

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

October, 1962

Newsletter No. 38

The October meeting of the Rocky Mountain Railroad Club will be held on Wednesday, October 10, 1962, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 P.M. We are honored to present for our program a talk by Dr. Richard C. Overton, Long-time Club member and nationally recognized authority on the history of the C.B.& Q. Now Professor of United States History in Middlesex College at the University of Western Ontario in London, Canada, "Dick" Overton will be in Denver for the Conference on the History of Western America, and there will be much of interest in his revelations to us on strategy and unpublicized episodes as he relates "Some Untold Chapters of Burlington."

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As a reminder, the Second Conference on the History of Western America, mentioned above, will be held in Denver October 11th, 12th, and 13th. Because of fire damage at the Albany, headquarters for the Conference have been moved to the Hilton Hotel, where sessions, open to all interested persons, will be held. Club member Fred Rosenstock repeats his cordial invitation to all members of the Rocky Mountain Railroad Club to attend the special open house between 4 and 6 P.M., Thursday, October 11th, at his new specialty book store featuring Western History, and located at 1228 East Colfax Avenue, between Marion and Lafayette Streets. These events give promise of being long remembered by those fortunate enough to attend.

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Notwithstanding a rather small turnout for the Club's all-steam C.& S.-Great Western excursion on September 9th, those who participated enjoyed an outstanding trip. Excellent weather, combined with especially good photo stops, enhanced the historical value of this near-final steam operation. GW engines #51, #60 and #75 were seen on display at the GW roundhouse at Loveland. These engines, as well as decapod #90, used on our train, are not expected to operate again in 1962, the beet campaign this year to be handled by the Great Western's diesels.

Along with singing the swan song for GW steam, the trip also proved to be the last long excursion for C&S 2-8-0 #638. The 638 will be used to handle our train to the Coors plant at Golden for our November meeting (notice of which is enclosed with this Newsletter), and soon thereafter will be shipped to Trinidad, Colorado, for exhibition in the park there.

More unpleasant news -- C&S 2-8-0 #641, which used to handle the Leadville-Climax run, has now been replaced by a diesel. Engine #828, an EMD 1750-HP SD-9, supplanted the 641, which made her last run September 12, 1962. Club member S. L. Logue of Leadville tells us that arrangements have been made to place the 641 on permanent exhibition on the east side of the C&S depot at Leadville, between 7th and 8th Streets, with dedication ceremonies tentatively set for October 8th.

Thus, Colorado soon will be without an operating standard-gauge steam engine, and we can be thankful we still have both the Rio Grande's narrow gauge and Bob Richardson's Golden City and San Juan #346 working under steam. This latter locomotive, the oldest in Colorado, put on an impressive show at the Colorado Railroad Museum Sunday, September 23rd, handling Business Car K with full loads all during the day. If sight, sound and smell are indicative, she enjoyed her new role to the fullest!!!

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Mentioned in our last Newsletter, arrangements now have been completed for an excursion over the Union Pacific, with the date set for Sunday, November 18th, rather than in late October. Sponsored by the Intermountain Chapter of the N.R.H.S., the special train will use diesel power Denver to Cheyenne and return, with 4-8-4 No. 8444 on the head end for the run over Sherman Hill to Laramie and back. Details are available from the Chapter at P. O. Box 921, Golden, Colorado.

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The American Association for State and Local History has just announced recognition for historical accomplishments in Colorado during the past year include an Aware of Merit, the highest honor the Association can bestow, to Club member Edward T. Bollinger and his associate, Frederick Bauer, for their book entitled THE MOFFAT ROAD, published earlier this year by Alan Swallow's Sage Books in Denver.

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We sincerely welcome all new members who have recently joined the Rocky Mountain Railroad Club. Among them are two gentlemen who figured prominently in making the film "Permanent Way" available to the Club recently: Mr. J. P. Lovegrove, Public Relations Officer of the East African Railway & Harbours at Nairobi, Kenya; and Mr. Henry Deschampsneufs, Head of the Overseas Dept. of Pritchard, Wood & Partners Ltd. of London, England. This movie was shown at our August meeting for the first time in the United

States. The public presentation will be on TV later this year. Club member Leland Logue arranged for this film, and spent much effort (and went to considerable expense) to see that the movie arrived on time.

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Supplementing the information on UP motive power noted in our July, 1962, Newsletter #35, we have now heard that the idea of transferring the UP gas-turbines to the LA & SL has been abandoned, partly because the Santa Fe was not in favor of their use on the joint trackage. Instead, the 400-series SD-24's have been sent out there. What happens to the turbines next no one seems to know. They are on the main line at the moment, along with the new 800's and a few older units.

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The Santa Fe Railway has just announced that it is moving ahead immediately with orders for approximately \$20 million worth of new passenger cars and specialized freight cars to be delivered as fast as they can be completed. The new passenger equipment consists of 24 hi-level chair cars, similar to those now in service on the road's transcontinental streamliner "El Capitan". This will permit retirement of heavy-weight cars on other runs. Several car builders are being invited to submit bids.

New freight cars, numbering 750, will include: five hundred 50-foot, 70-ton shock-control insulated DF box cars, 200 of which will be equipped with load dividers; two hundred 50-foot, 70-ton insulated shock-control DF box cars with load dividers ordered from Pacific Car and Foundry Company; and fifty 85-foot flat cars for piggyback service, ordered from General American Transportation Corp. In addition, Santa Fe is now taking delivery of 200 center-flow 100-ton, 2900 cubic feet covered hopper cars from American Car and Foundry Company and 750 special box cars from its own shop at Topeka, Kansas, aggregating a total cost of \$12 million. Following the Santa Fe's established policy, the new cars will be equipped with roller bearings.

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Up to and including September 9, 1962, the D&RGW narrow-gauge Durango-Silverton run had carried 35,522 passengers this season. A total of 38,090 passengers rode it last year. The train has now ceased operations for the remainder of 1962.

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The 11-1/2 miles of line change at Arboles, Colorado, was completed September 13, 1962. Removal of the original 7 miles of track has not as yet been accomplished. The \$1,100,000 relocation was required due to future inundation of the area by up to 80' of water impounded by the recently-constructed Navajo Dam. The entire town of Arboles, including the D&RGW section house, also required relocation.

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More than 118 carloads of pipe were shipped via D&RGW for use in the construction of the recently completed (September 8, 1962) 240-mile long \$10 million natural gas pipeline from Ignacio, Colorado, to Climax, Colorado. The molybdenum mine at Climax expects to use some 3-1/2 billion cubic feet of natural gas in the next 5 years.

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From the Santa Fe:

"Why is Mr. Jones pacing up and down the front porch?"
"He's awfully worried about his wife."
"That so? What's she got?"
"The car."

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