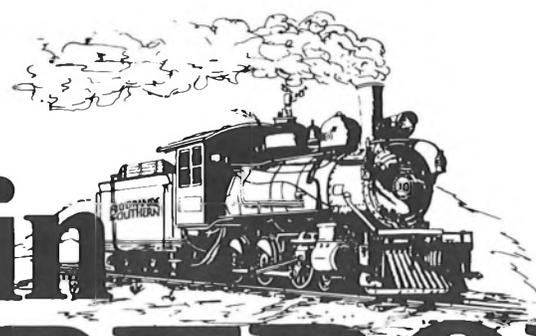


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

October 14, 1989 -- 7:30 p.m.

ANNUAL BANQUET

Denver Athletic Club, 1325 Glenarm Place.
Free parking available at the DAC's indoor
facility. Entrance is made off 14th Street
between Glenarm Place and Welton.

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 in the November, 1989, Rail Report is due no later than OCTOBER 4, 1989!!

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

October, 1989..... No. 361
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.

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.

OCTOBER 14 PROGRAM—ANNUAL BANQUET

A very special presentation of the last known 16mm copy of the "Titfield Thunderbolt". A very entertaining and amusing story of a group of rail enthusiasts who try to save train service through their town which is threatened by a bus line. When sabotage wrecks the regular steam locomotive, the famous "Titfield Thunderbolt" is placed back into service in hopes of winning a race to see which form of transportation will survive.

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.

SEPTEMBER PROGRAM

Due to the four-month early mailing program of the newsletter as established by the mailing committee, a review of the program for September will be published in October.

1989 SCHEDULE OF EVENTS

October 7-8	North Platte, NE/ UP Rail Facilities Excursion
October 14	ANNUAL BANQUET
November 14	Regular Monthly Meeting
December 12	Elections and Regular Monthly Meeting

PRESERVATION FUND AND BOOK DRAWING

The September winners of prizes will be published in October (ie., November issue of the Rail Report).

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.

NORTH PLATTE FIELD TRIP

The Rocky Mountain Railroad Club is planning a field trip to North Platte, Nebraska on October 7 and 8, 1989.

This should be an easy-going weekend of watching an extremely busy railroad mainline. North Platte is the site of Bailey Yard. The yard is considered one of the largest in the country, resting on 2,550 acres and containing 221 miles of track.

The field trip will include a tour of the Railroad Museum at Cody Park, night photo session of UP Challenger 3977 and its passenger consist, Buffalo Bill's ranch, and a guide to photo locations on each end of North Platte, as well as at the hump and diesel shops.

Unfortunately, the Club was unable to arrange a tour of Bailey Yard and shops with the Union Pacific Railroad.

Tickets for this field trip will cost just \$6.00 per person and includes a trip brochure as well as entrance to the railroad museum and Buffalo Bill's ranch. Tickets can be purchased at the September meeting or by mail, using the order form provided.

NORTH PLATTE FIELD TRIP ORDER FORM

NAME _____

ADDRESS _____

PHONE () _____

_____ Tickets @ \$6.00 each = \$ _____

Please mail order form and check or MO to:

Tom Lawry
c/o ROCKY MOUNTAIN RAILROAD CLUB
2013 So. Elkhart St.
Aurora, Colorado 80014

Should you have any questions, please call:

Tom Lawry (303) 750-2697
Alan Greene (303) 693-7922

ANNUAL BANQUET

It is our great pleasure to extend an invitation to all RMRRRC members and guests to attend the Club's Annual Banquet.

This gala event will be held at the Denver Athletic Club, 1325 Glenarm Place on Saturday, October 14, 1989. Cocktails will be available at 6:00 p.m. (cash bar); Dinner will be at 7:00 p.m., with the evening's program following dinner and door prizes.

Free parking is available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton. Please mention that you are with the Rocky Mountain Railroad Club.

Our banquet will be held in the newly, and completely, refurbished grand ballroom of the DAC. We may even be the very first party to use this newly refurbished facility!!

Dinner will consist of your choice of one of two entrees, Filet Mignon or Chicken Augusta (chicken cooked in a wine and pear sauce) plus salad with choice of dressing, vegetable, baked potatoe, rolls and butter, choice of beverage and dessert. [Please mark your entree preference on the order coupon].

