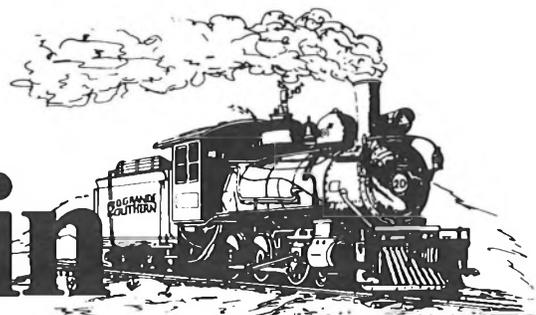


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

April 9, 1991 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church, 2950 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  
David W. Salter..... President  
Joe Priselac..... Vice President  
Bill Gordon..... Secretary  
Bert Bidwell..... Treasurer

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

**COPY DEADLINE** ALL copy for publication in the May, 1991 Rail Report is due no later than April 9, 1991!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, missing newsletter pages, etc. to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

April, 1991..... No. 379  
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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## CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year, Dues for the next year are solicited in November of the current year.

## APRIL 9 PROGRAM

The event of the year has arrived!! April is the Annual Potpourri Night Program. Members have been submitting their favorite railroad slides to Erwin Chaim for presentation at this month's meeting. We expect another outstanding program, so, mark your calendar and be sure to be in attendance.

# LAST CHANCE!

There may be a possibility of adding some additional slides to the program if some of you procrastinators get your slides together by the April meeting. This is not a guarantee! However, if it is possible, we will endeavor to add such late entries for the benefit and pleasure of all.

## PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.



## FEBRUARY PROGRAM

Because of the February meeting being moved from the 12th to the 19th, we were unable to review that program in the March newsletter which went to press prior to the 19th.

We certainly want to express our thanks to Erwin Chaim and Keith Kirby for their efforts to present the program entitled "REVISITED: the Rocky Mountain Railroad Club fan trip to Chicago, June, 1984."

The program brought back many fine memories for those who participated in the trip and certainly entertained the rest of us who couldn't make the trip. The many views presented of trains, museums and other activities were delightful. Thanks, Erwin and Keith.



## MARCH PROGRAM

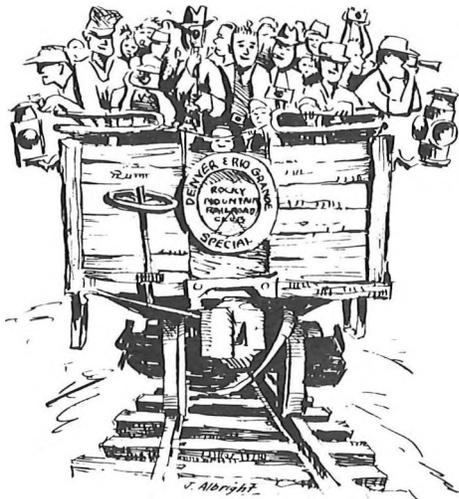
Joe Priselac and Rich Dais searched the Club's archives of Otto Perry films and brought three exceptional reels to the March meeting.

The first reel was in full color from 1948 and showed some outstanding views of the Black Canyon line operations as well as the Crested Butte branch of the D&RGW narrow gauge. We not only saw views of special excursion trains of the RMRRRC, but general operations with engines only heretofore seen in still photographs in railroad books by most in the audience.

The second reel was in black and white, but had many fascinating scenes of both standard gauge and narrow gauge operations in Colorado during 1951, including a great deal of mainline steam.

The program was finished out with a reel from May, 1954 which included footage of the Club's Alamosa/Silverton special on the D&RGW's narrow gauge line.

There is no doubt that those in attendance would have sat through a second showing!! The program was made even better with the able narration of Ed Haley and we wish to thank Ed for his time and effort to enhance the Perry Films.



## 1991 SCHEDULE OF EVENTS

April 9	Regular Monthly Meeting
May 4-12	California State Railroad Museum/ "Railfair '91 in Sacramento" Excursion
May 14	Regular Monthly Meeting
May 18	Work Day at the Colorado Railroad Museum
June 1	Alternate Work Day at the Colorado Railroad Museum
June 8	Limon/Arriba (Kyle Railways) Excursion
June 11	Regular Monthly Meeting
June 28	100th Anniversary Celebration of the Pike's Peak COG Ry.
July 9	Regular Monthly Meeting
July 13	Ft. Collins Trolley & Picnic
August 10	Colorado Midland Field Trip
August 13	Regular Monthly Meeting
September 1	C&TS Double-headed Mixed Train Excursion
September 10	Regular Monthly Meeting
October 5	Platte Valley Trolley Trip
October 11*	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting

\*PLEASE NOTE: Due to a scheduling conflict, the ANNUAL BANQUET has had to be moved up one (1) day to Friday, October 11th!!

