

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

May, 1963

Newsletter No. 45

There will be no regular meeting of the Rocky Mountain Railroad Club in Denver this month. Instead, we hope you will be joining our special steam powered excursion and Silver Anniversary Banquet at Colorado Springs on Saturday, May 11, 1963, a complete sell-out at this writing. Many Club members have been working hard arranging details for this gala occasion, and it promises to be a memorable event.

Our excellent programs continue to bring crowds numbering considerably over 100-- last month Ross Grenard did the honors. An added attraction was the pictorial review, presented by R. H. Kindig, of the Club's activities over the past 25 years.

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We are pleased to include with this Newsletter the latest issue of the Rio Grande's employee newspaper, the "Green Light." Not only does it comment on the annual narrow gauge excursion to Durango and Silverton, sponsored by the Rocky Mountain Railroad Club over the Memorial Day weekend, but we believe you will be interested in the first published photo, taken by Editor Vern Immroth, of the new all-steel narrow gauge coaches being assembled at the Company's Burnham shops in Denver. Coach 330, shown in the photo, has by now been given its exterior coat of "Grande Gold," and installation of the light golden ash interior panelling in this car and sister coach 331 is proceeding apace. Work on Baggage (snack) car 126, business car B-7, combination 212 and coach 350 has been completed and the cars returned to Alamosa; Car Department forces are busily engaged on the remaining equipment in preparation for a trial run of the new and rebuilt cars before the Club's excursion.

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Mrs. John R. Barry sent in the following report from the "Ouray Herald":

"Back in the 1880's, a steam-operated stamp mill was regarded as a first-class piece of expensive ore-crushing equipment for any mining operation. Such a stamp mill, left over from the boom days, exists in Telluride today. It is a little rusty, but otherwise in good condition. Under the direction of Ace Mulvey, the Telluride Fire Department proposes to repair the mill and have it in roaring, puffing, hissing operation this summer for the enlightenment of tourists. The mill will be set up on a centrally located lot and fired up when there are enough interested people around to make it worthwhile."

Some members declare this would be a unique addition to their library of tape recordings!!

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The following comments concerning our narrow gauge Memorial Day excursion were received from our friends in Wichita, Kansas:

"We here spend much time through the year in planning our next trip to your back yard, 'so to speak' and show often, and over and over, our slides and movies that you might only have to open your eyes to see. After being away and couped up all winter our RMRC trip is like the first spring greening up after the brown dead of winter. We look forward to it with great enthusiasm; most calendars here are noted as to the number of days left before trip time day by day ...."

As this indicates, considerable interest is being shown in the Memorial Day excursion operation, with orders for more than 300 tickets having been received. If you have not already done so, we urge you to make your ticket reservations quickly by mailing remittance (\$21.00 for adults, \$11.00 for children 5 and under 12) to P.O. Box 2391, Denver 1, Colorado.

After our train returns to Durango from Silverton Friday evening, May 31st, Club Member Ronald Ruhoff will present for our passengers his outstanding sound-synchronized movies of the narrow gauge at a special showing in the Strater Hotel. Passengers joining in this first 1963 narrow-gauge operation not only will inaugurate revenue service for the first all-steel, 3-foot gauge coaches ever built by the Rio Grande, but will also enjoy first use of the refurbished, newly painted, rebuilt cars which have served us so hospitably on previous excursions.

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The Manitou and Pikes Peak Railway soon will add two new Swiss-built diesel-electric rail cars to its cog railroad up 14,110-foot Pikes Peak. The 80-passenger cars were ordered from the Swiss Locomotive and Machine Works in Winterthur, Switzerland. They will be moved by rail to Hamburg, by ship to Houston, Texas, and by rail to the cog road depot in Manitou Springs. The trains were tested in the Swiss Alps in February on a 5.3-mile long rail line which has a 20% maximum grade.

The new cars are combination engine-coach units with all equipment, except controls, located beneath the body. Power units for each are two air-cooled eight-cylinder, 220-horsepower opposed-piston diesel engines with the main electrical generators attached. Controls are placed at each end of the car, avoiding the necessity of turning the trains at the ends of the line. The trains have electric dynamic brakes for use on the downhill trip. There also is an emergency brake system which stops them automatically if they reach excessive speed. The emergency brake also can be applied by the engineer at any time.