Our program is quite special. Erwin Chaim has been trying to locate the last remaining 16mm print of the movie "Titfield Thunderbolt" for the past three years!! At last, he has found it! We may now thrill to the classic struggle of the magnificent TRAIN against the infamous and smelly bus that threatens to dislodge the splendour of civilized train travel over the English countryside. Be sure to be in attendance to see how this threat is repelled.

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is a mere \$20.00 per person. Tickets may be obtained by sending your check or money order to: The Rocky Mountain Railroad Club, c/o Mat Anderson, 1117 So. Clayton St., Denver, Colorado 80210, or, you may obtain your tickets at the September meeting. Please order early. Our cutoff will be Oct.9th.

ANNUAL BANQUET ORDER FORM

NAME _____

ADDRESS _____

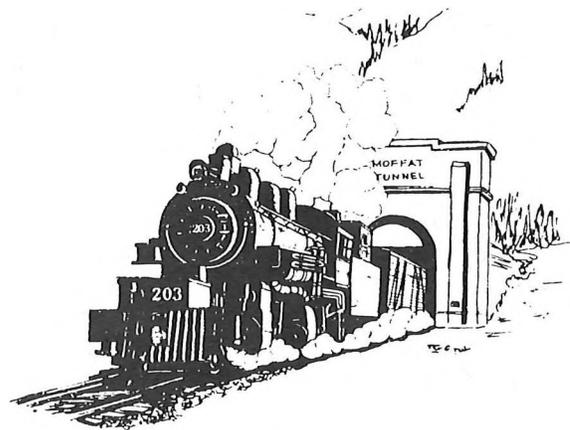
Zip _____

TELEPHONE () _____

_____ Filet Mignon @ \$20.00 ea. \$ _____

_____ Chicken Augusta @ \$20.00 _____

Total \$ _____



NEW MEMBERS

To be published in the November newsletter.

ELECTIONS

Yes, that's right!! It is time to, once again, begin thinking about the election of officers and three of the six board members.

This year's nominating committee (consisting of the holdover board members) is composed of the following three men: Bill Gould, Bob Griswold and Tom Lawry.

Should any Club member have any suggestions for nominations to any position, please feel free to approach one or more of these men at the regular monthly meetings or write to them at P. O. Box 2391, Denver, Colorado 80201.

NEWSLETTER COVERAGE OVER THE NEXT FEW MONTHS

As mentioned in the September issue of the Rail Report, the newsletter will be put together and mailed a week earlier for the next three or four months. Because of the one-time delivery problem, the Newsletter Mailing Committee, has decided to move back the mailing time to the fourth or last Wednesday of the month preceeding the month of newsletter issue.

Due to this temporary move, the newsletter deadline will have to be earlier than the monthly meetings. You will find that what was current information each month will now be delayed for an extra month. For example, information from the September meeting will NOT be in the October newsletter; instead, this information will be published in the November newsletter!!

Also, the committee is requesting that all members fill out the enclosed information slip and return it to the Club each month for the next three or four months, listing the exact date of delivery of their personal copy of the newsletter. Please return this information as soon as possible to: Newsletter Mailing Committee, c/o RMRRC, P. O. Box 2391, Denver, Colorado 80201.

DELIVERY INFORMATION SLIP

October, 1989

NAME _____

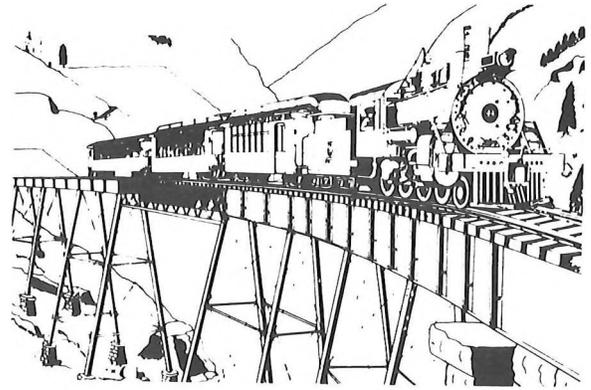
ADDRESS _____

Zip _____

Day of week and date Rail Report was

received: DAY/ _____ DATE/ _____

Thank you for your cooperation!!



GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

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.

WANTED: Would like to purchase a copy of video footage of the Club's May 24, 1987 UP 3985 excursion in Wyoming. Our personal video footage was destroyed. Please contact John K. Binder, Jr., 1424 S.W. 144 Pl., Seattle, WA 98166.

