

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

March, 1962

Newsletter No. 31

The March meeting of the Rocky Mountain Railroad Club will be held on Wednesday, March 14, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The evening will feature slides and anecdotes of "A Trip Over the Hill",--- operations of the D&SL over Rollins Pass from Arrow to East Portal prior to construction of the Moffat tunnel. Bert Fullman, former D&SL engineer, will relate his personal experiences over this stretch of track.

This will also be the final opportunity to contact representatives from Denjaco about the custom-made "Montezuma" ceramic plaques or hot pads being produced by this Rio Grand Junior Achievement Company.

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Notices have recently been mailed to members announcing our April 11 dinner meeting. This promises to be a most entertaining evening, combining a steam trip, deluxe dinner, and a silent film classic. The film, by the way, portrays the well-known "Great Locomotive Chase"--the famous Civil War episode which occurred 100 years ago, on April 12, 1862. We suggest you get your reservations in early, as we are limited by the available space in the restaurant to the number of people who can be served.

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The D&RCW reports that Maintenance of Way forces will start laying track next month for the 36-mile Texas Gulf Sulphur potash spur from Brendel, Utah, to potash fields in the Colorado River Canyon near Moab, Utah. Builder of grade, bridges and the 1.5-mile long tunnel is Morrison-Knudsen Construction Co. The tunnel will be completed in August. M-K is literally moving mountains and filling valleys to strike the almost 1.2 percent grade for the route. Some of the cuts are 117 feet deep, and some fills 100 feet high. Work on the curved tunnel seven miles from the terminus of the spur line is progressing an average of 50 feet daily. The tunnel is 18 feet wide and 24 feet high.

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Just another gentle reminder: 1962 DUES ARE DUE! \$3.00 if you reside in Colorado, \$2.00 if you are an out-of state resident.

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Last month there was a beaver causing trouble in Montana--this month there are more animal stories: A C&S freight train, northbound out of Denver, was delayed recently near Louisville, Colorado, by a horse sitting down on a trestle. Actually, the horse's legs were caught somehow in the trestle, and he evidently decided to just sit down and wait for help. Help arrived shortly in the form of a wrecker truck, which hoisted the animal, unhurt, back onto firm ground, allowing the freight to proceed.

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A big black moose fought a draw with a train last month in eastern Idaho. The train was rumbling through the snow-covered country when the engineer spotted the animal. It was standing in the middle of the track between banks of a deep cut of snow. The train stopped. The moose charged the Diesel engine, slashing several times with its front hooves. Then it backed off and butted the machine several blows. The moose ended the match by lumbering away into the timber.

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You are all probably aware of the fact that our membership is widely distributed geographically, but in case you haven't realized just how widespread it really is, here is a summary prepared by Bert Fullman:

We now have over 800 active members, a large share of whom live, logically, in Denver and its suburbs. Outside of this area, the rest of the State of Colorado boasts almost 180 members. The remainder of the membership is distributed as follows:

California--71	Texas--34	New Jersey--12
Kansas--23	Wyoming--13	New York--18
Pennsylvania--7	Indiana--8	Oklahoma--10
Nebraska--14	Missouri--18	Massachusetts--7
Michigan--20	Illinois--38	Ohio--16
New Mexico--10	Wisconsin--8	Iowa--8
Minnesota--3	Arizona--3	Florida--4
Connecticut--3	Arkansas--1	Georgia--1
Hawaii--1	Idaho--2	Louisiana--2
Maryland--2	Maine--3	Montana--2
Nevada--5	New Hampshire--3	Oregon--2
Utah--4	Vermont--1	Virginia--1
West Virginia--2	Washington (State)--3	Kentucky--1
North Carolina--1	South Dakota--1	

We also have 3 members in Canada, and one each in Venezuela, France, England, New Zealand, and Australia.

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Pacific Fruit Express Company is ordering more than 12 million dollars worth of refrigerator trailers and rail cars for piggyback service. Plans for buying 600 trailers and 300 freight cars were revealed recently by PFE, the perishable-carrying car line owned jointly by Union Pacific and Southern Pacific Railroads. Last year, PFE entered the rail piggyback field by ordering 400 of these trailers, augmenting PFE's fleet of refrigerator rail cars, which is the largest in the nation. PFE's piggyback fleet will number 1,000 trailers and 500 flat cars by the end of 1962.

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Last month we reported that the Colorado Public Utilities Commission had denied the request of the D&RGW to abandon passenger trains No. 9 and No. 10, the "Yampa Valley Mail". A petition to discontinue these two trains has now been filed by the D&RGW with the Interstate Commerce Commission in Washington, D. C. This petition is, in effect, an appeal of the state PUC's denial. The state PUC expects to appear at the hearing to oppose the railroad's petition.

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In a recent news release by the Colorado State Historical Society, a summation of their activities revealed that out of the top 13 lectures drawing more than 300 in attendance, nine were presented by members of the Rocky Mountain Railroad Club. Members participating in these lectures were: Louisa Arps, Caroline Bancroft, Ed Haley, Richard Kindig, Dan Peterson, Mac Poor, Francis Rizzari, Dick Ronzio, and Charles Ryland.

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Members of the Rocky Mountain Railroad Club were saddened to hear of the death, last month, of John Allen, 82, former conductor and engineer of the Argentine Central Railroad, the Shay-powered narrow-gauge line which operated out of Silver Plume. John Allen was always very obliging in giving interviews to members interested in this line, and we feel it was, indeed, a privilege to have been able to hear from him, first-hand, the story of this railroad. Too little do we realize how fortunate we are still to be able to listen to firemen and engineers who operated the engines during the "Golden Age of Steam".

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As a result of a \$65 million contract between the Public Service Company of Colorado, two coal-mining firms, and the D&RGW, Rio Grande will build a \$1 million railroad spur from Milner, Colorado, 12 miles south to the new Energy coal mines. Transportation of coal 200 miles by rail from the mines to Denver area generating plants is expected to produce freight revenues approximating \$1.8 million a year during the next 15 years. The D&RGW expects to run a 60 to 70 car train a day each way.

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Husband: "I wish you could make the bread my mother used to make."  
Wife: "I wish you could make the dough my father used to make."

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J. C. Thode, President

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