diesels being operated by the engineer in the cab of the turbine. The 4500 HP turbines are being traded in to General Electric on the recent order for 12 new 2500 HP U-25B units. Gas turbine #30 is the first of the new turbines to be modified for MU operation. The body of older #51 is being cut up at Omaha while #53 is being stripped. Turbine #55 made one last trip to Council Bluffs May 5th before proceeding to Cheyenne to be stripped. Thirty GP-9's now in service are being equipped with EMD Turbo-chargers and are being reclassified GP-9M.

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A year ago we reported a new experiment in mail handling which was being tried by the Santa Fe. The new method consisted of carrying the mail between Chicago and Kansas City to the San Francisco Bay area in 8'x8'x20' containers instead of the usual mail bags. Word has just arrived that the new method has proved so successful that the service will now be continued on a regularly scheduled daily basis.

Mail is pre-sorted at Chicago and Kansas City for one of the four Bay area postal installations. Loaded containers move to Richmond, California, aboard the "San Francisco Chief" where fork-lift trucks transfer them to flat-bed trucks for direct delivery to the proper postal installations. For this purpose, the Santa Fe has acquired one hundred containers and twenty-five specially equipped flat-cars, each capable of carrying four containers.

Santa Fe and the Postal Department have also been conducting tests of containerized mail handling between the Kansas City and Los Angeles area.

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From the Santa Fe:

Wife: "Let's have some fun this evening."
Husband: "Okay, but leave the light on in the hallway, just in case you get home before I do."

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J. C. Thode, President

E. R. Lewandowski, Secretary

J. L. Morison, Vice-President

Ane O. Clint, Treasurer