

# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

March 12, 1985 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor  
Les Grenz..... Associate Editor  
Keith Kirby..... President  
Erwin Chaim..... Vice President  
Bill Gordon..... Secretary  
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

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## MEMBERSHIP CARDS!!!

Those members who have paid their 1985 dues are receiving their 1985 membership cards with this newsletter. PLEASE check the envelope for your card! Each year, a number of members do not check the envelope and, thus, tend to throw their card away. New cards can be made, but they will not have your individual raised lettered membership number.

March, 1985..... No. 306  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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# EXTRA!

## MARCH 12 PROGRAM

It's POTPOURRI Night!!! Don't miss one of the year's most interesting programs, put on by fellow Club members! If you check the June, 1984 Rail Report which described the May, 1984 Potpourri, you will note the great variety of subjects presented. We expect another fine repeat.

As has been requested the past two issues of the Rail Report, bring only 15 slides this year so that everyone will have the chance to show their slides (especially your editor!). Those who have already given their slides to Erwin Chaim will be first on the program and will have a title slide prior to their presentation. Those who are bringing their slides the night of the meeting will follow. Please give your selection to Erwin prior to the beginning of the meeting.

## NEW MEMBERS

The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

Donald A. Hulse	Denver, CO
William Reck	Chicago, IL
Alan Wise	Denver, CO



## FEBRUARY PROGRAM

Jim Ozment, Construction Engineer for the Denver & Rio Grande Western Railroad, was our guest program presenter at the February meeting. We cannot say enough about the fine presentation that Jim gave to us. It kept our attention every moment.

We were treated to a very thorough story of the history of the Thistle area, the background of the Thistle slide, a pictorial account of the slide and the rebuilding of the railroad.

In brief, we considered the Thistle slide which blocked Spanish Fork Canyon and interrupted service on the D&RGW RR for eighty-one days while a new bypass line was built, including two tunnels, the new line being six-miles long and double-tracked.

Jim does a fine job of presenting the material and his photography is just excellent. We could not help but come away highly impressed with the tremendous job done by the D&RGW RR to overcome such a catastrophe--certainly something to be very proud of as a corporate entity and as an employer of very capable railroad men!

Thanks, Jim. Please come again!!!

# Memo!

## BUDGET CUTS

The Board of Directors has been very generous with your editor the past twelve months as regards the amount spent on producing and mailing the Rocky Mountain Rail Report. With so many new programs, directions and a new office, your Board has formed a new committee to review our income and expenditures and propose a new budget.

In the past twelve months, we have spent in excess of the dues collected to produce and mail the newsletter. We feel that the newsletter is the one single item which benefits all 1100 members directly. I have been asked for my input by Keith Kirby and I have suggested that we limit the amount spent on the newsletter to a maximum of \$1,000 per month, including the \$220 postage for mailing. This will still require an amount equal to all the dues collected. Other programs will be paid by any income derived from trip profits, interest income, donations, etc.

It is expected that the committee will also recommend this amount, but, as editor, I will need to cut back the newsletter where possible. Some of the ways I expect to do this is to limit the pages of the Rail Report to twelve, depending on the number of photographs used. Large photographic essays may mean only eight pages. Since you have responded so well to my request to submit stories and data, I would prefer to reduce the number of photographs to be able to print as much of your input as possible. Other means by which I can stay within the budget it to produce a couple eight-page issues to save my funds for a larger, special issue which may have to cover a number of items with numerous photographs such as the November, 1984 issue or last month's issue.

This is being brought to your attention so that when future newsletter issues begin to reflect the cutbacks, you will already be aware of the reason. Any comments about the newsletter content would be welcomed.

(Jim Trowbridge)

# BULLETIN

## MEMBERSHIP AND DUES

Mary Carlson wishes to remind fellow members that there are still some who have not renewed. Dues for membership in the Rocky Mountain Railroad Club are \$12.00 per year.

New members need to pay the \$12.00 (or \$1.00 per month as we proceed into a new year) plus \$4.00 one-time enrollment fee. Folks joining at the first of the year will need to send Mary \$16.00. Should someone wish to join in, say March, two months would have already passed, so the membership dues would be \$10.00 plus \$4.00 enrollment fee for a total of \$14.00. The amount of dues reduces as the year goes on, BUT, the \$4.00 remains the same. If you have friends joining us, please remind them to include the \$4.00 fee and save Mary from writing to request the additional \$4.00. Mary thanks you.

## FEBRUARY PROGRAM

## NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the editor, Rocky Mountain Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

## ADDITIONAL INFORMATION ON J. FOSTER ADAM'S PHOTO

The photograph shown on page 13 of the February issue of the Rail Report has brought further information from Club member L. P. (Larry) Schrenk of Minneapolis, Minnesota. Larry writes to advise us that UP No. 268 was originally Taunton No. 883 and was completed on February 26, 1883, thus dating this photograph. The engine later became UP No. 1284. Thanks, Larry.

## VIEW FROM SUITE 212

Suite 212!?! Yes, Suite 212, the Rocky Mountain Railroad Club's "International Headquarters". At the January 25, 1985 Board of Director's meeting, it was decided that steps should be taken to establish an office for the Club. In early February, we leased Suite 212 at the Denver Union Station. Lest you think "Suite 212" is an enormous group of plush offices, let me set you straight immediately. Suite 212 is a single room, 22'x 12', which is painted a bile green, has a black linoleum floor, and a single window covered with a venetian blind. Our first job will be to fix up our "International Headquarters". We need your help. We need paint and painters; carpet and carpet layers. We also need steel shelving, a desk, and some chairs. If you can help us, let me know either by phone, (303) 431-4354 [Club's Phone], or by sending me a note: Keith Kirby, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

On another note, the Club's trip, lead by Ardie Schoeninger and Cyndi Trombly, to Glenwood Springs, was a great success. Have you ordered your Ski Train tickets yet? Tickets for the May, 3985 trip are also going quickly. Al Miller, our travel agent, has extended the deadline for joining our European Trip until early March. We still have a few spaces open, but don't delay much longer. Al also has a more detailed itinerary for the German Extension of the trip. He'll be happy to give you the details. Contact Allen Miller, Alpine World Travel, 1555 S. Havana, Aurora, CO 80012, (303) 752-0900. I hope you will be able to join us.