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The Chicago city ticket office of the CB&Q set an all-time record in 1962 with the sale of more than \$3 million of tickets, a gain of some half-million dollars above the volume of 1961. Burlington system passenger revenues for 1962 crossed the \$22 million mark, the largest amount since the end of World War II.

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The old, abandoned D&SL Utah Junction yards are undergoing a face-lifting. Construction has begun on a 2-million bushel terminal grain elevator 255' high on the present D&RGW property (North Yard) at W. 58th Avenue and Pecos Street. Construction is expected to be completed by early August. The new terminal, with both rail car dump and truck dump, will be operated by Cargill, Inc.

Other work underway at the North Yard includes relocating and rebuilding yard tracks to better accommodate increased coal traffic (reported in our December, 1961, Newsletter #28). Concrete blocks, flooring and foundations of the old D&SL facilities are being uncovered and removed, to be replaced by at least 9 new tracks. The D&SL's 50,000 gallon steel water tank, built in 1939 to replace the original 1904 wood tank, still remains, however.

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The Board of Directors of the Chicago, Rock Island and Pacific Railroad Company has just authorized the purchase of \$3,000,000 in new equipment, to be delivered later this year. Included in the purchase are 12 road diesels and fifty 85-foot flat cars for the road's expanding piggyback service. 1962 piggyback operations increased 30% over the previous year.

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The "big hook" may soon be a thing of the past. Missouri Pacific has just placed in service a new type truck, equipped with a heavy-duty crane, winch and electrically operated jacks to re-rail freight cars or change wheels and other heavy parts of freight cars. This mobile equipment eliminates use of more time-consuming rail equipment or movement of cars to shops for such repairs.

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From the D&RGW:

Fifteen turbo-charged EMD GP-30 diesels for Rio Grande ownership were received in February and are now in service. Purchase of the units continues the program started in 1961 to replace older freight locomotives and represents an investment of approximately \$2.8 million. Four 2,250 h.p. GP-30 diesel electric units are equal in power to six F-7 units.

The turbo-charged 3000 series diesels more readily maintain train speeds and have improved lugging power at reduced speeds. Naturally aspirated (non-turbo-charged) units experience a greater loss of power in similar conditions. The only other turbo-charged diesels on the Rio Grande are the 6,000-series Alco passenger units, the Alco switch units, the Krauss-Maffei's, and the 13 GP-30's received in 1962.

Krauss-Maffei diesel-hydraulic unit 4001, in the shop the past several months for modifications developed from previous heavy-duty service tests, has rejoined the ranks of

active units. Perhaps the most unusual modification is replacement of the original air-operated multiple-unit controls with an electro-pneumatic system compatible with Rio Grande's E.M.D. diesel electrics; thus, diesel-hydraulic 4001 currently is being tested in multiple with regular diesel units, both cab and GP types, on through freights between Denver and Pueblo.

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Kenneth J. Lampert, a frequent contributor to this Newsletter, sends us the following article from "The Missoulian":

Jim Gertz and his little steam locomotive are hitch-hiking most of the way across the nation on local freight trains. Gertz is in charge of a 70-ton steamer that spent the first half century of its life working on the logging railroads of western Washington and is now on its way to Michigan to be put in service hauling excursion trains. The locomotive is being towed from Hoquiam, Wash., to Marquette, Mich., and it can't be pulled more than 25 miles an hour - hence the switching from one local freight to another along the line.

Before Gertz left, a schedule was worked out whereby the trip could be completed in two weeks, but it didn't take long for the timetable to go out the window--a breakdown left Gertz and the locomotive sitting for two days in the middle of the Washington desert. The two finally arrived in Missoula on the Paradise-Missoula local on the 11th day, with more than 2,000 miles of the nearly 3,000-mile trip yet to go.

Gertz was glad of the chance to lay over in Missoula to catch the Butte local the next morning- he hadn't been near a town with a dime laundry since he left home. Gertz has fixed up living quarters aboard the Two-Spot, with a bed, cooking facilities and a radio. He also whiles away some of his spare time taking pictures, and he is a railroad fan. His occupation for the big Rayonier Corp., lumber firm which sold the locomotive, is stationary engineer.

