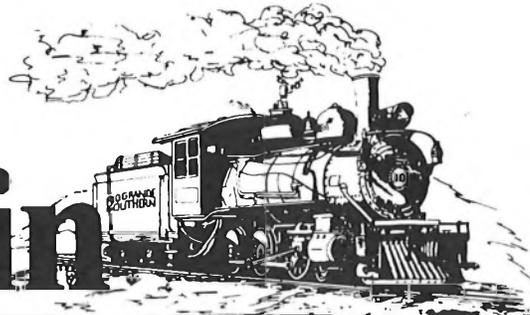


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 11, 1989 -- 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
John Dillavou..... President
Carl Carlson..... Vice President
Bill Gordon..... Secretary
Elbert E. 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 is due no later than the 10th of the month prior to month of publication.

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. After April of each year, new members may join 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 December of the current year.

July, 1989..... No. 358
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.

MEMBERSHIP INQUIRIES

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

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

JULY 11 PROGRAM

A photographic review of the Club's 50th Anniversary will be presented by Rich Dais, Cyndi Trombly and Ardie Schoeninger.

Many events will be covered with special emphasis on the many spectacular trips, especially during the two-week extravaganza in June of 1988.

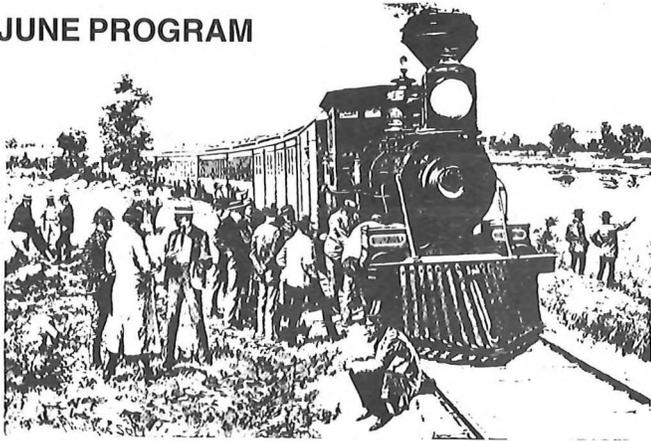
Be sure to be at the meeting and relive this very special year in the history of the RMRR Club.



PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9233) 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.

JUNE PROGRAM



Those attending the June meeting seemed to enjoy Mat Anderson and Jim Trowbridge's slide presentation of "Special Trains on the San Juan Extension."

Private freight and mixed trains of the RMRRC, National Narrow Gauge Conventions and the San Juan Express were seen at many different mile-post locations along the Cumbres & Toltec Scenic Railroad from Chama to Antonito and back to Chama over a six-year period from 1983 through 1988. Many of these runby locations have never been used except by very small groups such as the San Juan Express due to limited space for riders to get off the train and, therefore, afforded splendid opportunities to photograph the special trains. In addition to spectacular runbys, we watched the rerailling of a K-36's pony trucks back onto a turnout and the transfer of coal from one engine's tender to another when too many photo runbys caused the 1988 San Juan Express to run down to just a half dozen shovel fulls of coal in the 489's tender!

A special thanks to Mat Anderson for the courage to work with Ye Olde Editor to put this program together. (JRT)

Memo!

ARGENTINE CENTRAL HIKE UPDATE

Originally scheduled for Saturday, August 12th, the Argentine Central Hike has been rescheduled for Saturday, August 19th. At the writing of the newsletter, further information was not available as trip leader, Rich Dais, was out of town.

Be sure to mark this date on your calendar and look to the August issue of the Rail Report for final details. Tickets should be available at the August meeting. Lunch should be included in the fare and your editor would guess that the price should be between \$8 and \$10 per person.