Finally, the battle for Amtrak continues. Have you let your feelings about Amtrak's funding be known to your legislator yet? (Editor's note: See the February issue of the Rail Report, page 13, for complete information on writing to your representative) (Keith Kirby)



**UP 3985 EXCURSION**

**RIO GRANDE SKI TRAIN EXCURSION**

Sunday, March 31, 1985

Seats are still available on the Club's special cars on the March 31st Ski Train. Don't overlook this event as it might be the last chance to ride the Ski Train as it appears that the Rio Grande might be looking to stop the service and one never knows how long those classic 1915-era heavyweight cars may be around. The round-trip to Winter Park costs only \$15.00 per person. Seats are still available at this time (2/21/85) for both of the Snow-Cat tours: \$11.00/person for the Winter Park Tour and \$30.00/person for the Moffat Road Tour. There are several time slots for these tours and your ticket numbers will determine which you are assigned to; however, if you note that you wish to take these trips with friends, efforts will be made to match you and your friends up.

Should you have any questions about the train or the Snow-Cat trips, please call Joe Niklas at 455-9100. Reservations can be sent to: The Rocky Mountain Railroad Club, c/o Warren M. Anderson, 1117 South Clayton Street, Denver, Colorado 80210.

Number	Item	Amount
_____	Ski Train Tickets @ \$15 ea.	_____
_____	Winter Park Snow-Cat Tour @ \$11 ea.	_____
_____	Moffat Road Snow-Cat Tour @ \$30 ea.	_____
	Total enclosed.....	_____

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
 Phone \_\_\_\_\_ Zip \_\_\_\_\_

Response is fast-coming for the Club's UP 3985 Excursion on Sunday, May 26, 1985. REMEMBER, because of the lateness of the UP's price to the Trip Committee, we were unable to give the usual one-month prior notice to Club members. If you plan to ride behind the Challenger, you will need to get your reservations in early. In the past two years, the Club has had to turn down and return checks to hundreds of dejected rail fans! Don't be left waving at Denver's Union Station as the Club's special pulls out without you!!!

Diesel units will provide power to Speer. The Club has requested a 6900 Unit as these will soon be out of service...for good. The UP has promised to do their very best to supply such a unit. Last year we received No. 6922, all bright and shiney. This unit performed well and provided a fine runby. If the UP is unable to find a "Centennial" in good condition, they have been asked to supply the most exotic beast available!

The star of the day will be, of course, the Challenger, No. 3985. Its attributes need no description!!!

Cost of the trip is still only \$75.00. You may use the order form provided in this newsletter.

ORDER FORM

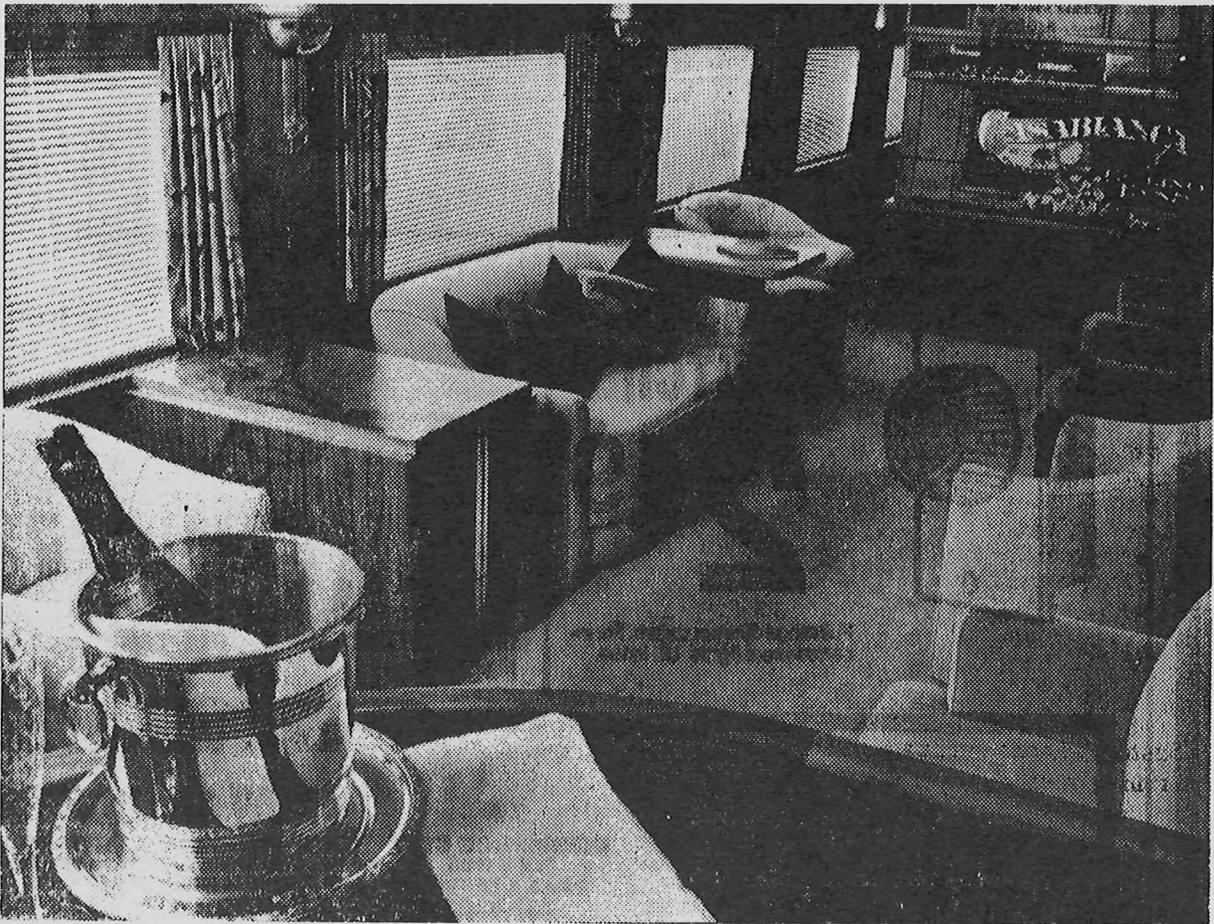
A check or money order for \_\_\_\_\_ tickets at \$75.00 each is enclosed. This same fare is applicable for children and for pass-engers who board at Greeley.