The chunky little Mikado will be overhauled when it gets to Michigan, renamed "Grand Traverse Northern No. 2" and put in service between Cadillac and Lake City, Michigan.

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The Camerail Club of Omaha, Nebraska, sends us the following report on U.P. steam power:

A look at the steam roster as of the first of the year shows 18 locomotives still listed, as follows:

Council Bluffs: 4-8-4's #825,832,838 and 839

Grand Island: 0-6-0 #4466

Cheyenne: 4-8-4's #823, 833, 836; 4-6-6-4 #3985; 4-8-8-4's #4004, 4012, 4023; and 4-8-4 #8444

Rawlins: 4-6-0 #1243

Green River: 4-8-8-4's #4005, 4018, 4020; and 2-10-2 #5511.

Although all but the #8444 have been recommended or approved for retirement, their final disposition has not yet been determined. The #8444 is of course being stored serviceable for steam excursions.

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A special award for sanitation and cleanliness in dining cars has been awarded to the Santa Fe Railway by the U. S. Public Health Service. The railroad was cited for earning a Grade A Certificate of cleanliness in each of its 155 dining and lounge cars during 1962. This was the second consecutive year in which Santa Fe had been so cited.

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All of you are aware that the railroads are forced to carry their freight on their own private right-of-way, while truckers are using the public highways. Here is another example of continued discrimination in favor of the trucking industry:

A bill was introduced in the Iowa Senate recently that says, "Where any portion of a railroad has not been operated for four consecutive years, it shall be considered so abandoned and may be acquired by the Iowa State Highway Commission by purchase, gift, or condemnation to be used as a highway for exclusive use by commercial vehicles."

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Pacific Fruit Express Company announced plans to double--from 500 to 1,000--the number of new multi-purpose mechanical refrigerator cars it will acquire this year. This will bring PFE's fleet of mechanical cars, already the largest in the nation, to a total of 3,724. PFE is jointly owned by Union Pacific and Southern Pacific Railroads.

The 1,000 new cars will be 57 ft. long and capable of carrying up to 70 tons of freight in the 4,000 cu. ft. lading compartment. Cars will be equipped with mechanical refrigeration units for maintaining temperatures ranging from below zero to 70 degrees Fahrenheit, cushion underframes, load dividers and roller bearings, as well as 8 ft. wide doors to facilitate lift truck loading and unloading. Fresh fruits and vegetables, frozen foods and other commodities requiring protection from either cold or heat can be carried in the cars.

All 1,000 new cars will be constructed by Pacific Car & Foundry at Renton, Washington, with deliveries commencing in March and completed by October of this year.

PFE now operates a fleet of almost 23,000 refrigerator cars of all types and the new equipment will bring the company's acquisition of new cars to a total of 16,543 since 1945. In addition, PFE operates 421 refrigerated highway trailers in piggyback service and recently placed orders for 200 additional units for this service.

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It takes a lot of oil and electricity to power the nation's passenger and freight trains. In 1961, latest year for which figures are available, the railroads used 3,382,000,000 gallons of diesel oil, 93,570,000 gallons of fuel oil, and 1,625,000,000 kilowatt hours of electricity to power their locomotives.

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The Missouri Pacific has achieved another "first" in railroading with the installation at North Little Rock, Ark., of an all-transistorized (solid state) control system for the remote operation of signals and switches which direct train movements. The new system, utilizing printed circuits and miniaturized electronic components, eliminates many moving parts. Much smaller in size, the new ultra-modern equipment provides greater safety and can be integrated into existing remote traffic control installations in the area.

Moving forward on its \$36,000,000 improvement program to be completed this year, the Missouri Pacific placed orders on January 9 for 1,650 new freight cars at a cost of almost \$24,000,000. Included are 900 box cars with cushion underframes, extra-wide doors and roller bearings; 400 hopper cars of 100-ton capacity; 150 insulated box cars; 100 mechanical refrigerator cars and 100 flat cars.

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Thought for the month of May: Never get so busy bringing home the bacon that you forget the applesauce.

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J. C. Thode, President

E. R. Lewandowski, Secretary

R. A. Ronzio, Vice-President

Ane O. Clint, Treasurer