## NEW MEMBERS

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

### REGULAR--

James Berry	Broomfield, CO
Lucile A. Dunn	Green Valley, AZ
Tim Flippo	Sunnyvale, CA
Ron Johnson	Littleton, CO
Roger P. Michels	Broomfield, CO
Silvio Muentener	Switzerland
Eugene Picker	Castle Rock, CO
Craig Ringgenberg	Ft. Collins, CO
David A. Russell	Denver, CO
Randal Worwag	Arvada, CO

### ASSOCIATE--

Laura Berry	Broomfield, CO
Loretta Donaghe	Duncan, OK
Denise Flippo	Sunnyvale, CA

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Stanley W. Morgan (336) Denver, CO

Stan, a longtime member of the Rocky Mountain Railroad Club, holding card No. 336, died on March 8th, 1991. His services were held in Fairmount's Little Ivy Chapel on March 12th, 1991 with entombment afterwards in Fairmount Mausoleum. Bill Gordon, Ed Haley and Bob LeMassena were pallbearers. Stan and his wife Dorothy were passengers on many of the Club's earlier excursions. He was director of Public Buildings for the City & County of Denver for many years, retiring in 1976. In the early 1940's, when the Club's local membership increased greatly and outgrew its meeting place in the old Denver & Rio Grande Western Building on Stout street, Stan Morgan made available to us Courtroom No. 100 in the City & County Building and it proved to be a very satisfactory meeting place for many years. (Ed Haley)





## PRESERVATION FUND AND BOOK DRAWING FOR FEBRUARY

Prizes and winners at the February 19, 1991 meeting are as follows:

Truman Young / Colorado Rail Annual No. 16: Short Line to Cripple Creek

Peter Gilbert / Set of Railroad Magazines

Mike Johnson / Official Railway Guide-- July/August, 1989

Al Jonez / Treasury of Railroad Folklore

Brian Bechtold / Print: Sunset Limited

John Holzman / UP System Timetable No. 7

Erwin Chaim / Chessie System HO-scale model

Tom Peyton / Rocky Mountain RR Calendar-- 1991

Frank Braisted / Set of prints and place-mats

Chris Jones / Video: Whitepass & Yukon/ Rio Grande Southern by Blackhawk Films

## PRESERVATION FUND AND BOOK DRAWING FOR MARCH

Prizes and winners at the March 12, 1991 meeting are as follows:

Ruth Koons / Train Wrecks

Ron Gabel / George Beam & The Denver & Rio Grande

Wally Porter / Milwaukee Road Poster

Ray Wetmore / Two Framed Prints & Pamphlet

Phil Klinger / Union Pacific pamphlets

Gary Ellison (NY) / Trains of Discovery

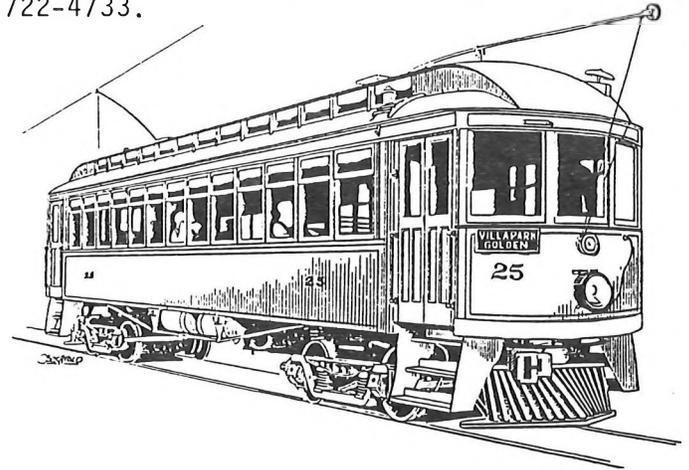
Don Chambers / Official Railway Guide--1974

John Albright / Set of Railroad magazines

Blanca Hopper / Union Pacific 844 Poster

Alan Wise / California Zephyr Poster

If members have items they wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.



## NO. 25 PROJECT LOSES WORKER

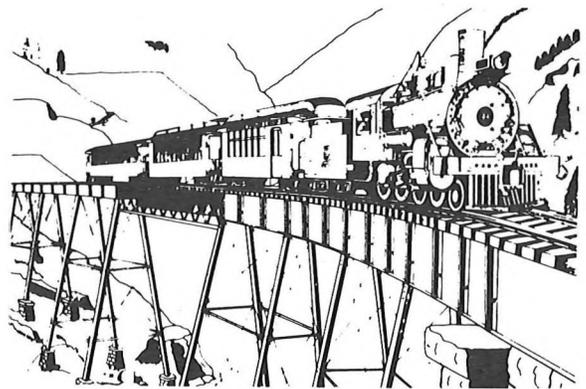
We regret to report the death of Al Kilminster of Ft. Collins who passed away on February 7th at the age of 52 after a lengthy battle with cancer. Al was one of the key players in the restoration of Ft. Collins Municipal Railway Birney No. 21 and subsequent maintenance and operation of the Ft. Collins Municipal Railway Society's trolley. Although he had no knowledge of streetcars when the Ft. Collins project began, he eventually became a "walking encyclopedia" on the subject and was extremely willing to share his knowledge with other traction enthusiasts who came to him with questions. His interest, enthusiasm and dedication to the restoration of streetcars was not limited to Ft. Collins as was demonstrated by his communication and assistance to others involved with similar projects around the country and the active role he took in the restoration of the Rocky Mountain Railroad Club's Interurban No. 25. Al did not just provide advise about No. 25, but made numerous trips to Lakewood to work on the car, primarily in the electrical area. Some of the work he even took home. The overflow attendance at his memorial service was testimony to how well respected he was both in his hobby and at Colorado State University where he was a biomedical photographer. He will be missed both as a friend and a great contributor to the preservation community. (Darrell Arndt)