[ ] I desire to board at Greeley.

[ ] No smoking car preferred.

(Please Print) Amount: \$ \_\_\_\_\_

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_  
 Phone \_\_\_\_\_ Zip \_\_\_\_\_



*The former owner spent \$1.1 million renovating the 1947 and 1948-model cars.  
(Denver Post Photo)*

## **RIO GRANDE SEES TWO LUXURIOUS PRIVATE CARS ON REGULAS BASIS ALONG ITS LINE**

The Denver Post reports that the Anschutz Corporation has recently purchased two private cars which have been seen on the Ski Train of late. Staff writer, Joni H. Blackman states:

"Although it may depend on one's point of view, the two railroad cars purchased recently by the Anschutz Corp. are probably luxurious by most standards.

The kitchen in one of the cars cost \$100,000.

The Denver-based company purchased the cars from Casablanca Industries and ultimately plans to use them on the Denver/Rio Grande Railroad.

But a spokesman for the Anschutz Corp., which owns the Rio Grande, said, 'They're nothing terribly special--they're similar to any private car, 12 feet wide and pleasant.'

Burton A. Burton, founder and chairman of the Casablanca Industries, disagrees.

He said he 'went first class' on the cars when traveling around the country for two years showcasing Casablanca fans.

'It's not every day people go out and buy a pair of railroad cars--it was fun (having them),' said Burton, whose company sold the cars because they had served their purpose, 'A lot of bucks went into those cars.'

The \$100,000 kitchen has the capacity to serve 30 people, said Burton. The cars also contain a master suite, guest room, dining area, bathrooms and crews' quarters.

The cars also are equipped with audio-visual equipment, telephones and 'a variety of sales and marketing tools,' said Burton.

'They're for business use,' said the Anschutz spokesman. 'From time to time we buy extra things that we don't know exactly how to use--we'll use them eventually.'

Asked whether corporate owner, Phillip Anschutz, will use the cars, the spokesman said, 'The cars--like any business asset--could be used by a variety of people. It could be used by other Anschutz Corp. employees. It's a novelty to be able to travel by rail in your own car.'

Casablanca Industries of City of Industry, California, spent about \$1.1 million renovating the 1947 and 1948 model cars, said Burton.

'But (Anschutz) bought them for considerably less,' he said"



*Note the very nice tailplate on the observation car. Hummm... perhaps our new president might take up the challenge of arranging a private car tour of the D&RGW aboard these two fine pieces of rolling stock. (Keith Kirby Photographs)*



*The two photos presented here were taken by Keith Kirby. The two cars were on the Ski Train, February 10, 1985. According to the Denver Post, they were purchased by the Anschutz Corporation (new owner of the D&RGW) from the Casablanca (Fan) Industries. The cars were previously seen in Denver at the 100th anniversary doings for the Denver Union Station in 1981. The observation car is an ex-NYC car built by Budd in the late 1940's. The other car, also Budd built, is from the same period and originally ran on the M&SL (K. Kirby)*

**Atchison, Topeka and Santa Fe**  
RAILWAY COMPANY



## SANTA FE UPDATE

Club member, Ronald L. Welch of Gallup, New Mexico, reports that on January 2nd, the Santa Fe Railroad started running unit coal trains from the Lee Ranch Coal Mine (off the original Star Lake RR) to the Tucson Gas & Electric power plant at Springerville, Arizona. Unit trains previously operated to the power plant at St. John's, Arizona.



ALL  
ABOARD  
AMTRAK



## California Zephyr

### For A Rocky Mountain Railroad Club Weekend Excursion To Glenwood Springs February 9 & 10, 1985

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#### GLENWOOD SPRINGS EXCURSION

February 9th and 10th saw some fifty Club members and friends board Amtrak's California Zephyr for a weekend of train-riding, hot pool swimming, fine food and accommodations, and, a fun program Saturday night.

The Superliner cars are not the dome cars of the past Rio Grande and California Zephyrs, but they are very comfortable and ride very smoothly. The food has certainly improved and Club members reported that egg and pancake breakfasts were above average. The same was reported about lunch and dinner. The crews varied dramatically from Saturday to Sunday. The crew on Saturday, especially in the diner, was beyond description as to rudeness and a total lack of caring, even openly fighting among themselves. On the other hand, the crew of the Sunday train was absolutely outstanding in the manner in which they performed their jobs and treated passengers. We hope that the latter crew is representative of Amtrak crews in general. It might be of interest to note here that the Sunday train was not the actual Eastbound Zephyr, but the Friday Westbound train. Outrageous snows on Donner Pass (5 feet in twelve hours) stopped the train in Sparks, Nevada. It was turned and used as the Eastbound on Sunday. Crews were bused into Sparks for our return trip.

Upon arriving in Glenwood, we proceeded to the Hotel Colorado where we received our room keys (an improvement over 1984 when many of us had to wait until 5 or 6 o'clock to get into our rooms). Many headed straight for the hot pool and thoroughly enjoyed a light snow flurry landing on our faces as we floated around the pool. The weather, in general, cooperated well for the trip.