REMINDER

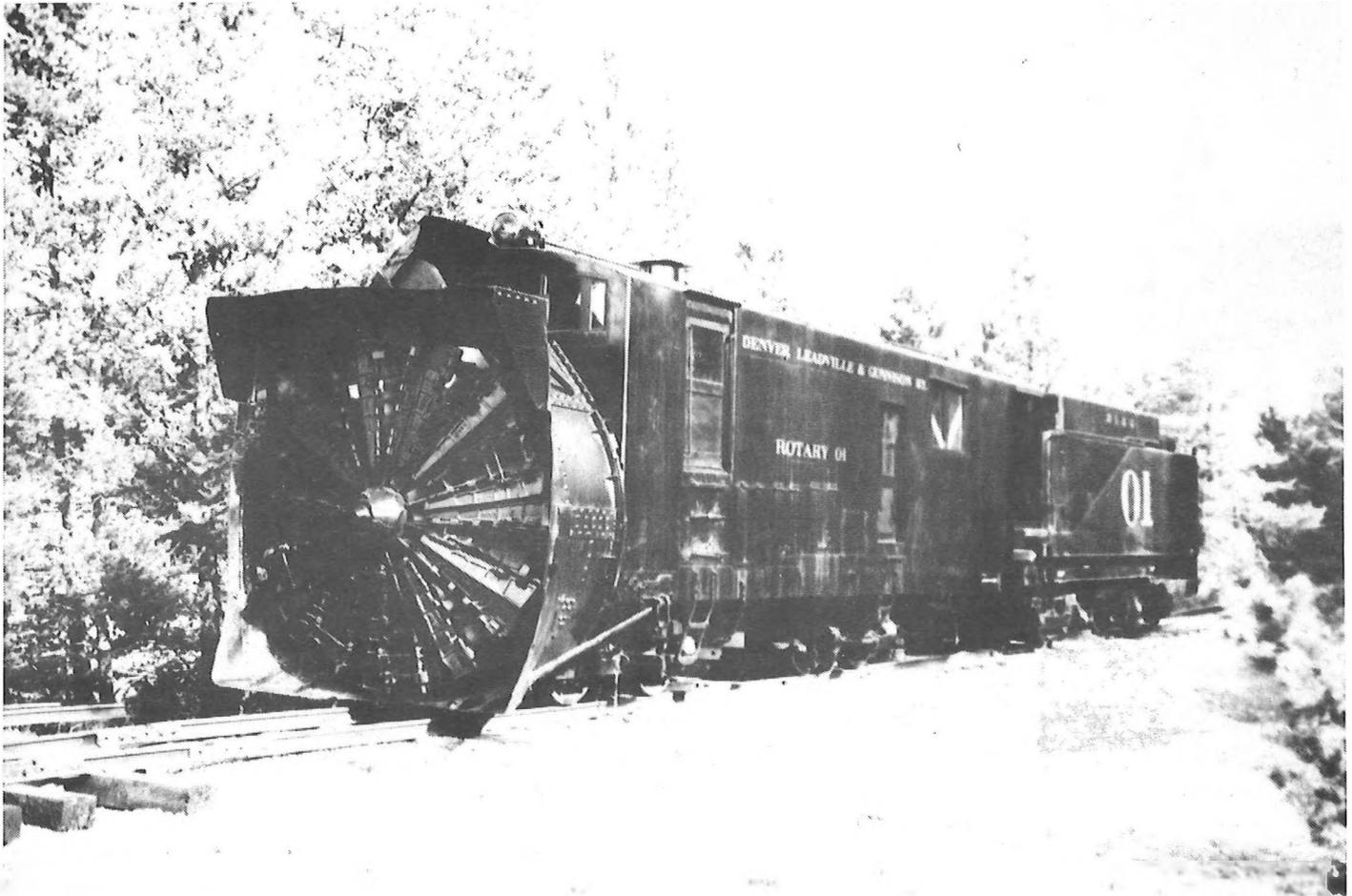
TRIP CANCELLATION

Just a reminder! The Club's trip aboard the private car CEDAR RAPIDS, scheduled in September, has been cancelled due to an uncertain availability of the car at that time. NOTE: Should an opportunity arise at a later date for chartering this unique car, the Club will explore the feasibility of a trip and make an appropriate announcement in the Rail Report.

1989 SCHEDULE OF EVENTS

July 1-12	Trans-Canada Excursion
July 11	Regular Monthly Meeting
July 22	Ft. Collins Trolley Trip/Picnic
Aug. 8	Regular Monthly Meeting
Aug. 19*	Argentine Central Hike
Sept. 2-4	St. Louis, MO/ Rail Exhibits & Excursion
Sept. 12	Regular Monthly Meeting
Oct. 7-8	North Platte, NE/ UP Rail Facilities
Oct. 14	Annual Banquet
Nov. 14	Regular Monthly Meeting
Dec. 12	Elections & Reg. Monthly Meeting

*Note: This is a change of date!



Denver, Leadville & Gunnison RR Rotary Snow Plow "01" and tender (ex-White Pass & Yukon "02" and ex-CB&Q Tender) are shown in this photo displayed on a newly laid section of narrow gauge track, placed on the original Denver, South Park & Pacific RR grade just northwest of the town of Breckenridge. (Joe Priselac Photograph)