*Unknown location. Presumed to be somewhere in the northwest. J. Foster Adams Collection*

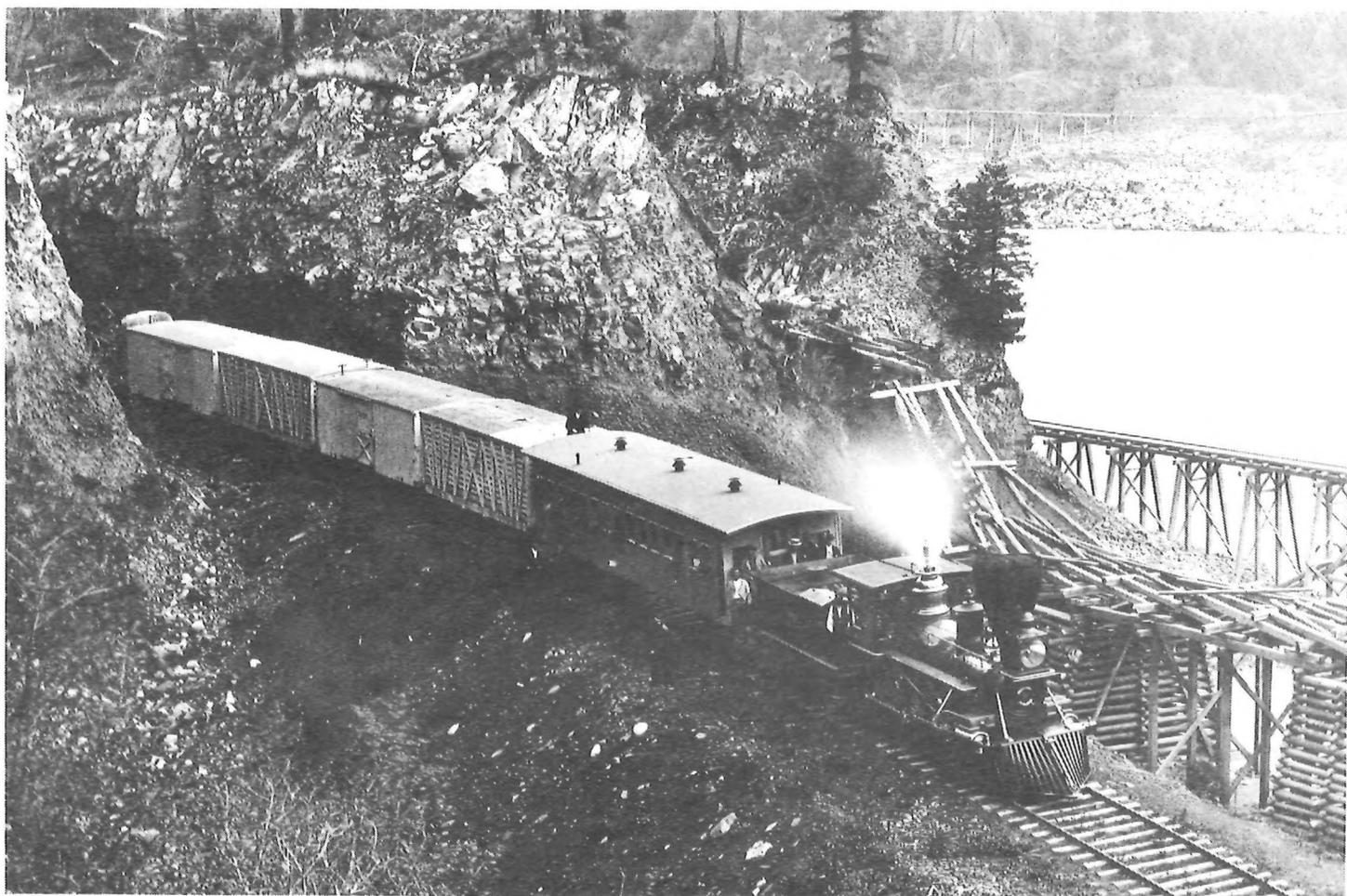
## J. FOSTER ADAMS COLLECTION

Not many Club members are aware of the fact that the Club has a rather large photograph collection in its archives by J. Foster Adams. Most of the work was taken in the far northwest. Mr. Adams was a fine photographer and his quality is unmatched. Unfortunately, there were no notes with the negative collection. The Board of Directors has solicited help in identifying the material in past years, but, not much has been done as the job is immense! Much of the material is very early 1900's. The two photographs in this issue of the Rail Report were supplied by Bob Griswold. We have no information, but thought you might enjoy the early railroading scenes. Who knows! Perhaps some Club member can identify these photos.