A truly fine dinner was served in the Devereux Room of the Hotel Colorado and then we all retired to the Colorado Room for a program made up of several movies presented by Carl Carlson, including two features on the original California Zephyr. The first CZ feature was from Blackhawk films presenting the CZ just after being placed in service in 1949. The film took us on a ride aboard the Zephyr from Chicag's Union Station, across the entire route to California. The second film was a KOA TV documentary from 1966, based on the Western Pacific's petition to abandon its portion of the California Zephyr. An interesting piece of history was viewed here! We then proceeded to enjoy an early talkless film entitled "The Girl and Her Trust," produced in 1912. The story centered around an attractive young woman who was the station agent of the railroad. A payroll, in cash, was intrusted to her keeping, but some tramps who had just arrived aboard a through freight got wind of the payroll and proceeded to steal the

money. They also kidnap our heroine, but are run down by the hero aboard a fine steam locomotive. You see, the tramps made off with the money and heroine aboard a handcar! This movie was great fun, allowing the viewers to clap for the hero/heroine and boo and hiss for the tramps. Our last movie (much to the delight of your editor) starred Laurel & Hardy in a classic farce about an estate left by another man named Laurel. The boys decide to claim the estate even though Stan isn't related. The twist comes about in that the man who died was actually murdered and a police detective has set up a meeting of those who might be involved in the estate to determine which murdered the man. The boys arrive and are required to remain in the olde house where the real culprits try to do away with all the heirs to get control of the estate. GREAT fun and good comedy!!! Our thanks to Carl for providing the films and to Jim Ranniger for his help also.

Prior to the program, Cyndi and Ardie Schoeninger went over the dreaded "Quiz" and presented a great many prizes for those who spent numerous hours on the way up to Glenwood trying to fill out the quiz. The big winners were Rich Dais who managed to get 96 out of 99 right and Mary Carlson & Mary Trowbridge who tied for second with 92 right! Rich received a copy of the book "Portrait of a Silver Lady", Mary Carlson received a set of "Railroad Maps of the West" and Mary Trowbridge received a copy of "The Rio Grande Ski Train." Others received copies of various books, calendars, post cards and RMRR bumper stickers. Thanks to all who participated in the quiz. We have a number of knowledgeable members. And how about Mary and Mary! Great goin' gals!!!

A very special thank you must go to Ardie and Cyndi for organizing and overseeing this trip. They did a great job and obviously put in a great deal of time and energy for things to come off so very well.

Our thanks to Dick Lawrence of Airport International Travel for making the travel and hotel arrangements.

Another Glenwood trip is planned for October 5th and 6th of this year for those who pre-

fer the fall. Watch for details in the Rail Report.



*The food on Amtrak has improved a great deal. Here Jim & Lil Ranniger enjoy french toast and pancakes.*



*Bill & Ruth Yoder also enjoyed a fine meal aboard the diner. Bill was awarded a FREE dinner on the return trip via a drawing Amtrak holds for those who are willing to sit for the early (4:30) call to dinner. Being a fine gentleman, he paid for Ruth's dinner.*

**Amtrak's**  
*Superliners*



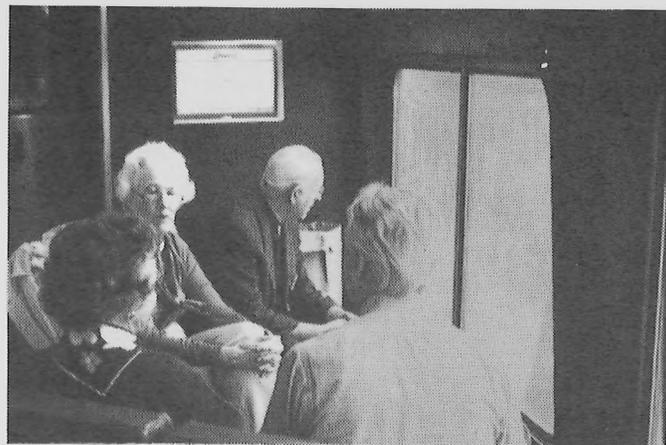
Carl Carlson, on the other hand, made olde What's Her Name (Mary) pay for her dinner. It is also rumored that Mary had to buy Carl his lunch. What a reputation Carl is building! (Of course, we're just kidding-- Carl isn't quite as bad as his reputation!) Carl provided the program on Saturday night.



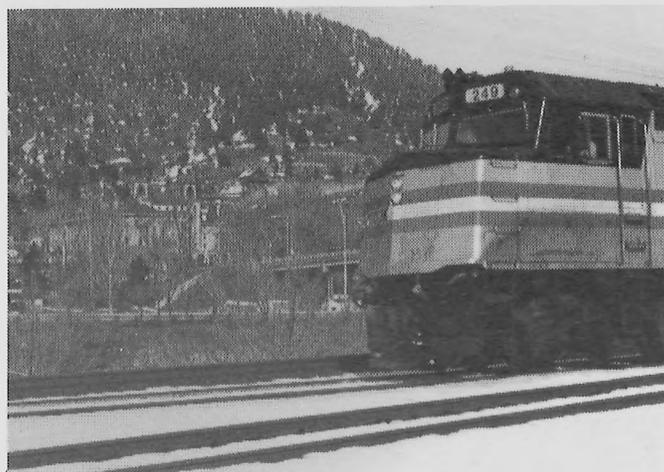
Dick & Judy Lawrence were taking no chances of having to wait in long lines for breakfast--note the box of donuts.



# HOTEL COLORADO



Jean & Olive Musick and Win & Lois Crouch enjoy the view from the lounge car as well as some good conversation.



Our train on Saturday was headed up by some older diesel units. Here we see lead engine No. 249 with the Hotel Colorado in the background.