UPDATE ON THE DENVER, LEADVILLE & GUNNISON RAILROAD

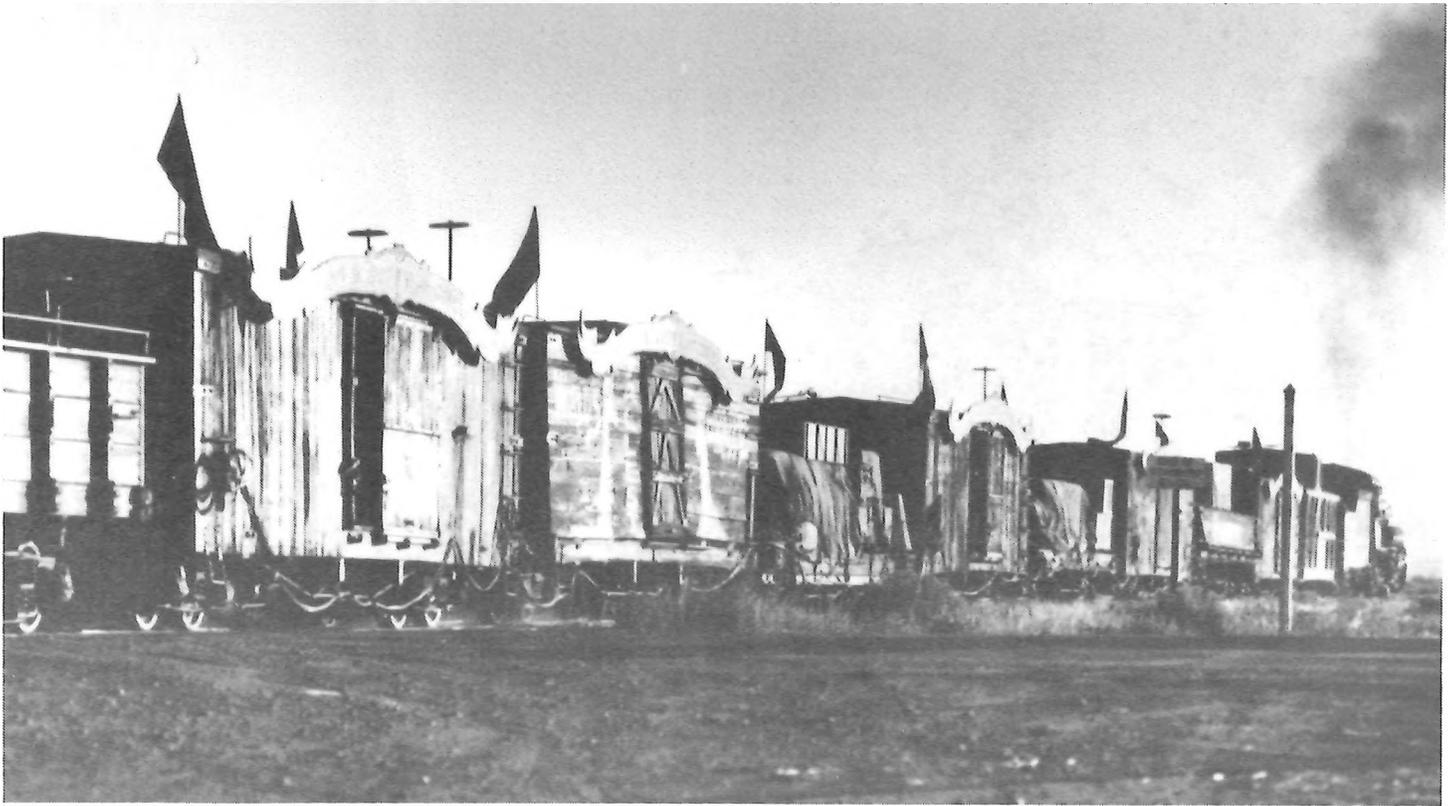
Denver, Leadville & Gunnison's Rotary Snow and Tender "01" now stands on a section of track northwest of the town of Breckenridge. Railroad spokesman, Daniel Quait advises plans are to extend the section of track across a small gully, located just past the rear of the tender, by installing a preserved 40-foot bridge from Hookeye Curve on the D.S.P.&P. main line near the Blue River.

Additional plans are to add more track for additional rolling stock, signs describing the history of the Spath Park Line, public parking and picnic benches. Negotiations are in process with the Forest Service regarding rebuilding and running trains over Boreas Pass.

To reach the display area, which cannot be seen from Highway 9 due to trees and brush, turn west at the traffic light onto North Park Street, proceed west and turn right at Airport Road, go north just past the mobile home park. The display is just south of the Valley Brook Cemetery. (Joe Priselac)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

1988 proved to be a busy year for the C&T with two major movie productions. You have seen some photographs previously on the Willie Nelson production, "Where the Hell's That Gold?" We thought you might like to see some shots of the 1989 block-buster movie, "Indiana Jones--The Last Crusade." The photos, sent in by Earl Knoob and Mat Anderson, are mingled throughout the pages of this issue of the Rail Report. We hope you enjoy them.



The Indiana Jones Movie Train heads out of Antonito last September to continue filming of "The Last Crusade."
(Mat Anderson Photograph)



The Chase is On! The young Indiana Jones is pursued by his adversaries. This was filmed on the C&TS just outside Antonito.
(Earl Knoob Photograph)



ALL ABOARD

FT. COLLINS TROLLEY EXCURSION

This is your last notice of the Club's charter of the Fort Collins Trolley on Saturday, July 22, 1989, between 10:00 a.m. and noon. Your SINGLE or FAMILY pass will allow you unlimited rides!

A "bring-your-own-food" picnic in City Park will follow the charter. This is designed as a family outing and we are sure you won't want to miss this event.

Passes are priced at \$2.50 for singles and \$5.00 for families. Please let us know if you need transportation to and from Fort Collins.

Orders may be sent to Mat Anderson. Make your checks out to the Rocky Mountain Railroad Club, c/o Mat Anderson, 1117 So. Clayton St., Denver, Colorado 80210. OR, call Mat at 722-9460.

ORDER FORM

Fort Collins Trolley and Family Picnic

Enclosed, please find a self-addressed, stamped envelope along with \$2.50 for a single or \$5.00 for a family pass.

