

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

August, 1962

Newsletter No. 36

The August meeting of the Rocky Mountain Railroad Club will be held on Wednesday, August 8, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. Leland Logue will present a first-class 16mm movie documenting the construction of the Kenya RR in Africa. This railroad was built in the face of many difficulties - including marauding lions!

This is another in the series of top-quality programs arranged for us this year by our energetic Vice-President Jack L. Morison.

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About 250 railfans took part in our tour of the countryside between Denver and Lyons on the 22nd of July. Due to the readily apparent fire danger, our trip via smoke and steel was limited to two run-by photo stops. The two-hour picnic stop by the St. Vrain River at Meadow Park in Lyons provided a pleasant, cool interlude.

The interesting information sheet given away on the trip was prepared by R. H. Kindig, and the folio drawing of C&S #638 was provided through the kind cooperation of Club member R. E. (Mickey) Hansen, Road Foreman of Engines for the C&S in Denver.

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As mentioned in last month's newsletter, an excursion sponsored by the Club over C&S-Great Western trackage has been arranged for September 9th, the Sunday following Labor Day. C&S steam won't be with us much longer, and we hope everyone will avail themselves of this opportunity to enjoy this run once again. Ticket applications will be in the mail to you soon.

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Another fine old-time railroader, Nels P. Johnson, recently passed away. Mr. Johnson helped construct the Moffat Line (the D&SL) and entertained many of us with his anecdotes of the rigors of running steam engines on that line, both during and after construction. Nels had a craftsman's touch, whether he was handling the throttle of steam or diesel, and it was a rewarding experience to ride with him over the Moffat.

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The D&RGW reports that construction of their 12-mile spur south-east of Milner, Colorado, is well under way with track laying started July 23rd. The spur along Trout Creek and its tributaries crosses the Yampa River over a 270-foot bridge, the longest of 6 bridges on the line. Maximum grade is 1.2%. Coal is scheduled to start moving over the line by November 1 of this year.

A milestone in the construction of the D&RGW-Texas Gulf Sulphur potash spur near Moab, Utah, was the "holing-through" of the one-mile long Bootlegger Tunnel from Moab Canyon into Bootlegger Canyon during June this year. Production from the new plant is expected to start about the first of next year.

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"Railway Age" reports that Class I roads on April 1, 1962, owned 1,597,984 freight cars, 51,743 less than on April 1, 1961. About 136,000 cars were waiting repairs, making a bad-order ratio of 8.5%.

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The time-honored tradition of trainmen hauling out their big pocket watches to check the time may soon be altered. Illinois Central employees now have the option of using a wrist-watch in place of a pocket watch. New IC-approved timepiece, known as the "Trainmaster", was designed by the Ball Railroad Time Service. A 21-jewel instrument that must run within a variation of 20 seconds a day, it is shockproof and adjusted to temperature changes and is equipped with a setting device to synchronize the hour, minute, and second hands.

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A special reduced-rate meal coupon book is available to passengers riding Santa-Fe's "San Francisco Chief", "El Capitan", and the "Chief" to Los Angeles. Passengers may purchase in advance a book containing coupons for two dinners, two breakfasts and one lunch on the Chicago to San Francisco run for \$10.00, or \$5.00 for children 5 through 12. The menu varies, but passengers are always offered a choice of several full-course servings. For example, a passenger could have ham and eggs for breakfast, flaked chicken and spaghetti Tetrizzini for lunch, and grilled pork chops as the dinner entree.

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The D&RGW is still working to get the bugs out of their K-M diesel-hydraulics. Set-backs experienced, but gradually being rectified, have included lack of combustion air on trailing units in long tunnels, the overspeed control on one of the Maybach 4-cycle V-16 2000 HP engines becoming inoperative and trouble with the original pneumatic multiple unit controls. By and large, however, the D&RGW is satisfied with the units.

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Member Kenneth Lampert submitted the following article: The Northern Pacific Railway recently ran a very strange "special" train. The consist was: A 1750 HP radio-equipped diesel locomotive, a 1962 model steel double-door boxcar, an ancient balloon-stack Shay locomotive, and a modern caboose, also radio-equipped. The occasion was moving the antique geared logging locomotive from Missoula to her final resting place - a large, open-air museum outside of Great Falls.

The locomotive was purchased by a Great Falls bank executive who is a railroad fan. He bought it from the Anaconda Forest Products Co., which years ago operated a fleet of the gear-driven locomotives in the forests of western Montana. The purchase was made a year ago. During the intervening time old No. 5 was moved from Bonner to Missoula and reconditioned enough so it could be moved to Great Falls.

The railroaders knew they would never be able to couple the locomotive into an east-bound through train, or even a local, because they figured it could stand to move only 10 to 15 mph. The answer was a special train, and it turned out to be a good thing they didn't put the Five-Spot in a scheduled train. She began to run hot only 2 miles from Missoula and new bearings were installed, along with copious quantities of oil in the journals. But the Five-Spot still wouldn't behave and another long stop was made near the overpass of the Blackfoot Branch line, over which the old steamer worked long years ago.

After leaving Bonner she was babied along at 5 to 10 mph and more oil was given to her at Turah, some 25 miles from Missoula. The crew then had to radio back to Missoula for a new oil supply. It began to look like a week-long job, but at Drummond the Five-Spot evidently became resigned to her fate, cooled off completely and even reached a speed of 22 mph.

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From the Santa Fe Magazine:

There was once a man who called a spade a spade--until he stumbled over one in the dark.

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J. C. Thode, President

E. R. Lewandowski, Secretary

J. L. Morison, Vice-President

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