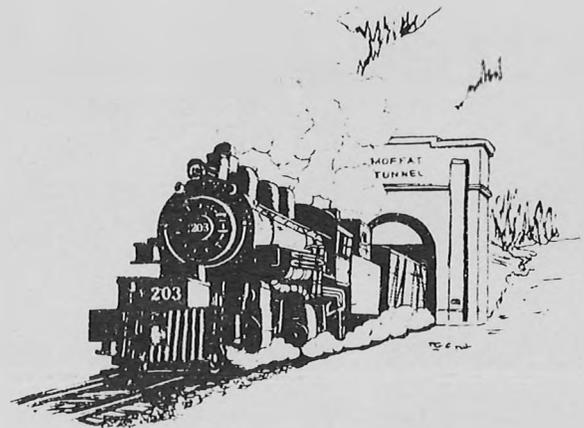
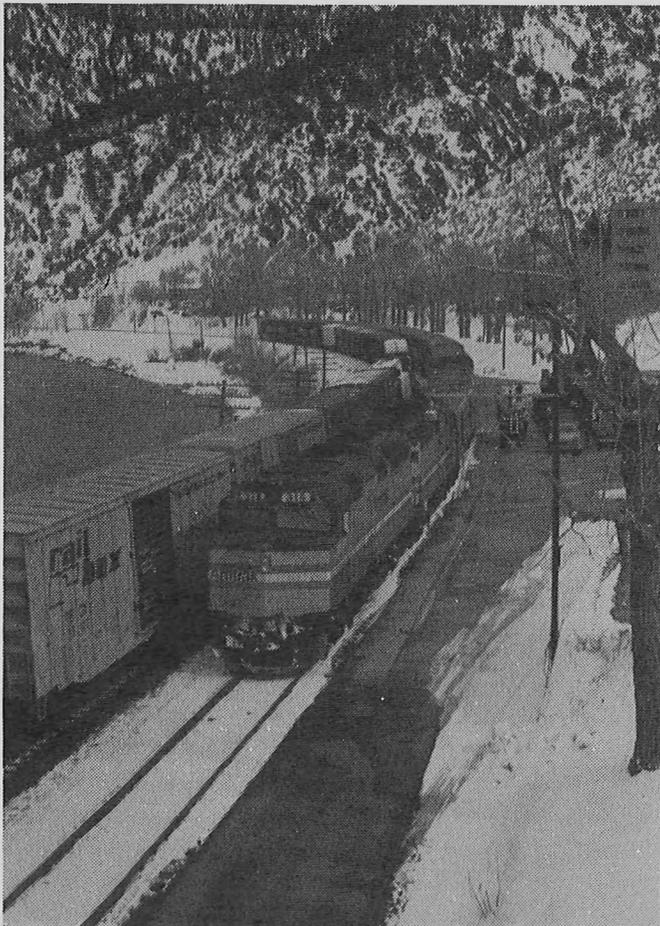
Rich Dais, our new archives helper to Dick Kindig managed to get 96 out of 99 answers right on the "Quiz" for top honors.



Mary Carlson (l) and Mary Trowbridge (r) did an outstanding job on the quiz, achieving 92 out of 99 right. Who says the gals don't know anything about rail-roading?

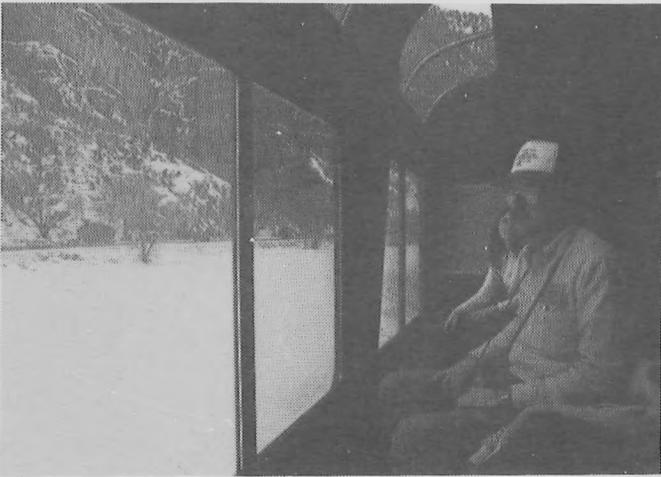


Darrell Arndt tried to hitch a ride on this speeder, but they apparently didn't like the cut-of-his-clothes. Besides, they were heading the wrong way. Had they known that he was the renown "Lone Rail Fan", we are sure they would have picked him up, just to secure his autograph.



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Train-watching was great on this weekend. Numerous freights provided many fine opportunities for pictures on Saturday and Sunday. With Amtrak's California Zephyr running both ways each day, we also had opportunity to photograph passenger trains by themselves and with meets of freights such as here on Sunday with the Westbound Zephyr and a fast freight heading East.

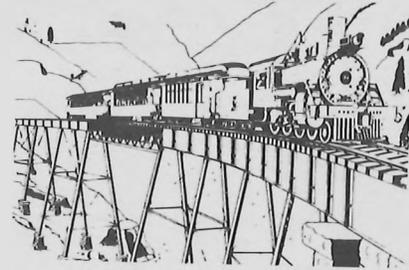


*Disappointed in not securing a speeder ride, Darrell still appreciated the nice view out the large windows in the lounge car. It must be noted that we almost lost Darrell to a stroke on Sunday when he was in the hot pool and suddenly realized that the Westbound Zephyr was pulling into the station and he was unable to photograph it. It seems that he is still thinking along the Rio Grande Zephyr schedule of only one train. Members close by were able to revive him quickly!!!*



*A favorite sport of Club members is to watch for deer and elk on the way back to Denver. At this time of the year, the animals are kept down close to the river for food and water. The numbers vary each year depending on the severity of the weather, but we usually see hundreds of animals before dark sets in on us.*

## GEORGETOWN LOOP RECEIVES ADDITIONAL GRANTS



The Georgetown Loop project has received two additional grants, one totaling \$295,875 from Pauline A. and George R. Morrison Charitable Trust of Denver and the other totaling \$100,000 from the Union Pacific Foundation of New York. The grants were accepted during the week of February 11th by the Colorado Historical Society.

