

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

Newsletter No. 21

The May meeting of the Rocky Mountain Railroad Club will be held on Wednesday, May 10, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program, by Robert A. LeMassena, will be colored slides depicting "Past and Present Railroading Above 10,000'--in Colorado".

ATTENTION!! . WORK DAY!! . ATTENTION!!

Bill Gordon has announced we will have another Work Day at the Colorado Railroad Museum to work on our equipment. The date is Sunday, May 14, 1961, starting at 9:00 a.m. Lunch will be provided. Those of you who were there last time know how much was accomplished and what a good time we all had. Save the day and let us know you are coming either at the next regular meeting, or by calling Bill Gordon, Grand 7-4646, or Jack Riley, Glendale 5-4075.

The Annual dinner, held in Boulder April 12, was thoroughly enjoyed by one of the larger crowds ever to attend this annual event of ours. Our group, numbering almost 240, thrilled to Mickey Hansen's handling of the throttle and "special" whistle of C&S 2-8-0 #638. A surprise photo-stop enabled many of the group to experiment with evening photography. I wonder how the pictures came out--especially those taken by the chap shooting flash-bulbs while the engine was still a quarter of a mile away? The vistadome coach, included in the consist, proved a unique way to view smoke and cinders emanating from our iron-horse. The dinner and program were both very enjoyable, and the evening was climaxed by Mickey Hansen's unforgettable "speed" run back to Denver. All-in-all, if you weren't there, you really missed a big evening.

As a result of our recently receiving a number of requests for information concerning the Climax-Leadville run of the C&S, the following is offered to those desiring to view or photograph this standard-gauge operation: C&S 2-8-0 #641 is handling the run at the present time and will probably continue to do so for the remainder of 1961. The runs from Leadville to Climax are usually made during the first parts of the week. The #641 is ready to go at 8:00 a.m., with the crew called for 8:30 a.m. Climax is reached by 11:30 a.m. Considerable switching is done here, after which the train returns to Leadville.

To round out the record of C&S locomotives that were scrapped--add #602, #620, and #902. These engines were incapable of being sent to Houston scrap dealers and are consequently now being "torched" in the C&S yards here in Denver.

The D&RGW is progressing rapidly with the construction of their new 39-mile spur from Brendel, Utah, to Potash, near Dead Horse Point. Initial grading has been completed and construction has begun, with completion of the spur, including the one and one-quarter mile tunnel, to be completed by the Fall of 1962.
