

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

Newsletter No. 22

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The June meeting of the Rocky Mountain Railroad Club will be held on Wednesday, June 14, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be presented by Mr. Tom Cox of Des Moines, Iowa. His 16mm movies, with music and sound effects, will consist of a short film of the last of the Canadian Pacific 4-4-0's near Cody, Montreal, Canada, and a feature film in 4 parts: 1. "Out of This World"; 2. "Train Talk"; 3. "Death of a Locomotive", and 4. "Train Clicks". This feature concerns the discontinuance of steam power on the Northern Pacific in 1958-1959, with a 2-day stand on the "scrap track" while a NP 4-4-2 is being dismantled.

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Our Memorial-Day weekend narrow-gauge trip was a sell-out, as usual. The trip was enjoyed by almost 400 smoke-and-cinder-saturated fans who came from all over the United States and Canada. Some encouraging notes were heard while on the trip: engines #492 and #493 have undergone Class 3 repairs and are now in storage at Alamosa awaiting assignment. Engines #484 and #487 are now undergoing heavy repairs. The 497, wrecked last winter, is also undergoing repairs.

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Those of you who live in West Denver may have noticed a difference in train service on the Associated Railroad line which runs out to the Denver Federal Center. As of March 17, the D&RGW has been handling all of the freight traffic. The D&RGW will do this for 2 years, then the C&S for 3 years. Reason for this is the D&RGW handles it 1 year for the D&RGW and 1 year for the Rock Island, and the C&S handles it 1 year for the C&S, 1 year for the CB&Q, and 1 year for the Santa Fe.

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For those of you who want to take pictures of live steam engines, watch for an announcement soon from the C&S. Sometime during the month of June, they plan to take the #638 down to the South Yards so that railfans can take all the photos they desire.

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The Santa Fe is trying out a few more new innovations similar to "piggy-backing". They are trying out a system of carrying mail whereby the mail is handled in 18'x8'x8' containers from Kansas City to the San Francisco Bay area, where flat-bed trucks carry them directly to the respective post offices. This eliminates the necessity for switching cars to the mail dock, unloading and sorting of individual mail bags, and reloading bag by bag aboard a truck.

The Santa Fe is also starting a new plan for shipping fresh fruits and vegetables. The plan will involve the shipping of perishable commodities in 40-foot refrigerator cars and mechanical temperature controlled cars. Two trailers transported on one flat car affords increased capacity over regular refrigerator cars, and also provides the shippers with door-to-door service.

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The New Jet Age: Breakfast in London, lunch in New York, dinner in San Francisco, baggage in Buenos Aires.

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