The money will be used mainly at the Silver Plume end of the 4½-mile operation between Georgetown and Silver Plume. By fall, the Silver Plume depot is to be restored, an engine maintenance building and a parking lot are to be constructed, and the rail yards are to be landscaped.

Previous phases of work were focused at the Georgetown end of the line. The Morrison Valley Center, which includes a train-boarding area and theater named for the benefactors, was built there. The Devil's Gate Viaduct, the high trestle over Clear Creek, was reopened last summer.

By the end of the year, \$4.5 million will have been spent to restore the narrow gauge railroad. The Morrison Trust earlier gave \$400,000 to the project and the Union Pacific Foundation gave a \$10,000 planning grant in 1966.

Since the \$100,000 grant is to be paid over five years, the money in succeeding years may be used at two silver mines along the railroad. The money would be spent to improve lighting and walkways, install explanatory signs and perhaps build a hoist to make the mines more accessible to visitors. (Rocky Mtn. News)



## BOOK REVIEWS

### RAILROAD MAPS OF NORTH AMERICA: THE FIRST HUNDRED YEARS, by Andrew M. Modelski.

Club member Albert R. Merritt, of Colorado Springs, Colorado writes to inform us that should other Club members wish to obtain a copy, they should write to the Supt. of Documents, Government Printing Office, Washington, D.C. 20402 rather than the Library of Congress. The \$28.00 price is still good. Thanks, Albert.

THE CRIPPLE CREEK ROAD, by M. "Mel" McFarland, published by Pruett Publishing Company, \$24.95.

Club members have been busy this past year in producing several fine books, this one being close to your editor's heart as the Midland Terminal was so closely related to the *most famous standard gauge railroad of all time--The Colorado Midland Railway*. (Italics Editor's)

The Midland Terminal was the first and the last standard gauge railroad in the colorful Cripple Creek mining district. Stories of "The Midland" (as it was called by those who knew it well) are intertwined with those of the Colorado Midland, and rightly so because the two railroads were thoroughly involved with each other. The boldest of rivals at times, the two companies were one and the same on other occasions. In "The Cripple Creek Road," the author clarifies the relationship between the Colorado Midland and the Atchison, Topeka and Santa Fe and the Midland Terminal.

The 214-page book gives a history of the Midland Terminal, as well as a unique feel for the railroad by taking the reader on a

complete trip from Colorado City to Cripple Creek and back as well as a tour of switching in the district (a device first used by another Club author, Morris Cafky in Rails Around Gold Hill). The book is well printed with good graphics and fine halftone reproduction of familiar as well as completely new photographs. Approximately fifty pages in the back of the book are devoted to data and photographs on engines, rolling stock and buildings of the railroad.

This would make a fine addition to your library, especially if you do not have the Club's Rails Around Gold Hill, although this book stands on its own merits.

(Jim Trowbridge)

REQUIEM FOR THE NARROW GAUGE, by Ross Grenard, published by Railhead Publications, \$12.95.

Another long-time member, Ross has put together one of the best "picture" books of a railroad subject that this editor has seen. It deals with the Denver & Rio Grande narrow gauge and covers a number of years and virtually every part of the systems' trackage as was known in the 40's, 50's and 60's. The groupings are well done and the captions and other copy do an especially good job of describing operations and personal observations of the lines. The photography is mostly Ross's, but includes classic shots by Kindig, Richardson, Hastings, and Duke.

A special chapter should be dear to all Club members' hearts and is entitled "Rocky Mountain Railroad Club Narrow Gauge Excursions." Club members who were involved in early Club excursions will find this chapter a real delight.

The 126 pages of fine photographs, printed on good quality enamel paper, are a sheer delight and the price is certainly right!

(Jim Trowbridge)

## ANOTHER PIECE OF HISTORY GONE

Along with the Monarch Branch, the D&RGW has done away with the Salida Depot. The structure was torn down this January between the 21st and 25th. (Brian Bechtold)

## SWAP 'N SHOP

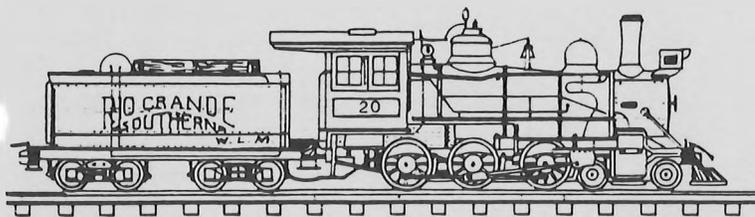
Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: One set of B&O, blue & white china cream pitcher and sugar bowl, new about 1976 from the B&O Railroad Museum, at \$20.00 for the set. Also, one 500 Line coffee mug of the older Logan Pattern, at \$25.00. Mug is worn, but not cracked. The B&O set is excellent. Robert L. Keene, 310 Laramie, Gillette, WY 82716. Phone: (307) 686-0066.

FOR SALE: Various railroad items are available, we are told second hand, by D&RGW Conductor, Dennis F. O'Connor, 610 Partee Dr., Grand Junction, CO 81504. We suggest you drop him a note and send an SASE for a reply. Information was given to us by Amtrak Passenger Relations man on Club's return trip to Denver, Feb. 10.

FOR SALE: Best offer received by April issue of Rail Report, 1) Lathrop's "Little Engines & Big Men". Good condition, but no dust jacket. 2) S. Kip Farrington's "Railroads at War". 3) Beebe/Clegg's "Narrow Gauge in the Rockies". Good condition, dust jacket worn. 4) Chapman's "Ralph of the Roundhouse" and Ralph on the Overland Express". No dust jackets. (Boy's books of the 1920's). E. H. Steffy, 2023 Yale Ave., Camp Hill, PA 17011.