NAME _____

ADDRESS _____

Zip _____

PHONE () _____

_____ Passes @ \$2.50 (Single) \$ _____

_____ Passes @ \$5.00 (Family) _____

Total enclosed... \$ _____

NEW MEMBERS

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

- | | |
|--------------------|-------------------|
| Thomas J. Beckett | Denver, CO |
| Tom Cody | Henderson, NV |
| Walter J. Longeway | Buffalo Creek, CO |
| Robert Lunde | Wasola, MO |
| Richard T. Martin | Cary, NC |
| Joe Minnich | Aurora, CO |
| Philip Mulligan | Philadelphia, PA |
| Doloris Sunntag | Parker, CO |
| Karl Straubinger | Austria |

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the June meeting are as follows:

- Gary Ellison (NY) / Trails Among the Columbine
- Ron Gabel / Modern Railways
- Wally Porter / Greengerg's Lionel
- Lorin Weed / Official Railway Guide--10/73
- Phil Wise / Early Railways
- Sam Howard / Here Comes the Train
- Tom Caldwell / Print: "Sunset Limited"
- Dan Webster / Print: Rio Grande Ski Train
- Frank Stapleton / Print: Rio Grande Ski Train
- Frank Stapleton / Union Pacific Lantern
- Gary Ellison (NY) / Set of Post Cards
- Tom Caldwell / Belt Buckle
- Carl Carlson / Door Knocker

If you have items, such as railroad books, posters, pamphlets, timetables, maps, etc., and would like to donate these as prizes for the monthly book drawing, please contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210 or phone (303) 722-4733.





The Indiana Jones Circus Train is at Cumbres, having just let the Chama Train pass it by. Engine No. 484 was on the headend of the special. (Earl Knoob Photograph)

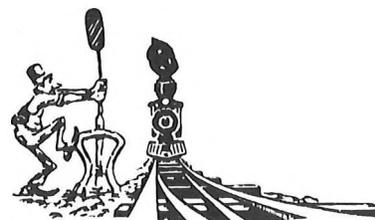
MAIL DELIVERY PROBLEM WITH THE JUNE NEWSLETTER

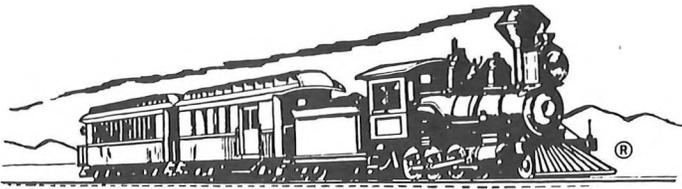
For the first time since we started using SECOND CLASS mailing, we experienced a problem with delivery--particularly in Denver. As of the of writing of this Rail Report (June 15th), many of us have still not received our newsletters. Since metro area folks did receive their copies as well as out-of-state, it may just be a bag or two that got misplaced. We are looking into the problem in an effort to keep this from happening again. We may determine that we must mail earlier, and, if this is the case, the deadline will have to adhered to without exception for any material to be printed in the newsletter. If changes are necessary, we will advise everyone.

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: FORT COLLINS MUNICIPAL RAILWAY Birney trolley decals. 1930 or 1950 era. Please specify era. Complete sets \$8.00, HO-Scale. Daryl B. Ryder, Box 792, Kotzebue, AK 99752.





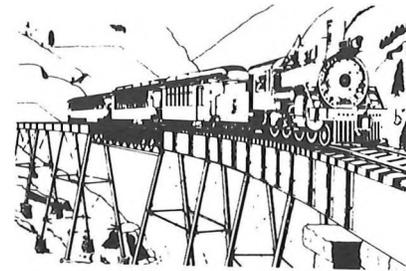
RMRRC MEMBERS INVITED TO ATTEND AN OPEN HOUSE BY THE COLORADO LIVE STEAMERS

The Colorado Live Steamers cordially invites Rocky Mountain Railroad Club members to attend an Open House at their trackside facilities at Waterton, Colorado, on Saturday, August 12, 1989, from 9:00 a.m. to 5:00 p.m.

Steam and other motive power will be running on the 3 1/2", 4 3/4" and 7 1/2" tracks. Food will be available.

Many enjoyable times have been had in the past at this outing and we urge Club members to make arrangements to attend this event.

Questions may be directed to Leonard Lilly, Secretary, CLS, 7613 E. Phillips Circle, Englewood, Colorado 80112. (303) 771-5005.



GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

The 1989 printing of "Georgetown and the Loop" has arrived. Our records indicate that several of our members delayed too long to obtain a copy last year, and now that the new printing has arrived, this is the time to purchase your copy. The new printing is slightly different with photos of Colorado & Southern #9 which is now on the tracks of the Georgetown Loop Railroad. If plans materialize with sufficient funds, #9 and three passenger cars will be reconditioned by the Colorado Historical Society so that they can be operated on the Georgetown Loop Railroad. At present, all four pieces of rolling stock are in poor condition. In the new printing, some of the photographs have been upgraded.