## GEORGETOWN LOOP RAILROAD NEWS

The Georgetown Loop Railroad will begin operations earlier this year. Beginning May 4th, the railroad will operate on weekends with regular daily operations to begin with the Memorial Day Weekend, May 25th, 1991.



Unknown location. Presumed to be somewhere in the northwest. J. Foster Adams Collection

## 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: Dick Ronzio and Francis Rizzari will have some "stuff" for sale on May 4, 1991 from 9:00 a.m. to 3:00 p.m. [Who knows what railroad treasures may be involved] The sale will be held at the Golden Terrace Village Clubhouse, 17601 West Colfax Ave. [This is located west of the 6th Avenue crossing and east of Heritage Square] Turn in at the Amoco Station, west of Rooney Road. Francis Rizzari, 254 Marble Circle, Golden, Colorado 80401. (303) 277-1318.

WANTED: Looking to purchase W. H. Jackson's Rocky Mountain Railroad Album to replace one damaged in flood. Bill Hagedorn, P. O. Box

433, Carbondale, Colorado 81623. (303) 963-0259.

WANTED: Involved in a research project on the old Denver & New Orleans, Denver, Texas & Gulf, UPD&G and C&S lines. Desire to obtain D&NO/C&S Photographs; seeking all photographic and printed materials pertaining to the railroad which once passed through Parker, Elizabeth, Elbert and Eastonville. If anyone knows the whereabouts of these materials, please give me a call or flag me down at the April RMRC meeting. Jim Jones. (303) 792-3111 weekdays after 3:00 p.m.; 770-8724 otherwise.

FOR TRADE: Offering the following Moody's Transportation Manuals for the years 1965, 1968, 1969, 1971, 1972, 1973, 1974, 1981, 1982 and 1983. These are all ex-library books. Priced at \$25.00 each, OR, will gladly trade for Texas Railroad "Plunder". A. Von Blon, 1699 Ewing Ave., Waco, Texas 76707.



## The Rocky Mountain Railroad Club

PRESENTS AN EXCURSION OVER THE

Cumbres  
& Toltec Scenic  
Railroad

Sunday, September 1, 1991

The Rocky Mountain Railroad Club invites you to join it on an exciting narrow gauge rail-roading adventure on the Cumbres & Toltec Scenic Railroad, September 1, 1991. Our double-headed steam excursion will leave Chama, New Mexico for a 12-hour, ninety mile trip to Big Horn Wye and return with numerous photo runby opportunities. Along the way, you will experience awe-inspiring scenery of the San Juan Mountains along with the historic right-of-way, structures and engineering feats of General Palmer's Denver & Rio Grande Railroad.

Our special train will be a FREIGHT/PASSENGER mix, consisting of two K-36 Mikados, ten freight cars including caboose and eleven passenger cars!! The freight portion of our special train will be placed in front of our passenger cars, allowing photographers to capture a classic freight consist in their pictures.

Many outstanding photo locations will be selected for our passengers' pleasure. Some well known sites such as Lobato, Coxo, Windy Point, Cascade Creek Trestle and Big Horn will be included along with other sites to be named later.

The \$75.00 fare will include your transportation, trip handouts, lunch at Osier and a snack at Big Horn. (While the excursion will include lunch and a snack, we suggest that you take additional non-alcoholic beverage with you as this will be a very long day of railroading and we will not have a C&TS snack car in our consist) There are no children's fares on this particular trip.

The Rocky Mountain Railroad Club and the Cumbres & Toltec Scenic Railroad will assume no responsibility for any inconvenience caused by trip cancellation or changes in equipment or schedule.

### CANCELLATIONS

Prior to August 15, 1991, there will be a handling charge of \$3.00 per ticket for cancellations. There will be no refunds made on tickets after August 15, 1991.

In addition to the Cumbres & Toltec Scenic Railroad excursion, arrangements have been made with the Durango & Silverton Narrow Gauge Railroad for space on their 9:30 a.m. train to Silverton on Monday, September 2, 1991. This will not be a special train. We have booked space on their regular train in open gondolas for those who wish to ride both narrow gauge trains over the Labor Day Weekend and wish to enjoy the company of fellow railfans rather than the general public. Fares for this train are \$38.00 for adults and \$19.00 for children ages 5 through 11. (D&SNG fares are \$37.15 and \$18.65) The Club will make reservations for you and supply you with tickets in advance. Motel information will be sent with tickets.

Please fill in the coupon and send it with your remittance as soon as possible to the Rocky Mountain Railroad Club, c/o Joe Priselac, 5100 Stuart Street, Denver, Colorado 80212.