WANTED: Rio Grande coffee mug manufactured by Clemin de Fer of Glenwood Springs. "Royal Gorge-Moffat Tunnel Scenic Line of the World" herald done in blue and red. M-68 4-8-4 done in black. These mugs were sold at the Colorado Railroad Museum about eight years ago. Daryl B. Ryder, Box 792, Kotzebue, Alaska 99752.



## NEWS ON EX-RIO GRANDE ZEPHYR CARS

Former D&RGW diner "Silver Banquet" will not be converted to head-end (electric) power because the center sill is cracked in two places. The conversion was already underway when the discovery was made. The underbody is completely stripped off the car, and now it sits on shop trucks on a storage track at Beach Grove. A cracked center sill can be repaired, but Amtrak apparently doesn't want to take any chances with it. The reason for the damage is not known, because it was not believed that the car was ever involved in a wreck or derailment.

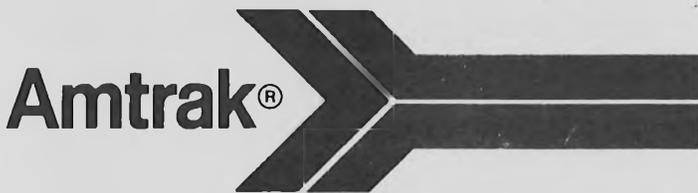
In other news, the Chicago & North Western mechanical department plans to rebuild ex-Amtrak coach 4893 as a theater car apparently have fallen through. C&NW this summer bought two ex-Rio Grande Zephyr coaches from Amtrak; Budd-built "Silver Aspen" (D&RGW 1120) and "Silver Pine" (D&RGW 1121) are being held at the C&NW's California Avenue (in Chicago) shops for possible conversion to a theater car or as trading bait for other passenger equipment C&NW would like to acquire, including a dome car and a diner.

## EASTERN LINE REBUILT

Perhaps of some interest to those who might remember the controversial picture (TRAINS, November, 1953) of Lincoln changing trains enroute to Gettysburg to deliver his famous address, E. H. Steffy, of Camp Hill, PA, sends the following information:

After more than 12 years, the 17-mile flood damaged portion of what was once the Pennsy's York, PA/Baltimore main line has been rebuilt from York to New Freedom, PA and trains will once again pass Hanover Jct--the site of the above picture. A carload of lumber was recently delivered to New Freedom by the Stewartstown RR which will operate the line.

The 7-mile Stewartstown RR which connects to its namesake to the outside world at New Freedom and was isolated by the 1972 tropical storm "Angeles" will also be able to restore service.



## FACTS IN FAVOR OF RETENTION OF AMTRAK'S SUBSIDY AND A CONTINUED NATIONAL RAILROAD PASSENGER SERVICE

As we were going to press with the March newsletter, we received most enlightening document entitled "Statement of the National Railroad Passenger Corporation ("AMTRAK") in Response to the Administration's Budget Proposal."

With debate hot and heavy about the U.S. Budget and the possible dismantling of AMTRAK, we thought you should have the following information which may aid you in writing to your representatives in favor of retaining AMTRAK.

February, 1985:

The Administration has proposed to eliminate all federal funding for Amtrak in Fiscal Year 1986. If this proposal is adopted, all intercity rail passenger service in the nation will cease on September 30 of this year.

There is a strong case to be made for continuing Amtrak's operations. Rail passenger service plays an important role in our intercity transportation network, and Amtrak's sustained progress in improving its service and reducing its dependence on federal funds shows that additional federal support will pay great dividends in the long run. In 1986 we expect to cover at least 60% of our costs through revenues, compared to 48% just four years ago. In constant dollars, our operating costs for the current year are 26.6% below the level of FY 1981. Our equipment is all new or thoroughly refurbished, and passenger satisfaction with our service has never been higher.

There are many reasons to question the wisdom of eliminating Amtrak entirely.

Those who advocate elimination of all Amtrak service should carefully consider the following facts.

- ° Amtrak carries twenty million passengers each year between approximately 500 stations across the country. The total elimination of rail passenger service will leave many communities, particularly those in the more sparsely settled areas of the country, without any common carrier passenger transportation. Amtrak is often the only mode moving in severe winter weather.

- ° Amtrak's capital plant, assembled almost entirely with federal funds, is now worth some \$3.1 billion. Salvage value on these assets--rail line, stations, maintenance facilities, and the like--will be minimal if all intercity rail passenger service is eliminated.

- ° In addition to the investment of the federal government, many states have made capital expenditures that total more than \$100 million in order to support and enhance passenger service within their borders. This investment will be lost if Amtrak is phased out.

- ° Among the major cities between Washington and New York, Amtrak trains presently carry almost 18,000 people each day, or 60% of the total air/rail ridership. Elimination of Amtrak service in the Northeast Corridor will add enormously to air and highway congestion and will ultimately require billions of dollars in additional federal investment for airport and highway construction.

- ° Amtrak's Northeast Corridor is used by Conrail freight trains and commuter trains as well as Amtrak's intercity passenger operations. If Amtrak is eliminated, Conrail the the commuter agencies will have to absorb \$116 million in additional costs to sustain their Northeast Corridor operations.

- ° Amtrak operations presently employ over 25,000 people, living in forty-four states--21,000 Amtrak employees, and 4,200 employees of freight railroads who provide assistance to Amtrak. All of these jobs will be eliminated if Amtrak services cease.