The price of the new printing of "Georgetown and the Loop" is \$29.95 plus shipping (and tax for Colorado Residents)

ORDER FORM

NAME _____

ADDRESS _____

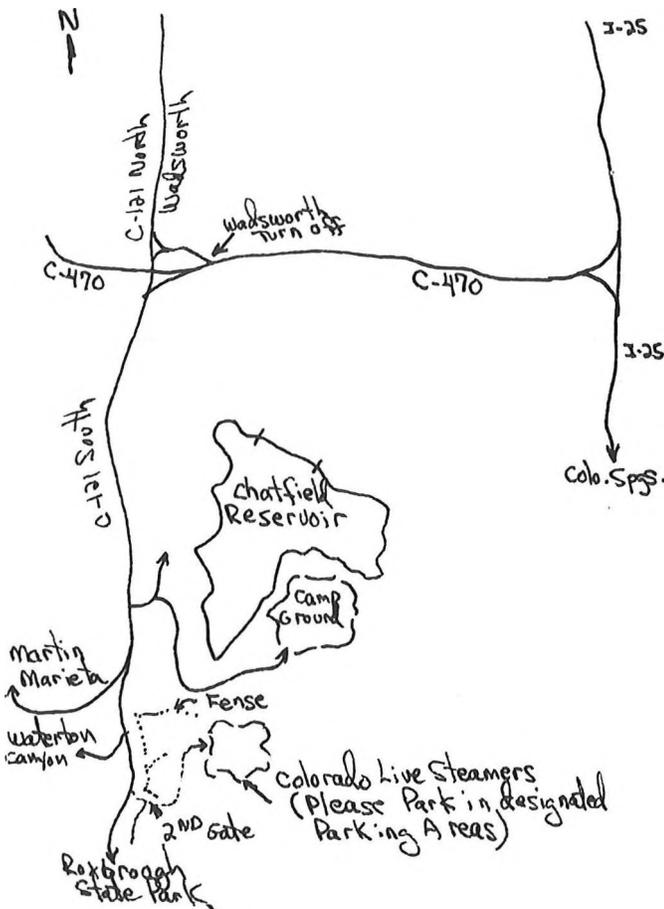
CITY _____ STATE _____ ZIP _____

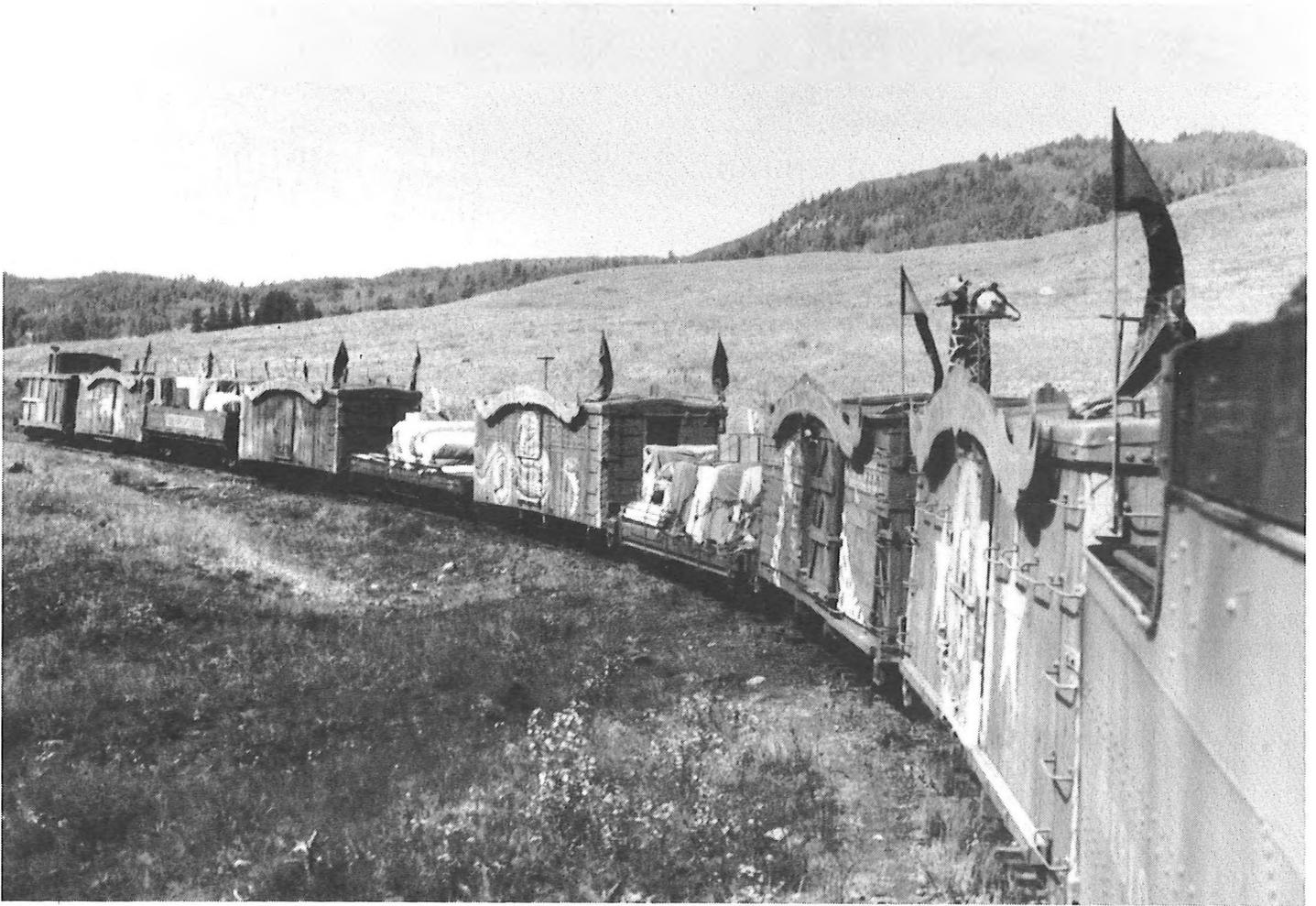
Enclosed is \$29.95 plus \$2.75 shipping and [] \$2.15 sales tax for a Colorado Resident.