-----  
NAME(s) Please Print or Type: \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_ TELEPHONE (     ) \_\_\_\_\_

Enclosed is my check or money order for the following tickets:

\_\_\_\_\_ FREIGHT/PASSENGER tickets on the C&TS @ \$75.00 each     \$ \_\_\_\_\_

\_\_\_\_\_ Adult Fares: D&SNGRR @ \$38.00 each     \_\_\_\_\_

\_\_\_\_\_ Child Fares: D&SNGRR @ \$19.00 each     \_\_\_\_\_

Photograph: *Jim Trowbridge*     Total     \$ \_\_\_\_\_

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Passengers must arrange motel accommodations in Chama for themselves. A list of motels in Chama follows:

- |                            |                       |                          |                       |
|----------------------------|-----------------------|--------------------------|-----------------------|
| <i>Branding Iron Motel</i> | <i>(505) 756-2162</i> | <i>Shamrock Lodge</i>    | <i>(505) 756-2416</i> |
| <i>Elkhorn Motor Lodge</i> | <i>(505) 756-2105</i> | <i>Spruce Lodge</i>      | <i>(505) 756-2593</i> |
| <i>Foster's Hotel</i>      | <i>(505) 756-2296</i> | <i>Trail's End Motel</i> | <i>(505) 756-2156</i> |
| <i>High Country Inn</i>    | <i>(505) 756-2384</i> | <i>"Y" Motel</i>         | <i>(505) 756-2166</i> |
| <i>Little Creel Lodge</i>  | <i>(505) 756-2382</i> | <i>Rio Chama RV CG</i>   | <i>(505) 756-2303</i> |
| <i>Lobo Lodge</i>          | <i>(505) 756-2150</i> | <i>River Bend Lodge</i>  | <i>(505) 756-2264</i> |

# GEORGETOWN & THE LOOP

## "GEORGETOWN AND THE LOOP" — 50th ANNIVERSARY BOOK

This 270 page 8½" by 11" hardback book is a photographic history of Colorado's "far famed" Georgetown Loop of a century ago through its glory years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad. Many Rocky Mountain Railroad Club members and friends have contributed an amazing amount of material to make Georgetown and The Loop an outstanding history of the railroad that made Georgetown and Silver Plume famous for more than a century.

*Georgetown and The Loop* is a different railroad history book with a short text and a fantastic collection of rare photographs of the "Old Loop" as well as pictures (some in color) of the incredible rebuilding of the "New Loop." This unique railroad history tells the fascinating story of just a few miles of Colorado narrow gauge railroad and the mining towns it served. Every true railfan will be thrilled to see the photos of the five presently operated steam engines on the Georgetown Loop Railroad. Price \$29.95.

GEORGETOWN & THE LOOP

Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

[ ] This is a gift for the above person.  
My name and address is as follows:

NAME \_\_\_\_\_

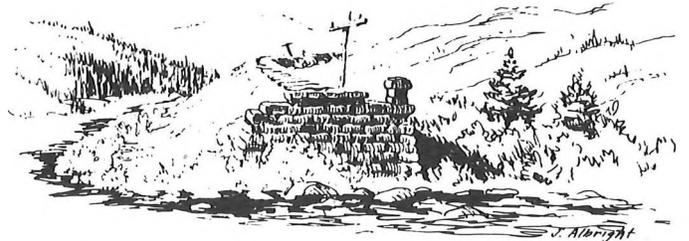
ADDRESS \_\_\_\_\_

TELEPHONE ( ) \_\_\_\_\_

Enclosed is \$29.95 plus \$2.75 shipping and  
[ ] \$2.15 sales tax for a Colorado  
Resident for each book.

Total enclosed: \$ \_\_\_\_\_

Order from: **Rocky Mountain Railroad Club**  
P.O. Box 2391  
Denver, Colorado 80201



**ALL  
ABOARD  
AMTRAK**

## THE CALIFORNIA DREAM RAILROAD EXCURSION

The Rocky Mountain Railroad Club's California Dream Railroad Excursion departs on Saturday morning, May 4th from Denver's Union Station for a spectacular all-day journey across the Rocky Mountains to Salt Lake City. Early the next morning passen-

gers will awaken in western Nevada, travel through Reno and over historic Donner Pass in the high Sierras. Arrival in Sacramento comes in the early afternoon for a three night stay at the Vagabond Inn, conveniently located in the center of all the "Railfair '91" and Old Sacramento activities. Fare includes tickets for entrance to Railfair '91 for all three days, including the musical revue. [Refer to the flyer included in the January, 1991 mailing for additional details regarding Railfair '91 or see the September, 1990 issue of the Rail Report]

On Wednesday morning, the group departs by motor coach to the Napa Valley wine country where it boards the famous Napa Valley Wine Train for a luncheon trip through the Valley. In the afternoon, the group will travel to San Francisco for a two night stay at the Chancellor Hotel on Union Square.

Thursday morning will include an introductory tour of San Francisco which will end at Fisherman's Wharf. The rest of the day, participants are on their own to do as they please: ride the cable cars, the Muni, the BART, or shop or maybe tour Alcatraz or the Muir Woods.