° The statute that created Amtrak in 1971 required Amtrak and other railroads to provide contractual guarantees that employees who are laid off when rail service is discontinued will receive "labor protection"--payments representing a portion of prior salary that can run for up to six years. Based on our previous experience, we estimate that Amtrak's labor protection costs associated with the total cessation of services will be at least \$2.1 billion. The amount owed in the first years is estimated to be \$600 million and could be as high as \$800 million, \$116 million more than Amtrak's current appropriation. Neither the government nor the public derives any benefit in service or value from these payments.

° For years Amtrak has worked closely on emergency plans with the Federal Emergency Management Agency ("FEMA") as well as with the Army's Logistics staff at the Pentagon to ensure that in the event of a national crisis, Amtrak can make available almost immediately equipment offering almost 70,000 seats and 6,000 sleeping car berths, as well as requisite food service cars. This capability will be totally lost if Amtrak is phased out.

° Shutting down the nation's intercity rail passenger system would involve an enormous administrative cost. Substantial penalties would be due for the early termination of long-term leases for computer equipment, vehicles and Metroliners. Closing stations and other facilities would take considerable time. And administration of the residual estate, including the payment of labor protection for many years, would involve significant ongoing expense.

° Amtrak's cost to the federal government is not out of line with that imposed by other modes. Amtrak's operating subsidy per passenger is about \$34. That figure includes all operating support plus federal tax expenditures due to business travel deductions. By the same analysis, passengers on the major airlines receive on the average a comparable level of federal support. For each airline passenger, federal tax expenditures due to business travel deductions alone average \$33. If all federal support for such services as air traffic control were included, the

federal cost per airline passenger would be considerably higher than Amtrak's.

° Amtrak differs in one very important respect from other programs for which zero budgets have been proposed. Many of the other programs can be restored at any time that the condition of the budget permits it, without critical structural damage. A zero Amtrak budget, however, will destroy a going concern that it has taken fourteen years to build and that, once dismantled, probably can never be replaced. There is a big difference between avoiding an expense and liquidating a going concern with over \$3 billion in capital investments and over 20,000 skilled employees.

° Furthermore, much of Amtrak's federal support goes to maintain a critical part of the nation's rail infrastructure--a most valuable capital asset that will inevitably deteriorate if intercity rail passenger service is terminated. The Northeast Corridor, which was badly neglected in the 1950's and 1960's, has now been restored to its highest level ever, at a cost of more than \$2 billion. Amtrak serves over 23,000 route-miles outside the Northeast Corridor, operating over the tracks of eighteen freight railroads, and the elimination of passenger service over those tracks would promptly lead to the abandonment of some and the downgrading of many other rail lines. If service on the Corridor stops, the cost of restoring it in the future will be prohibitive. Amtrak is an ongoing enterprise, not a financial assistance program that can be restored with the stroke of a pen. To adopt a zero budget for Amtrak would be an act not of fiscal responsibility but of enormous and irreversible fiscal waste.

When these costs and consequences are considered, we believe it is clear that the far better choice for the federal government is to continue providing support to Amtrak, albeit at steadily diminishing levels. Amtrak will soon submit its FY 1986 Budget to Congress and will request a funding level frozen at the current FY 1985 level of \$684 million. At this level, the lowest for Amtrak since FY 1977, Amtrak can maintain its current level of passenger service without any reductions in service. We trust that we will be given

the opportunity to continue the progress in service and operating efficiency that has marked out last five years.

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Should you wish to obtain your personal copy of this statement, you could write to:  
National Railroad Passenger Corporation,  
400 North Capitol St., N.W., Washington,  
D.C. 20001. Why not send an SSAE!

Why not make photo copies of this article to send with your letter to the following people: The President, the White House, Washington, D.C. 20500, with copies to your U.S. legislators: The Hon. \_\_\_\_\_, House of Representatives, Washington, D.C. 20215; The Hon. \_\_\_\_\_, U.S. Senate, Washington, D.C. 20510.

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### **LIFE IN THE RMRR CLUB**

It seems to this editor that too often certain Club members are mentioned in the pages of this newsletter, but those of you who live outside the Denver area still think of them as strangers because you do not know them personally. So.....to bring these folks alive for all of you out-of-towners, I have very, very carefully obtained little vignettes which illustrate the oddities and/or idiosyncrasies which make all of us so very human and makes it easier to relate to one another. Therefore, at great risk to my person, I begin a new column entitled "Life in the Rocky Mountain Railroad Club."

First, let us consider our most recent past President, Darrell T. Arndt. Darrell, who, as everyone near to him knows, is a very ardent railroad photographer and was recently overheard asking several fellow Club members for their burnt-out light bulbs. It seems as though Darrell is constructing a new "darkroom."

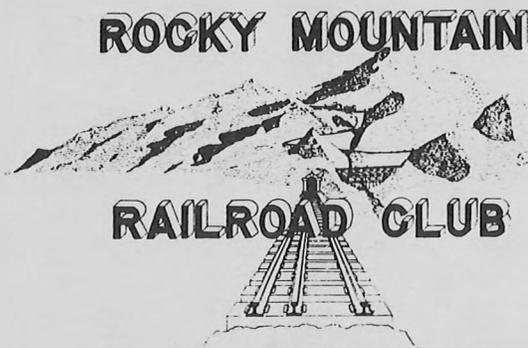
Ready for more!?!

Everyone knows how hard Bill Gould works on the Club Equipment--after all, he's the Equipment Chairman. Recently Bill was asked to fill out an information sheet for the Museum due to the great number of hours he spends there. Bill, of course, was happy to cooperate but was unsure of what to put in the blank after "Person to notify in case of an accident." Finally he wrote: "Anybody in sight!"

Then there is Erwin Chaim, Vice President, who has the knack to assess the obvious. While glumly watching a group of fluttering toe dancers with his wife, Bobbie, recently at a ballet, he nudged Bobbie and whispered, "Wouldn't it be easier if they just got taller girls?"

Your editor hopes that these insights of fellow Club members will become something all of you look forward to monthly.

# The End



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