Order From:

Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

(Bob Griswold)





The Circus Train is on the "hill" out of Chama. Note the giraffes! (Earl Knoob Photograph)

ANNUAL BANQUET ANNOUNCEMENT

It's not too early to start thinking about the annual banquet for the Club! This year's banquet will, once again, be held in a central location--in downtown, at the Denver Athletic Club. We intend to have a choice of two entrees, giving you a choice between chicken and steak. The Denver Athletic Club has free covered parking adjacent to the building where the cars can be safely parked, and, in case of bad weather, one only has to cross the alley to obtain access to the dining facilities.

The date for the banquet is October 14th. More details will follow in coming issues of the newsletter. We can tell you that the price will be \$20.00 per person and will include the meal, tax and tip and feature a program presenting a very special movie that we have been trying three years

to obtain. This feature will probably be seen for the last time as there is only one copy left and it is expected not to be available much longer. (John Dillavou)



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.

FROM THE PRESIDENT

By the time you receive this, it will be almost a month after the 3985 and WYCO trips are over. Two months ago, we were, at times, considering cancelling the trips. We ended up running newspaper ads which generated a lot of interest, sold seats, and put us over the breakeven point.

I've read that a scrap firm owns the WYCO and that they have filed for abandonment of the line. So, the trip that the Club is taking this year may be the one and only we will ever take over this line. Frankly, very little support for these trips has come from the Club's members; however, the newspaper ads that we ran did pull off the trip and generated a lot of new memberships and general knowledge of the Club. It's somewhat amazing, after all these years of providing trips, just how many railfans in the Denver area do not know of the Club's existence.

My "blue" letter was not meant to offend anyone, but to generate more support from our own Club members. I have received a lot of letters with suggestions and ideas which have been passed on to the trip committee. However, one thing is evident--many of our Club members have absolutely no idea what a trip like the UP 3985 costs to put together. To help members understand the problem, especially costs, we offer the following information: In 1989, the UP charged approximately \$33,000 for the train and we had at least another \$5,000 in costs for such items as box lunches, beverages, snacks, trip advertising, printing of tickets and brochures, etc.

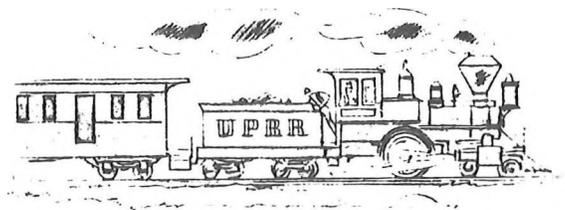
Four years ago we had 10 coaches and 440 seats. We now have only 5 coaches with 220 seats to sell (the UP sold off the other coaches). Obviously, just this item alone doubled the cost of the trip per rider, not to mention yearly increases in the base cost by the UP. Divide \$38,000 by 222 seats and you get a per rider cost of \$171.00. Figure on a few "standees" and the \$165.00 ticket just breaks us even on the trip! I would liked nothing better than to have seen a price of \$80-\$90 for this trip, but without extra seating this is impossible.

Many have wondered about the price that the Union Pacific charges us for this trip. Is it justified? We think so. For example, besides equipment upkeep costs (\$550,000 was spent this past year for each of just two coaches that we are privileged to have on this trip), there are crew costs and fuel (the coal in 3985's tender costs the railroad \$4,000 alone!). This trip we have something added: an auxillary water tender, which will make watering less of a problem.

On the June 17th trip, we will have 7 westbound and 4 eastbound photo runbys. This number of photo runbys make our trips special. Some other railroads offer trips with 19 to 24 cars (up to 1000 passengers) that allows for cheaper tickets, but, just imagine a photo line with 1000 people in it! Then too, these trips usually offer only 1 photo runby.

Our trips are well organized with safety a major concern. The UP has given the Club credit for being the most safety-oriented of all rail groups. This good reputation goes a long way in obtaining the excellent treatment we receive from the UP. The fine organization displayed on our trips is largely due to the many hard-working volunteers who put in many, many long hours of planning of preparation. We are indebted to these member/volunteers who do so much to make these trips available, safe, and, above all else, fun!

Keep in mind that many factors are out of our hands, such as available routes, motive power selection, the consists, and, costs. We have to do the best we can with what is available. We are thankful for what we do have and the cooperation of the railroads over whose property we operate. Next time we announce a trip, please seriously consider supporting the event and keep rail excursions available for future generations. Besides, you might just enjoy yourselves! (John Dillavou)





BOOK, VIDEO & AUDIO REVIEWS

TICKET TO SILVERTON. By Ed Crist, Ross B. Grenard and John Krause. Associated Artists of Dixie, Inc., Rockville Centre, NY. \$9.95.