On Friday, the group transfers to Oakland where it boards the Coast Starlight for a spectacular journey to Los Angeles, traversing the Salinas Valley and the Pacific Coast shoreline. The Club has chartered the private car, Native Son, an ex-U.P. dome lounge observation car that was built in the 50's. (This car is limited to 30 passengers, determined on a first come-first serve basis).

Upon arriving in Los Angeles, the group will transfer to beautiful Long Beach for an overnight stay at one of the most unusual hotels, the gigantic steamship, the Queen Mary. That evening and the next morning will offer ample opportunity to leisurely stroll its magnificent decks, salons, and partake of its many restaurants.

Shortly before departure on Saturday morning, a short tour will be made of the Spruce Goose, the world's largest aircraft built by Howard Hughs. From there, the group boards the Desert Wind, departing from Los Angeles' historic Union Station at noon. The tour will travel across the Mojave Desert to Las Vegas with arrival in Salt Lake City the next morning. After another spectacular journey through the Rockies, the group arrives back in Denver Sunday evening, May 12th.

Trip fare includes all hotels, rail and bus transportation, all transfers, entrance fees to Railfair '91 and musical revue, Grayline Tour in San Francisco, Napa Wine Train luncheon, Spruce Goose admission, all meals aboard the Native Son and baggage services at the hotels.

Fares:

Amtrak Coach/Native Son  
 \$1,026.00 Double Occup. per person  
 \$1,401.00 Single Occup. per person

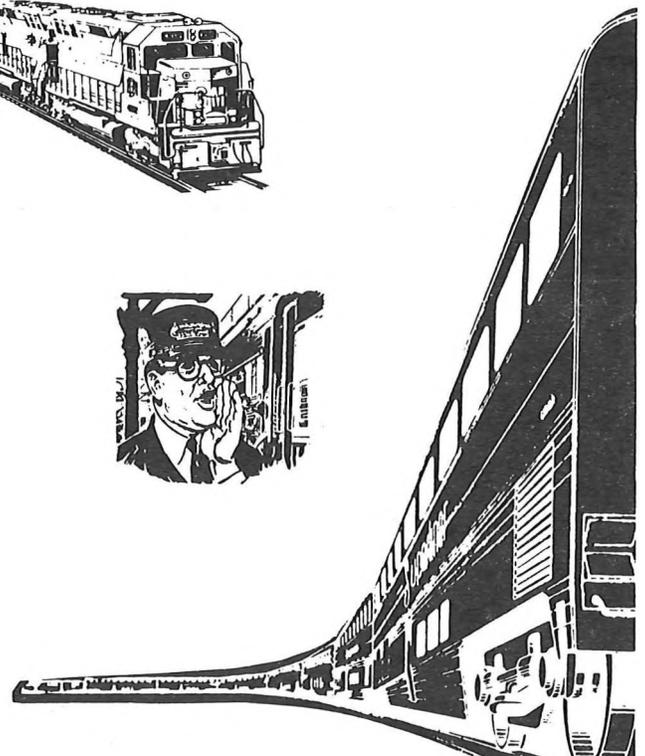
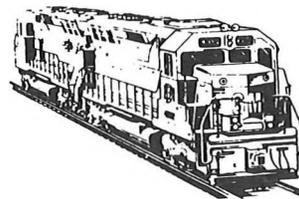
Amtrak Econ. Bdrm./Native Son  
 \$1,290.00 Double  
 \$1,929.00 Single

Amtrak Dlx. Bdrm./Native Son  
 \$1,580.00 Double  
 \$2,508.00 Single

[Anyone not wishing to ride the Native Son may deduct \$200.00 per person from the above prices]

Contact Al Miller at Alpine World Travel for additional details: 1555 South Havana Street, Aurora, Colorado 80012. (303) 752-0900.

Cancellation fees are in force. It is suggested that all participants purchase insurance to cover accidents and medical emergencies or cancellations due to an accident, illness, or death on the part of the participant or a member of the immediate family.





**RIO GRANDE  
SOUTHERN**

## **CENTENNIAL CELEBRATION**

**In Dolores, Colorado**

**June 29, 1991**

The Rio Grande Southern Centennial Committee and the Galloping Goose Historical Society of Dolores will commemorate the 100th Anniversary of the completion of Otto Mears' magnificent Rio Grande Southern Railroad June 28-29, 1991.

Celebration will commence on Friday night with a dinner meeting at the Iron Horse Inn. Movies and slides will be shown and some tables will be set up for those who wish to offer prints, paintings, plans or merchandise for sale. There will also be a "show & tell" of the faithful.

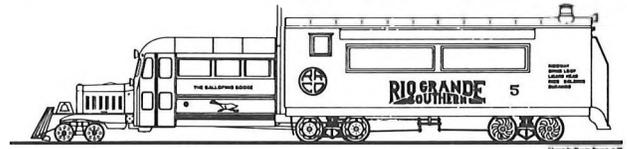
Rooms at the Iron Horse Inn will be available at \$50.00/single and \$55.00/double. The event will cost \$50.00 for the Bar-B-Que, entertainment and dedication of the station on the 29th. Those bringing their spouses or children can participate in the above events for \$15.00 per person. However, spouses and children paying the \$15 fee cannot participate in the chance at the auction for the Jim Finell painting. If folks wish to come just for the station dedication, there will be no charge.