TRAIN CONVENTION

From November 4th through November 12th of this year, TRAIN will hold its annual convention in Denver, Colorado. TRAIN stands for Tourist Railroad Association INC. and the Rocky Mountain Railroad Club is a member. Since the Club has a membership, all RMRRC members are eligible to attend the convention. The first six days (Saturday, November 4th through November 9th) will be devoted to tours of the Tourist Railroads of Colorado and New Mexico. Friday, November 10th through Sunday, November 12th are for Board Meetings, Seminars and Dinners.

The Saturday seminars at Union Station are concerned with Safety Operations, Mainline Excursions, Gift Shop Management, Attracting Tour Bus Business, Disaster Planning and many other seminars related to the Tourist Railroad Business.

Friday night, November 10th, there will be a dinner in the Convention Hotel and, on Saturday evening, the Annual Banquet. The Rocky Mountain Railroad Club will provide a program on both Friday and Saturday nights after the dinners.

Cost of registration is from \$35 to \$50, depending on your status. Registration is at the Downtown Hyatt Regency Hotel. The dinner of Friday is \$25 and the Saturday banquet is \$32.50.

Registration can be made through TRAIN, P. O. Box 28019, Denver, Colorado 80228. Information may be obtained through Fran Minnich, recording secretary, at (303) 680-6217. (Carl Carlson)

ADDITIONAL LISTINGS OF TOURIST RAILROADS IN COLORADO/NEW MEXICO

Your editor missed a local tourist railroad last month. Hopefully, we now have them all listed, but, if anyone knows of anything else, please advise us.

BLACK HAWK & CENTRAL CITY NARROW GAUGE RR
P. O. Box 129
Central City, Colorado 80427
(303) 582-5856

TROLLEY TRACKS DUG UP IN DENVER

Denver contractors have brought in metal detectors to figure out how big a problem they face from pre-World War II trolley tracks buried beneath downtown streets now being rebuilt into the course for next year's Denver Grand Prix.

Old trolley tracks were uncovered the week of 20th when crews stripped asphalt from Broadway. Some of the tracks may date back to the turn of the century, when Denver had an extensive inner-city and suburban electric trolley system.

No one expected to find tracks on Broadway, stated city public works spokeswoman Amy Lingg, but the tracks explain why the street has had such a high center which has always presented problems doing asphalt overlays.

Metal detection crews will pore over the race course to find other tracks. The city has old maps showing where the tracks were-- but nothing newer to show where they are today. Some tracks have been removed in past years. In some cases, the maps are incomplete or simply wrong. For example, maps showed tracks across the intersection of Colfax Avenue and Broadway, but it took crews hours of probing to find them.

Wherever they are found, the tracks are being cut loose from their underlaying concrete base, peeled up with heavy equipment, then hauled away as scrap.

The trolley tracks uncovered on Broadway forced a major change in the race course paving program. Engineers opted to use asphalt instead of concrete to repave most of Colfax, which otherwise would have been done in concrete--a costly approach that would have required 24-hour detours of downtown traffic for up to seven weeks.

(Denver Post)



NEW DESIGN DIESEL LOCOMOTIVES BEING TESTED BY AMTRAK AND ON TEST TRACK AT PUEBLO

Rugged terrain and subzero temperatures of the Rocky Mountains and northern plains will provide a grueling test this winter for the first major design change in U.S.-built diesel-electric railroad locomotives in 50 years.

The first two models of a locomotive with a drive system using alternating instead of direct current will haul the Empire Builder, one of Amtrak's premier passenger trains, for several months from Chicago to Seattle. The Empire Builder route runs through Minnesota, North Dakota, Idaho and Montana.

The wintertime tests are intended to demonstrate that the new technology is immune to the ravages of the Snow Belt and can deliver improved performance and reliability at lower maintenance and operating costs.

Then, the locomotives will be switched to service on some of Amtrak's long-haul southern routes to hopefully prove to prospective buyers that the new design can produce the same benefits operating in searing heat.

At present, the two alternating-current units are undergoing extensive testing at the Association of American Railroads' Test Center in Pueblo, Colorado. The locomotives will be operated at speeds of up to 110 mph on a 14.7-mile test track at the Pueblo facility to determine track stability, ride-quality and braking ability. One of the units will also be subjected to rigorous rotary motion and other tests on an indoor, roll dynamics unit to further prove the overall design of the locomotives.

