

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver 1, Colorado

Newsletter No. 19

The February meeting of the Rocky Mountain Railroad Club will be held on Wednesday, February 8, 1961, at the Farmers Union Auditorium, East 16th Avenue and Sherman Street, Denver, at 8:00 p.m. The program will be "Railroading South of the Border"-- slides by Kenneth Crist taken during his trip to Mexico.

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At a recent Board of Directors meeting, it was decided that the D&RGW Memorial Day week-end narrow-gauge excursion would be limited to 3 days instead of a possible 4. That is, if we go at all. Other Board action included giving the green light for purchase of trolley wire, with accessories, for the electric railroad at the Colorado Railroad Museum. Negotiations are under way for used ties; the rail has been delivered, and work crews will be needed in the not too distant future to help get construction activities under way. Please call William Gordon, Chairman of the Equipment Committee, if you can assist in this phase of activity.

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The Chairman of the Trip Committee is finding it increasingly difficult to secure any steam engines for Railroad Club excursions. We still have hopes, however dim, of running a trip on the CR&Q to Casper, Wyoming, later this year. Other, shorter, trips will be announced later as they are arranged.

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If you are still thinking about obtaining a copy of "Pictorial Supplement to Denver, South Park and Pacific", you'd better get in motion. There are less than 300 copies available from the club.

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The annual dinner is tentatively scheduled for Wednesday, April 12, 1961. Mac Poor and Dan Peterson have graciously consented to present their coordinated program of slides and tape recordings of various Colorado and Wyoming railroads. This will be the same fine program they gave before the Colorado State Historical Society a few months ago.

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NEW CONSTRUCTION The D&RGW is planning on building a new 40-mile stretch of track from its main line in Utah to a potash plant near Moab, Utah. This 40-mile stretch will include a 1.4 mile long tunnel, the second longest on the system. Second only to the Moffat Tunnel, of course. Speaking of the Moffat Tunnel, just the other day the passengers in the California Zephyr were treated to a rare occurrence. Seems there was a mechanical failure in the apparatus which lifts the curtain at the east end of the tunnel, and the train was delayed inside the tunnel for about 17 minutes until the malfunction could be corrected. While we're on the subject of the D&RGW, take a closer look the next time a Rio Grande Diesel goes by, as the Diesels will soon be wearing a new paint scheme. They will have only 1 wide black stripe on the side instead of the present 4 narrow ones, and a black roof will be in evidence instead of the present aluminum color.

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Remember, your 1961 Dues are due and payable. Only \$3.00 a year for Colorado residents, and \$2.00 a year for all others.

Here's one from Fortune Magazine, March, 1960: "In Chicago, where the railroads are having it out with the brotherhoods, they are telling this one about a passenger-train engineer in Kansas: His so-called "Featherbed" run pays him \$800 for a month of eighty hours, which gives him plenty of time to operate his 700-acre farm, where the government pays him \$800 a month for not planting wheat."

That's all for this month.

J. O. Riley, President
Charles Max, Vice-President

E. R. Lewandowski, Secretary
Ane O. Clint, Treasurer