A re-enactment of the driving of the final spike will be at Muldoon Canyon near Mile Post 86 on the 161 mile narrow gauge line. The new silver spike will then be put on permanent display at the Galloping Goose Museum in Dolores.

The Rio Grande Southern was an engineering marvel. Most early railroad men thought it could not be done. There were too many

natural obstacles: Lizard Head, Ophir, and the twisting Dolores River as well as the cold and snows of winter were considered impassable to all except the determined Mears, who has already become "The Pathfinder of the San Juans."

The RGS steam locomotives puffed from Ridgeway to Durango for almost 50 years, then gave way to another narrow gauge legend--The Galloping Goose. Motor Number 5's new home, the Galloping Goose Museum in Dolores, will also be dedicated during the celebration.



The Rio Grande Southern's Galloping Goose No. 5

### **SCHEDULE OF EVENTS**

#### **Friday, June 28, 1991**

6:00 p.m. Slides, movies and "No Host Dinner at Iron Horse Inn.

#### **SATURDAY, JUNE 29, 1991:**

10:00 a.m. Dedication of the Galloping Goose Museum.

1:00 p.m. Walking tour of the original Rio Grande Southern Right-of-Way. Alternate trips to Telluride and Rico.

4:00 p.m. Driving of the new Silver Spike at Muldoon. Drawing for the Jim Finnell original oil painting depicting the first spike ceremony of December 17, 1891.

#### **Saturday, June 29, 1991**

5:30 p.m. To the Dolores River Line Camp. A history of the RGS by Bob Richardson. Dinner and Western Show by the Dolores River Trailhands.

Your \$50.00 donation will:

- \* Help fund restoration of Motor Number 5
- \* Gives you an opportunity to win the Jim Finnell Oil Painting of the 1891 Spike Driving Ceremony, and,
- \* Gives you an evening at the Delores River Line Camp where you'll enjoy an excellent Chuckwagon Dinner and an outstanding Western Show.

(Richard Dorman)

COMMITTEE MEMBERS ARE: DICK DORMAN, CHAIRMAN; JOE CAMMELLERI; WALT STÄMPFLI; MIKE BLAZEK; GAB BRADFORD

Mail Your Reservations To:  
Galloping Goose Historical Society  
P. O. Box 297  
Dolores, Colorado 81323

NAME \_\_\_\_\_

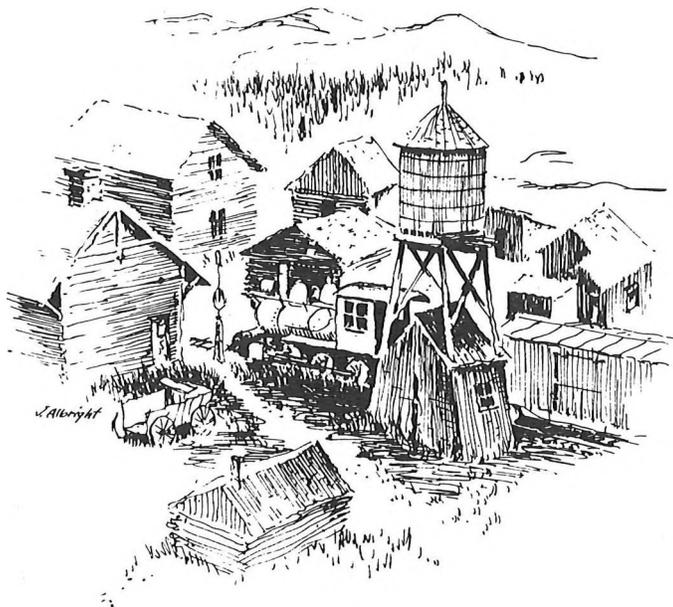
ADDRESS \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

PHONE (     ) \_\_\_\_\_



Pullman Parlor Car.



### 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.

## **PUEBLO'S DEPOT CLOCK STORY HAS HAPPY ENDING**

A man's love for clocks has become an avocation, and, currently, that avocation is focused on the Pueblo Union Depot's tower clock. Mr. S. H. Ambjor is donating his expertise and time to repairing the monument that countless Puebloans used to set their own timepieces by for almost a century.

Ambjor, 75, travels the country exploring such tower clocks as Pueblo's. When he asked to see the depot clock, new depot owner Tim Miller told him that thieves had taken the time--that is, the internal elements that made the 19th Century clock tick.

Ambjor tried to find where the thieves may have tried to sell the guts of the Pueblo clock by putting an ad in the National Watch and Clock Collectors publication.

What he found instead was the inner workings of a Mainland, Texas, tower clock that was for sale. The clock came out of a savings and loan that was razed after it was closed by regulators a couple of years ago.