Long-time member, Ross Grenard is involved in the production of this interesting booklet which covers a number of subjects including the Silverton Branch, Rio Grande Southern, Monarch Branch and the balance of the "narrow gauge circle."

This is a very nice addition to your library as you will find the photos and extended captions most entertaining and informative. I'd suggest you pick up a copy. (JRT)

MAPS/STRUCTURES: COLORADO CENTRAL AND COLORADO & SOUTHERN--CLEAR CREEK AND SOUTH PARK LINES. North American Cartographics, P. O. Box 268, Idaho Springs, Colorado 80452. (303) 567-4697.

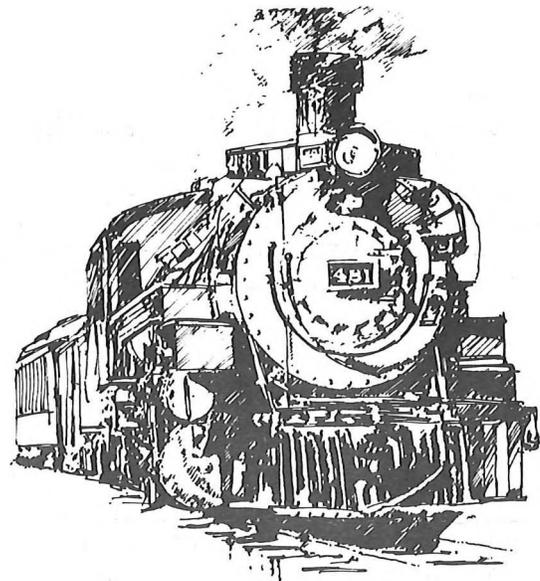
A very nice selection of drawings are available for the modeler and the historian. They are drawn in HO Scale (3.5mm=1 ft.). The maps would certainly look great framed. A listing follows:

Blackline Maps, 36x96 plain & colored; 18x48, plain & colored; Brownline, 18x48, plain.

Railroad Structures: Idaho Springs Depot, Truss Rod Bridge, Idaho Springs Water Tank, Silver Plume Depot, Silver Plume Pavillion, Hukill Ore Bins & Mine, Stanley Mine (1920's)

Town Maps: 1906 Silver Plume, Idaho Springs, Central City and Leadville.

Current availability and prices can be obtained by writing for price list to the above address. I believe you will find these worth having. (JRT)



NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

Reservations are up from 20 to 25 percent and things are moving along quite well in rebuilding engines and generally overcoming the disastrous February fire. Publicity on the fire and the cooperative news releases from the D&SNGRR have worked in the favor of the railroad and may well give the railroad a spectacular ridership this year.

In other news, the D&SNGRR has reorganized its management operations in an attempt to ease tension between the railroad and private landowners along its right-of-way in the Animas Valley.

Landowners are concerned about problems with the railroad over private crossings. The railroad wants licensing to reduce its liability and the landowners are questioning ownership of the right-of-way by the railroad and have hinted at court action.

Mr. Charles Bradshaw abolished the position of general manager, previously filled by Mr. George Connor, to ease the tension between the Railroad and the Land Owners. The railroad said that poor communications between General Manager George Connor and landowners prompted the action. Valley residents have accused Mr. Connor of being "pompous" and using "autocratic and strong-arm tactics" in his attempt to force li-

censing and insuring of crossings of the railroad passageway.

