

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

Newsletter No. 26

The October meeting of the Rocky Mountain Railroad Club will be held on Wednesday, October 11, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be "Motive Power in Transition" by Ross B. Grenard, Jr. and Kenneth C. Crist. Slides and comments which will be presented will portray the different types of motive power currently in use here in the West. Ross B. Grenard, Jr., with the aid of Kenneth C. Crist, authored an excellent article in the June, 1961, issue of "Steam Locomotive & Railroad Tradition" covering the present status of "Steam in Colorado".

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ATTENTION !

WORK DAY!!

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Bill Gordon, Chairman of the Equipment Restoration Committee, has announced we will have another Work Day at the Colorado Railroad Museum to work on our equipment. The date is Sunday, October 22nd, starting at 9:00 a.m.

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Our C&S-GW trip on September 10th turned out to be a smashing success, with over 300 participants. Not only were Coloradoans present, but there were also groups from Wisconsin, Michigan, Illinois, Kansas, Wyoming, and Minnesota. Great Western engines #51 and #75, double-headed, made an inspiring symphony of sight and sound for this day and age. C&S #638 performed well, as usual, and photographs of #638 silhouetted against the sunset, with Longs Peak in the background, should be reward enough for any rail fan.

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While we are still enjoying C&S #638, her sister engine, #641, is not long for this world. As you all know, #641 works the Leadville to Climax run, and word is out that it is to be used for only about nine more months. Of course, a lot happens in nine months, so we can hope for the best.

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Engine #638 will be used on a trip, Sunday, October 15th, by the Intermountain Chapter of the NRHS - leaving Denver at 12:00 noon - returning to Denver at 4:00 p.m. with an hour lay-over at the Colorado Railroad Museum. The fare is \$2.50 for adults, \$1.50 for children. Tickets may be obtained at the Museum or the Burlington ticket office, 17th and Champa.

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Forest Crossen of Boulder reports that publication is underway on his book, "The Switzerland Trail of America." It is a full-size history of the narrow gauge lines that ran west from Boulder into the Rockies: The Greeley, Salt Lake & Pacific (1881-94) and The Colorado & Northwestern, later The Denver, Boulder & Western (1897-1919).

It will be illustrated with 350 black and white photographs, most of which have never appeared before. The majority will be full-page. Howard Fogg, noted railroad artist, is doing three paintings of action scenes.

The page size is 8½x11, of the best slick paper, with high quality binding and finish. Its model for excellence is the Rocky Mountain Railroad Club's "Pictorial Supplement to Denver, South Park & Pacific". It will sell for \$15.00, with a pre-publication price of \$12.50. Pruett Press of Boulder is the publisher.

Voluntary orders have already topped the 100 mark. If you wish to secure a low number of this limited edition (4000), contact Mr. Crossen at 2002 Spruce St., Boulder, Colo. Send no money until notified.

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All copies of the book "Pictorial Supplement to Denver, South Park & Pacific" have been sold out and the book now becomes a collectors item.

This book was sold in 49 states and the District of Columbia. Alaska is the state that did not come through with a book order. The book was sold in seven of the nine Canadian Provinces and fourteen foreign countries including Colombia, Venezuela and Peru in South America, England, France, Switzerland, Australia, Sweden, Japan, New Zealand, Scotland, Uganda, Africa, Germany and Spain.

School District #1, Denver, purchased twenty-five copies of the book for the libraries of every Junior and Senior High School in the City & County of Denver. Copies of the book also were sold to every major college in the United States and forty-four State Historical Societies.

The Rocky Mountain Railroad Club has been presented one of the 1961 Awards of Merit of the American Ass'n. for State and Local History. The award goes to the club for its publication of "Pictorial Supplement to Denver, South Park & Pacific," described as "An outstanding volume in a specialized field of popular history." Announcement of the award was made at the Association's 21st annual meeting in San Francisco in September. The Association is a professional organization of state and local historical agencies in the United States and Canada.

On August 31st, the D&RGW petitioned the Colorado Public Utilities Commission for permission to discontinue passenger service from Denver to Steamboat Springs and Craig by elimination of Trains #9 and #10, the Yampa Valley Mail.

Another Club member recently broke into print. This time it's Phil Ronfor, with a two-page spread in color in the August issue of "Saga", covering the inaugural train on the RGS on the Ophir Loop, with an accompanying story concerning Otto Mears.

And have you heard Howard Fogg's latest record featuring the Union Pacific? Thrilling, to say the least!

To get the low-down on the new Krauss-Maffei Diesel-Hydraulics soon to go into service on the D&RGW, we suggest you read the October, 1961, issue of Trains Magazine.

Engineering & Mining Journal reports that a week ahead of schedule, a stainless steel spike was driven into place completing a 76.7-mile railroad spur linking U.S. Steel's Atlantic City Ore Project near Lander, Wyo., with the Union Pacific's main line at Winton Junction. Work on the spur track began last October, and was completed without a single disabling injury. Climbing from 6200 to 8300 ft. at a maximum grade of 2%, the new line winds through an amazingly varied terrain that presented a number of tough obstacles. North of Rock Springs, the largest active sand dunes in the U.S. were crossed last winter when frozen sand drifts could be moisture compacted and a heavy topping of selected rock material packed onto the roadbed. A long stretch of swamp near the historic stagecoach station at Pacific Springs meant digging drains and placing fill, and to cut hills and fill canyons in Fremont County's Wind River Mountains, the crew had to move some 2.5-million cubic yards of dirt and rock. Four major steel bridges were erected over rivers along the route, the largest being the 120-ft. span over the Sweetwater River. The new railroad also provides a cattle underpass near South Pass City, and more than 60 planked sheep trail and road crossings to guard some of Wyoming's best livestock range.

Did you hear about the lion that caught and ate a bull and felt so good about the feast that he roared and roared. A hunter heard him, came over and shot him. The obvious lesson to be learned from this sequence is: "If you are full of bull, it's time to keep your mouth shut."

J. O. Riley, President

E. R. Lewandowski, Secretary

Charles Max, Vice-President

Ane O. Clint, Treasurer