

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

Newsletter No. 27

The November meeting of the Rocky Mountain Railroad Club will be held on Wednesday, November 8, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will feature a new movie recently released by the D&RGW entitled "Vista Dome Adventures".

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A nominating committee for the election of 1962 officers and directors was appointed at a recent board meeting. The committee consists of R. H. Kindig, Howard Fogg, and M. C. Poor. If you feel you are qualified for a job as an officer or a member of the Board of Directors, please get in touch with one of these committee members. While any member in good standing is eligible to hold office in the Rocky Mountain Railroad Club, it is of course desirable that officers and directors live close enough to Denver so they can attend most of the regular club meetings and the meetings of the board. Perhaps it is only fair to point out that there is work involved in any position with the club; the titles are not just honorary! The committee would be especially pleased to have volunteers for the job of Vice President, whose principal job will be to line up programs for meetings during the year 1962.

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The D&RGW's narrow gauge train between Durango and Silverton has just completed its most successful summer operation in history. Amos Cordova, passenger agent, said 38,090 rode the train this summer in the scenic trip through the Animas River Canyon, compared to a little more than 37,000 last year.

Recent excursions included the Alamosa Kiwanis Club's "Kolor Karavan" on September 29 and 30, and October 1, attended by about 300, and the San Juan Valley Railroad Club's September 9 excursion from Farmington to Silverton and return which was quite successful despite a 10-hour delay due to a mud-slide near Carbon Junction.

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The Colorado Railroad Museum has recently published a booklet, edited by Cornelius W. Hauck, which is a brief but very interesting commentary on Colorado Railroads, past and present. Also available from the Colorado Railroad Museum is a book by another of our members-Louie Hunt. His book "The Silverton Train" concerns itself with the narrow-gauge lines in Southwestern Colorado. Of a total of 4,000 copies printed, there are only a few still available.

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About half of all motor-vehicle grade crossing accidents happen in daylight. Two-thirds happen in clear weather. One-third of them happen at crossings protected by gates, lights, bells or watchmen as well as by road signs. And, believe it or not, three-fourths of all drivers involved in fatal crossing accidents live within 25 miles of the scene - and thus are familiar with the crossing.

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The National Museum of Transport at St. Louis, Mo., has an excellent collection of steam locomotives. They have now added to their collection the first diesel-electric freight locomotive, the Southern Railway's No. 6100, first put into service in 1941. Many rail-railroaders consider the success of this locomotive the beginning of the end for steam engines.

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The D&RGW narrow-gauge will not be used in the filming of the forth-coming Cinerama spectacle "The Winning of the West". It seems that the script called for both narrow-gauge train AND buffalo to be present in the same place at the same time. As this was impractical anywhere in Southwestern Colorado, the locale of the shooting was changed to the Black Hills, where the Black Hills Central Railway will be the star, along with the Black Hills herd of buffalo.

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Our friend and member, Avery F. Von Blon, Jr., Box 6422 BU Station, Waco, Texas writes to tell that the KATY is planning to convert their diesel switch engine No. 1, from a diesel fuel burning unit to a propane fuel burning unit. The expected cost is \$4,000 plus labor.

Avery also asks if we know of anyone who might be interested in a 4-wheel caboose. If you are interested - drop him a card.

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Thru the courtesy of I. E. August comes a newspaper clipping announcing that the Pacific Railroad Society, Inc., in its 25th year, will donate \$10,000 to three Southern California schools for scholarship purposes. The scholarships will be divided in equal amounts between Occidental College, Caltech and USC. Scholarships will be given in American history, economics or technological research - with emphasis on railroads.

The funds are accumulated through the society's excursion department. This is indeed, a splendid accomplishment and action by the Pacific Railroad Society.

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From the same source, comes another clipping concerning the activities of the Ohio Railway Museum, Worthington, Ohio, which states in part - "Antique transportation enthusiasts have transformed a 1.9 mile right-of-way into a veritable Grand Central of old chuggers, parlor cars, interurbans, street cars, and gas-electric locomotives - plus thousands of feet of reclaimed steel rails, wooden ties and car barns".

"All museum members - each employed elsewhere during the work week - pay \$12.00 a year dues for the right to spend every available leisure time hour they can spare to rebuild, refurbish and operate their sixteen pieces of rolling stock. Contributions are welcome, say the museumeers, but the Museum is open - free - to the public every Saturday and Sunday from April 1 through October 31."

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From the Mount Rubidoux Chapter, Pacific Railroad Society, Inc., 180 J Street, San Bernadino, California, comes an announcement that their 1962 Railroad Calendar is ready for distribution at \$1.25 each. A sample copy indicates that the railroad pictures are good. And a good way to start the year is with the photograph of D&RGW 1402, taken at Thistle, Utah in December 1951. Copies may be had by writing to the above address.

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Not long ago the Kennedy administration rejected an urgent request from the trustees of the New Haven railroad for a \$5 1/2 million loan to bolster the finances of that system, which, among other services, transports hundreds of thousands of workers to and from places of employment every working day.

When the government loan was refused the New Haven went into bankruptcy.

Then, according to Congressman H. R. Gross of Iowa, the Justice Department exerted pressure to have former Governor Roberts of Rhode Island, close friend of the Kennedys, appointed sole trustee of the bankrupt railroad. A federal judge rejected this proposal and appointed a board of trustees composed of three businessmen.

In this connection, Congressman Gross took the trouble to do a little investigating and discovered that between World War II and June 30, 1960, U. S. Loans and outright gifts to foreign railroads totaled almost \$1,300,000,000.

In reporting this figure, Congressman Gross said: "We do not maintain that the federal government should rush to the aid of a railroad, airline, or industry simply because it is in financial trouble. We do say it is incredible that hundreds of millions should be used to finance foreign railroads while American railroads are allowed to languish and die."

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Husbands, don't be henpecked! Assert yourself! Demand a clean apron tonight.

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J. O. Riley, President
Charles Max, Vice-President
E. R. Lewandowski, Secretary
Ane O. Clint, Treasurer