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The March meeting of the Rocky Mountain Railroad Club will be held on Wednesday, March 8, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be presented by Otto Perry who will treat us to his movies of Southern Pacific "cab-ahead" locomotives working between Sacramento and Reno. Otto will also show movies of the old Midland Terminal Ry. If you've ever seen any of Otto's movies before, you know many other interesting scenes will be included.

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Arrangements have been almost completed for the annual dinner to be held April 12, 1961, at the Harvest House in Boulder. Our special steam-powered (C&S #638) train will leave the Denver Union Depot at 6:00 p.m. sharp and will arrive back in Denver at 11 p.m.--or 11:30 p.m. or 12--sharp. So mark the date on your calendar - the official announcement with reservation forms, etc., will be mailed to you shortly.

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FLASH! FLASH! We have just received word that the May narrow-gauge excursion will definitely be run - May 27, 28, 29, 1961. Save the dates - announcements soon.

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Those of us who live around Denver have many times noticed the long lines of steam engines in the C&S yards, waiting to be scrapped. These engines have been photographed many times, and it was well known they weren't long for this world. Which they weren't. Only 3 engines (all CB&Q) remain in the scrap line -- #4947, #4952, and #4994. All the rest have been sent to a scrap dealer in Houston, Texas. There were 18 in all, sent in 3 shipments with 6 locomotives in each shipment. The first shipment was sent between Christmas, 1960, and New Year's -- the next shipment 3 weeks later -- and the last shipment went the week of February 5, 1961. The C&S locomotives included in these shipments were:

|      |                   |      |
|------|-------------------|------|
| #605 | #804              | #904 |
| #608 | #805              | #909 |
| #629 | #806              | #914 |
| #631 | #807              |      |
| #632 | #808 (CB&Q #5509) |      |
| #634 | #809              |      |
| #644 |                   |      |
| #647 |                   |      |
| #648 |                   |      |

This leaves only 2 C&S locomotives in usable condition in the vicinity: #638 and #641. #641 works the Leadville to Climax run, and #638 makes infrequent runs around Denver.

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Not all Burlington engines wind up in the scrap line, however. Some of the old engines which escaped and are now on display are:

|            |   |
|------------|---|
| CB&Q #967  | Built in 1899 -- Minden, Nebraska (Pioneer Village) |
| CB&Q #710  | Built in 1909 -- Lincoln, Nebraska (Pioneer Park)   |
| CB&Q #3001 | Built in 1930 -- Ottumwa, Iowa (Ballingall Park)    |
| C&S #9     | Built in 1882 -- Hill City, South Dakota            |
| C&S #60    | Built in 1886 -- Idaho Springs, Colorado            |
| C&S #71    | Built in 1897 -- Central City, Colorado             |
| FW&D #304  | Built in 1906 -- Wichita Falls, Texas (City Park)   |
| FW&D #501  | Built in 1910 -- Childress, Texas (Depot)           |

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From "The Mixed Train", published by our friends in the Camerail Club of Omaha, Nebraska, we have the annual Union Pacific steam roster as of December 31, 1960. (Engines in parentheses are stored in serviceable condition.)

At Council Bluffs, Iowa: 814, 823, 825, 832, 833, 836, 838, 839.  
At Grand Island, Nebraska: 4466.  
At North Platte, Nebraska: (3710)  
At Cheyenne, Wyoming: (844, 3708, 3712, 3713, 3715, 4003, 4019), 828, 829, 3700, 3701, 3702, 3703, 3706, 3707, 3806, 3818, 3950, 3985, 3991, 4001, 4002, 4006, 4007, 4008, 4011, 4013, 4014, 4015, 4016, 4017, 4021, 4023, 4024.  
At Laramie, Wyoming: (4003), 4004, 4012, 4022.  
At Rawlins, Wyoming: 1243.  
At Green River, Wyoming: 4000, 4005, 4009, 4010, 4018, 4020, 5511.

This leaves a total of 55 steam locomotives still on the roster, of which only 9 are serviceable. Last year at this time, 86 steam engines were on the roster, with 20 serviceable. The only active steam on the U. P. in 1960 were 844 and 3710, both in snow melter service early in the year, and the 844's run to Cheyenne, then the Rocky Mountain Railroad Club's trip to Rawlins with the 844 in November. All the famous 4000's are still on the roster, although some would require heavy service before they could be used again.

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Most railroads have, in the past, been quite cooperative with railfans in regards to divulging data, running trips, allowing photographs of yards, equipment, etc. It is a privilege to do business with these railroads and if we use a little common sense and show our appreciation it is hoped this cooperation will continue long into the future. Local railroads have lately been over-run by souvenir hunters - some, unfortunately becoming obnoxious - and this can easily spoil the friendship now existing between railfans and the railroads. If you have a legitimate request for souvenirs, data, pictures, etc., go to the proper railroad personnel. It may take a little longer than if you'd gone off on your own, but everyone will be happier because of it.

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We noted an interesting item recently on railroading in England: On January 11th, Queen Elizabeth came to London for the day and was held up for almost an hour on her way back to her country home at Sandringham, Norfolk. It seems, the diesel locomotive, a prized innovation in the modernization of British railways, broke down 42 miles outside London. A veteran steam locomotive puffed to the rescue, hooked onto the Queen's train and pulled it into Kings Lynn 56 minutes later.

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See you next month.

J. O. Riley, President  
Charles Max, Vice-President

E. R. Lewandowski, Secretary  
Ane O. Clint, Treasurer