If the passenger application of AC technology wins acceptance, Electro-Motive officials are confident the design will be readily adapted to hauling the tremendous freight tonnage on America's major railroads.

Within a decade, they believe, the units could be well on the way to replacing the

current fleet of nearly 20,000 conventional DC locomotives in the United States.

Developed by the Electro-Motive Division of General Motors Corp. in joint venture with Siemens AG of Erlangen, West Germany, the new locomotives employ a modern version of a technology developed in the late 1800's by Siemens. The latest technology has gained wide acceptance in both Western and Eastern Europe in the past 20 years. It was first used in power plant and industrial controls, then rapid-transit cars and electric locomotives. Now it is being employed in diesel-electric locomotives in those countries.

While the application is relatively new, the rate at which it is increasing is great; however, the U.S. is lagging behind the world in that respect. Worldwide, there are either in service or on order a total of 500 AC diesels.

At the heart of the new technology is a solid-state electronic system that replaces the often unreliable commutator used in conventional DC drive systems. Because it has no moving parts, maintenance of the solid-state circuitry is reduced, and it is not vulnerable to burning or shorting out when exposed to extreme temperature, snow or other elements.

Further, because the system is modular, it is more easily replaced, reducing maintenance down time. Spokesmen have stated that they think it almost goes to zero in terms of maintenance. The development of high-power, semiconductor devices in the early 1970's made it technically feasible to create a practical alternating-current transmission system for railroad locomotives.

Until now, the same direct-current system that powered Electro-Motive's historic FT 103 locomotive set on a record-breaking, 83,764-mile test run in 1939 has been the industry standard for all diesel rail propulsion. (Denver Post)

HUGH SITE NEAR PUEBLO TESTS RAIL EQUIPMENT

As mentioned in the previous article, the Association of American Railroads, trade group for major railroads around the

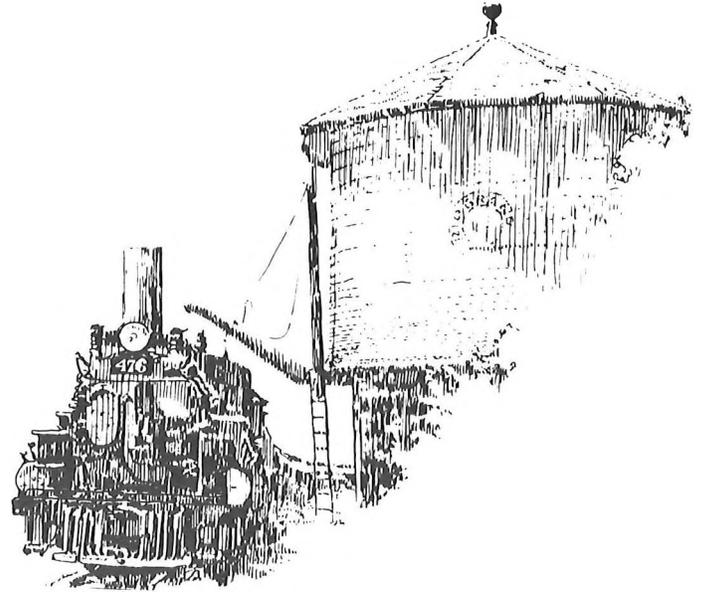
country, operates its national Transportation Test Center on a hugh site about 25 miles northeast of Pueblo, Colorado.

The center, which occupies 52 square miles, was founded in the early 1970's by the federal government as a research center, primarily for high-speed rail technology. Federal officials nearly closed the center in the early 1980's, but the association decided to keep the center open as a facility for testing rail equipment.

The center is still owned by the Federal Railroad Administration of the Department of Transportation and the railroad association operates it with funding from private and public sources. Recently, its funding has taken on an intenational flavor.

About 200 work at the center. Its major facilities include test track loops, with a high-speed loop that is 14.7 miles long. The center also has hugh mechanical treadmills, known as "dynamometers" that are capable of holding a locomotive in order to test its operating performance as though it were on a track. There is also a vibration simulator that can monitor by computer the effect of bumps and other track hazards on rail cars.

