

December, 1962

The final meeting for 1962 of the Rocky Mountain Railroad Club will be held on Wednesday, December 12, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be given by Ronald F. Ruhoff, who will present a tribute to the last of the standard-gauge steam in Colorado. Included in his 8mm film (with sound effects) will be action scenes of C&S and GW steam power. Those of us who previously have had the pleasure of viewing Mr. Ruhoff's films always look forward to them because of their professional quality and unique aspects. As an added treat for us, Charles Max has procured a 16mm film which depicts the construction and operation of the Alweg Monorail system in Seattle, Washington.

The meeting this month will also include the annual election of Officers.

In accordance with the By-Laws of the Club, this Newsletter--announcing the annual election of officers--is being mailed 10 days prior to the meeting.

On November 14, 1962, a sell-out crowd enjoyed the run of C&S 2-8-0 #638 from Denver to Golden, where we partook of the hospitality of the Adolph Coors Company. The festive air was somewhat marred by the thought that this was expected to be the last run by any steam engine to be found in the Denver area. This gallant old lady, as is generally known, is to be placed on permanent exhibition at Trinidad, Colorado, and was scheduled to be moved to that city dead in a freight train during December.

Now, however, through the diligent efforts of your Trip Committee Chairman, and the whole-hearted cooperation of the Colorado & Southern and Burlington Lines, members and friends of the Rocky Mountain Railroad Club are invited to participate in the final operation of this faithful friend. The enclosed announcement is for your use in reserving a place among those who will join in celebrating this occasion. Don't delay in taking advantage of this opportunity!

Mac Poor sends the following report which he received from John Ingles: A railroad in south-eastern United States has installed "automatic" whistles and bells on its diesel locomotives. To do this, the railroad acquired tape recordings of all the familiar whistle signals now in common usage. The whistling was provided by steam engines! Through the use of a complicated electronic apparatus, the whistle sounds can be played by the engineer at the appropriate time. For instance, as the diesel approaches a crossing, the engineer presses the "Crossing Whistle" button, and a "Rube Goldberg" contraption broadcasts the sound of a steam engine whistling for a crossing! So, once again, the sounds of steam engine whistles are heard throughout the country-side.

The Missouri Pacific Railroad has announced the expenditure of more than \$7.5 million for the purchase of 56 diesel locomotives. Thirty-six will be used in yard switching and the remaining 20 are for general purpose use in freight or passenger service. Sixty-six obsolete diesels were traded in on the new locomotives. MoPac has installed 100 new diesel units already this year.

Francis Rizzari sent in the following item from a recent issue of the Bisbee, Arizona, "Brewery Gulch Gazette": A new railroad, to be built by Pacific Mining, Inc., from the Santa Fe track in Bouse to Planet Mines pits, has been announced by the mining firm. Preliminary plans are awaiting approval by Arizona Corporation Commission, according to Capt. L. E. Delaney, spokesman for the mining company. Construction of the 30-mile line will cost \$938,027.70. It will follow the roadbed of the old Arizona Swansea Railroad which went into operation in 1912 but has since been abandoned. The new railroad will be a public carrier with passenger service, Delaney said.

The wrist watch mentioned in last month's Newsletter has now been approved for use by trainmen of the AT&SF, the Cotton Belt, SP, WP, the IC, and UP, among others.

The Union Pacific Railroad has started road testing an experimental direct fired coal burning gas turbine-electric locomotive. The 5,000 hp gas turbine locomotive is similar in operation to gas turbine locomotives which have been in freight service on the UP for the past 10 years except that the experimental locomotive will use processed coal as fuel rather than residual type oil used in other units. Nugget-size coal is carried in a tender attached to the locomotive and is pulverized by equipment in the tender en route to the fuel burners. This is the world's first direct fired coal burning gas turbine-electric locomotive. It was designed and built by the UP and will be used to evaluate the feasibility of using coal to power a gas turbine in locomotive service.