Pueblo's "new" internal mechanism originally was sold in 1931 to the Texas company. It has a 1/10th horsepower engine, the pendulum balls weigh 75 pounds, and the entire package weighs 600 pounds.

Ambjor has been working on the Pueblo clock since September, often in the workshop of his Seattle home. He figured to have it running by the weekend of March 9th. According to Ambjor, the clock "will be darned near as accurate as a quartz watch." He's installing an electric winder so no one will have to go up into the tower every 40 hours and wind the clock. Tim Miller plans to illuminate the clock as soon as Ambjor has it running. Maintenance? About 15 or 20 drops of oil every five years. Three faces of the clock look out over Pueblo. When the tower was 25-feet higher, there were faces looking in all directions. Now, the faces gazing east and north will tell the correct time, but the face peering west will be accurate just twice daily.

While Mr. Ambjor isn't charging Miller for fixing the Pueblo clock, Miller did pay for Ambjor's travel and living expenses for his stay in Pueblo. (Submitted by Al Knicklebine of Pueblo via the March 7th Pueblo Chieftan. Al also noted that the Pueblo Union Depot is just about refurbished and looks great. It may be ready for the grand opening this fall. We will keep everyone informed--if Al continues to help your editor out!!)

## **WYCO STILL ON TRACK**

Recently, the railroad rumor-mill had a story being circulated that the Wyoming-Colorado Railroad from Laramie to Walden had been torn up.

A panic-attack on the part of myself and several other members of the RMRRC was, thankfully, premature. As it was about 10:00 p.m. on a Friday when I received the news, and sleep would not have been possible until I received factual information, I took a stab in the dark and called the small store in Fox Park that evening.

Joe, the very pleasant owner of Fox Park's new restaurant, The Hungry Woodsman, answered the phone. To my relief, he confirmed that the rails were still in place (he ran over them with his snowmobile earlier in the day) and that there was a fair amount of activity on the line.

Concerned that the "fair amount of activity" might, in fact, be generated by scrapping crews, I called the railroad's office in Laramie the following Monday. I was told that trains were running, and would continue to do so. They are hauling at least one twenty-car coal train out of Walden each week, and, plan to commence passenger service to Fox Park on May 18th.

Box lunch and round-trip ticket to Fox Park will be \$24.00. Reasonably priced souvenir merchandise (my \$10 WYCO, F-Unit, T-Shirt has survived the fall and winter impressively) is available. Both F-Units will be in full operation and a "new" locomotive has been acquired for freight service.

I encourage patronage of this fabulous Albany Loop Route. (Jim Jones)

## NMRA CONVENTION: DENVER, JUNE 30 - JULY 6, 1991

John Dillavou, our Past President, has been busy orchestrating many of the activities for the "Mountains of Fun in '91" NMRA Convention to be held in Denver this summer as many of you know.

There is an excellent article (written by Chuck Stevens with photography by fellow Club member, Bruce Nall) on John's "N" scale model railroad that begins on page 80 of the April, 1991 issue of Model Railroader. His is one of the many layouts that will be visited by convention attendees. If you are not a MR subscriber you can pick up a copy at most any hobby shop.

John is also looking for help in manning the convention and in particular needs hosts and/or hostesses for the Ski Train that is to be run in conjunction with activities prior to the Convention. ("Yes, Virginia, there is a ski train that runs in the summer"--or at least its equipment will be operated.) If you would like to assist John, please get in touch with him to find out what his needs are for the convention. (David W. Salter)

## NEWS FROM THE COLORADO RAILROAD MUSEUM

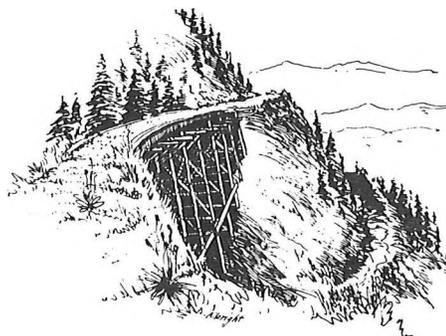
STEAM UP!! Many of our local members will receive this newsletter just prior to the Colorado Railroad Museum's first steam up

of 1991. This will occur on Saturday and Sunday, April 6 and 7.

Hours of operation should follow the standard Museum hours of 9:00 a.m. to 5:00 p.m. Admission is FREE to Club members AND their family as per our contractual agreement with the Museum. Others may enter the Museum for the following fees: Adults \$3.00; Children \$1.50 (when accompanied by an adult); Family Rate (Parents and Children under 16) \$6.50.

Don't forget the Denver HO Model Railroad Club's HO/HOn3 layout in the basement of the Museum. The Club may have members operating the layout for this event; however, trains can be operated at any time via a coin-operated devise.

While attending the steam up, why not pick up the latest railroad magazines and books on your "to get" list. Other merchandise is also available ranging from "T" shirts to railroad "paper".



## ROCKY MOUNTAIN

## SECOND CLASS



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