Federal testing accounts for about 40 percent of the center's budget; the balance of the testing usually is for private rail companies. Lately, the spawling facility has also attracted some foreign contracts, including work from India, China and Brazil. For a recent contract, rail was brought in for testing that was made in Beijing, China. This kind of work is becoming more important to the center. (Denver Post)



RIO GRANDE TRIMS DENVER POSITIONS

The Denver and Rio Grande Western Railroad plans to cut 65 unionized clerical workers in Denver and has offered early retirement to 100 noncontract employees. Early retirements are part of an ongoing effort to reduce supervisory ranks. The clerical-job cuts are part of a systemwide relocation of the railroad's accounting departments in Denver and Houston to the San Francisco headquarters of Southern Pacific Transportation Company.

The Denver staff, which totaled 600 in March, has undergone steady reductions since October, 1988, when Rio Grande's billionaire owner Philip F. Anschutz acquired the much larger Southern Pacific, creating one of the nation's biggest rail systems. He moved the rail system's headquarters to San Francisco last fall.

In Houston, the plan calls for 105 jobs to be cut with 73 positions relocated to San Francisco. Company officials ststed that the people involved will be protected. Some may be offered transfers, some buyouts and those who don't want to transfer will get financial protection. The railroad notified the Transportation Communications International Union of the plan July 6th. TCU, based in Washington, D.C., represents computer and clerical workers in the rail industry.



In Denver, transfers are expected to begin after December 1st and extend over an 18-month period. Houston jobs will be moved beginning October 6th.

Union representatives and management have already met twice in Denver to discuss the plan. Additional meetings are scheduled. Union spokesmen stated that these negotiations are not totally tasteful since they will ultimately lose members and employees are losing jobs. But, Union spokesmen have stated that the company has been receptive to their ideas.

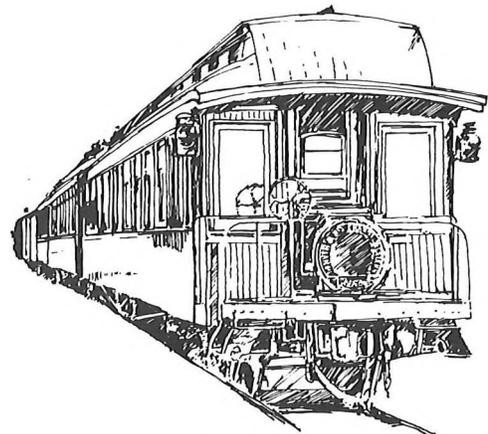
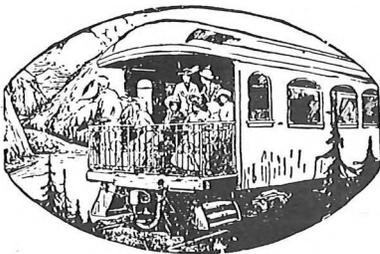
Separately, Southern Pacific recently offered early retirement buyouts to about 2,500 supervisory and nonunion workers systemwide. About 100 were offered to Denver and Rio Grande workers, half of whom are over 55 years of age and more likely to accept the package. (Den. Post)

LOCAL DEVELOPER BIDS TO BUY THE CHICAGO SOUTH SHORE

Denver developer Pat Broe is offering to buy a bankrupt, Chicago-based rail line. The Broe Cos. Inc. submitted an offer for the Chicago South Shore and South Bend Railroad, which operates a 90-mile rail line from Chicago to South Bend, Indiana. The offer will be considered by a Chicago-based bankruptcy trustee.

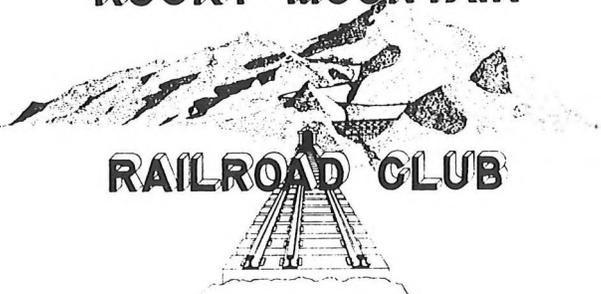
The Chicago South Shore has been operating under Chapter 11 bankruptcy since April 7, 1989.

Broe owns the Great Western Railway of Colorado, which has a 55-mile line between Longmont and Loveland, Colorado, and a short-line railroad in Oregon. (Denver Post)



ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201