The Missouri Pacific this year will average well over 1,000,000 miles for each freight car set out of a train because of a "hotbox". The sharp improvement in performance is the result of expanded use of roller and cartridge bearings and lubricator pads as well as improved bearings and journals.

The National Safety Council selected the Pullman Company to receive its highest award for an outstanding record of passenger safety. The Council's award was given to the company for operating Pullman car service for more than 10 years without a passenger fatality. In that period, over 92,000,000 passengers were carried a total of over 58,000,000,000 passenger-miles.

The nation's airlines lost an estimated \$20 million the first 4 months of 1962 in spite of posting a 52% gain in passenger traffic and an 86% gain in freight traffic, according to an American Airlines economist. Railroads in the Western District posted a new income of \$113 million in this year's first half compared with \$113 million in 1961. Revenues increased 3.7% while expenses increased 3.3%.

The consist of a Missouri Pacific freight train, enroute from Dupou, Ill., to Dalls, was sent from St. Louis to Dallas, via Telstar. This was the first railroad material ever to be sent by Telstar in the premier demonstration of the communications satellite by Southwestern Bell Telephone in St. Louis. The message was transmitted during Telstar's 989th orbit, when it was 3,000 miles above the earth, traveling at 16,000 miles per hour. In the instantaneous transmission, the train message went to the satellite ground station at Andover, Me., was sent to Telstar where the satellite amplified the signal 10 billion times and then was routed to Dallas over long-distance network. The message was received on a Dataspeed telewriter at about 1,000 words per minute.

Thiokol Chemical Corporation, a leader in the development of solid propellant for missiles and space vehicles, recently pioneered a new method for shipping bulk quantities of liquid raw materials for use in the missile industry. The new technique utilizes both rail and truck transportation in shipping liquid polymers to Thiokol's Wasatch Division, developer and producer of the Air Force Minuteman ICBM first-stage motor.

In cooperation with the D&RGW, Mo.Pac., and B&O railroads, Thiokol developed the new system in which specially-designed, 6200-gallon tank trucks are carried on special hydro-cushioned, 87-foot railroad cars. Previously, these liquid polymers were received in 55-gallon drums and trucked to the northern Utah facility. Thiokol does not have railroad facilities into their plant; therefore, the tanker-type handling further reduces material handling.

The end of 1962 should not be allowed to pass without bringing to your attention the outstanding work done for the Club by a number of dedicated members. Vice President Jack Morison always was ready with an excellent program for each monthly meeting; Secretary Ed Lewandowski continued his faithful preparation of these newsletters, without assistance, and always on time. Treasurer Ane Clint not only carried on all the Club's accounting and banking, but handled unassisted the many details involved in ticket sales for the Club's excursions.

Our old timer, Bert Fullman, went so far as to fight off the doctors in order not to miss folding the newsletters and stuffing envelopes month by month. Trip Committee Chairman Ed Haley produced his usual quota of enjoyable excursions, climaxed by his success in arranging for the Rocky Mountain Railroad Club's special on the final run with C&S 638 to Trinidad December 16th. Equipment Chairman Bill Gordon, aided on occasion by Bryant McFadden and others, has shown steady progress in the maintenance and rehabilitation work on the Club's equipment located at Cornelius Hauck's and Bob Richardson's Colorado Railroad Museum.

All these things have been accomplished without urging, pleading or prompting, and with little more reward than the satisfaction of a job well done. To each of them, and to all others who likewise have contributed time, effort and money in advancing the welfare of the Rocky Mountain Railroad Club, may I express my personal appreciation and gratitude.

---J. C. Thode, President, 1962.

* * * * *

To all our members and friends, our warmest wishes for a Merry Christmas, and a

Happy and Prosperous 1963!

* * * * *

J. C. Thode, President

E. R. Lewandowski, Secretary

J. L. Morison, Vice-President

Ane O. Clint, Treasurer