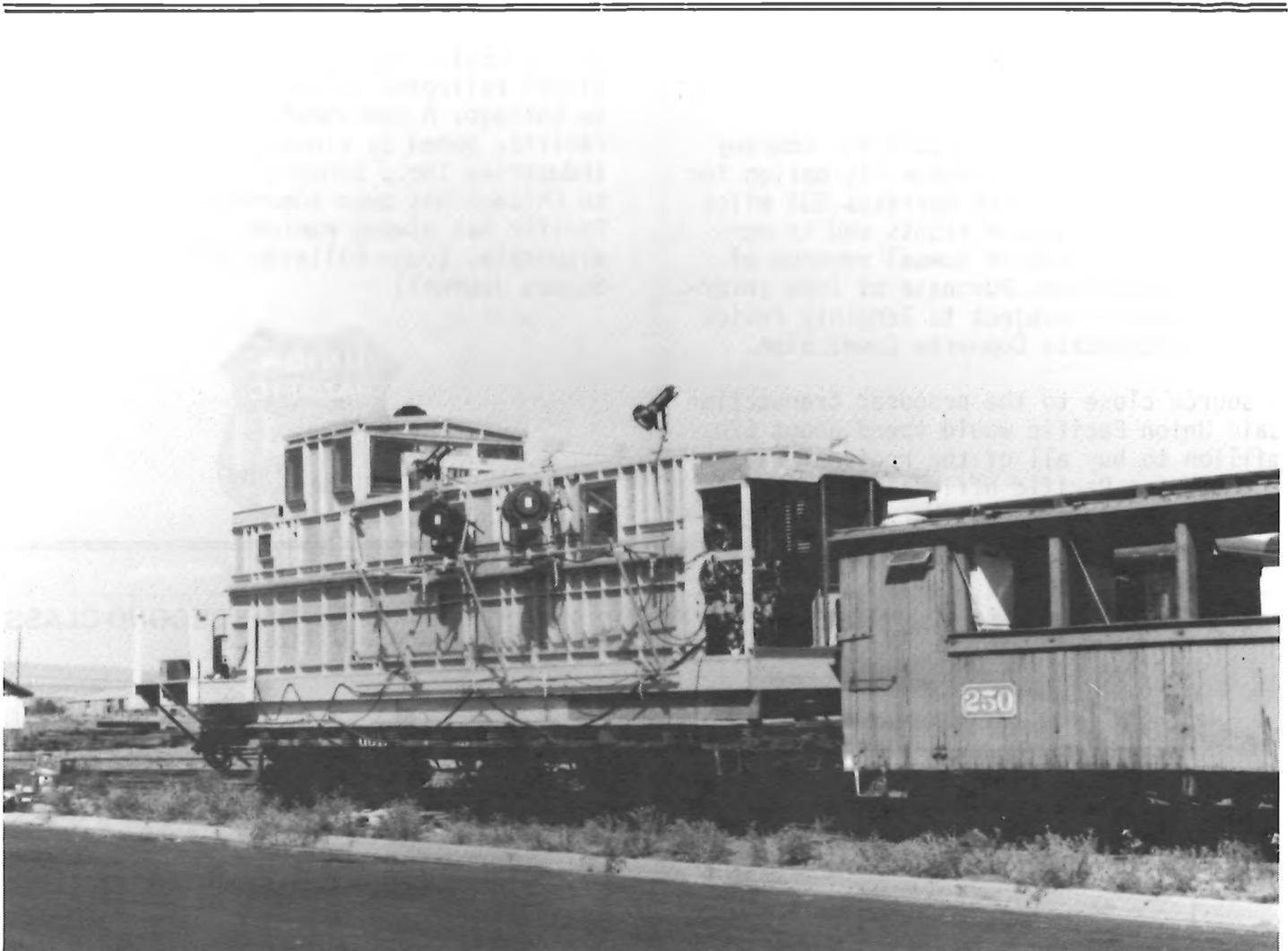
Hopefully, things will get resolved soon and the railroad can get on with its recovery from the fire and keep the Animas Valley economy stabilized.



UNION PACIFIC BUYS OPTION ON THE CNW CORPORATION

Union Pacific Corporation has acquired an option to buy control of closely held Iowa Interstate Railroad, potentially giving the rail giant its own route between Chicago and Omaha, Nebraska.

The company said the move was defensive, reflecting its concerns over the future ownership and financial strength of CNW Corporation, its principal rail link to important Midwest and Eastern markets. CNW is the target of a hostile \$44-a-share bid from Japonica Partners Ltd. Union Pacific officials said that a takeover by Japonica,



This caboose "mockup" was created for the chase scene where young Indiana Jones escapes from his adversaries via "magic." This "stage" stood in for C&TS caboose No. 05635. This caboose was built by Scenic Railways in the early 70's from a wood frame stock car in true tradition of railroading--use what is at hand! (Earl Knoob Photograph)

a New York investment group, could leave CNW highly leveraged and unable to keep its mainline tracks maintained for high-speed freight trains.

Analysts said the loss of Union Pacific's east-west freight traffic, which now accounts for about half of CNW's freight revenue, could cripple CNW and make it less valuable to investors. Some analysts said that Union Pacific's move could be an effort to help derail the Japonica acquisition, but Union Pacific officials denied this was the case.

A spokesman for Japonica said "we understand and respect the fact that Union Pacific is an important relationship for CNW." He added that Japonica is committed to "making CNW a better railroad, improving service for all of its customers and its market areas."

Union Pacific officials said the company has three years to exercise its option for Iowa Interstate, which operates 533 miles of track and trackage rights and is marginally profitable on annual revenue of about \$25 million. Purchase of Iowa Interstate would be subject to lengthy review by the Interstate Commerce Commission.

A source close to the proposed transaction said Union Pacific would spend about \$20 million to buy all of the regional railroad. Union Pacific officials declined to discuss financial terms but acknowledged

that the cost of upgrading Iowa Interstate's mainline to handle heavy freight traffic could be between \$250 million and \$300 million.

Last month, Union Pacific's chairman, president and chief executive officer, Drew Lewis, said Union Pacific is "not going to be held hostage to a takeover" of CNW. He added that if CNW were sold, Union Pacific would switch east-west freight traffic to its own circuitous route to Chicago via St. Louis or pursue options with other railroads for a more direct rail link.

Union Pacific may have other reasons for wanting its own route to Chicago. Railroad industry executives believe Southern Pacific Transportation Co., a key Union Pacific competitor whose tracks extend as far east as St. Louis, is talking with various regional railroads in hopes of buying a line to Chicago. A spokesman for Southern Pacific, owned by closely-held Rio Grande Industries Inc., Denver, said that "entry to Chicago has been something Southern Pacific has always wanted," but declined to elaborate. (John Dillavou from The Wall Street Journal)



ROCKY MOUNTAIN



BOX 2391

DENVER, COLORADO 80201

SECOND CLASS

July
'89