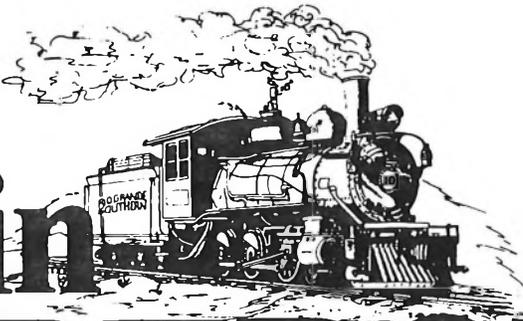


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 10, 1990 -- 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
Dave 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, 1990 Rail Report is due no later than April 10, 1990!!

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, 1990..... No. 367
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.

APRIL 10 PROGRAM—POTPOURRI

The Club's annual Potpourri Night is one of the most interesting program nights of the year!! We generally have from fifteen to twenty members provide us with 15 of their favorite slides of railroading subjects. The material is always enjoyable and extremely varied in subject matter. No one will want to miss this great production.

If you were unable to get your slides into Erwin due to two months running of snowy meeting nights, bring your slides to the April meeting and we will make every effort to show them.

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.

MARCH PROGRAM

Two months in a row, the Club experienced bad weather on the meeting night. In spite of "Mother Nature", a good number of hardy members showed up for Bob Griswold's program on the Rio Grande Southern.

Bob began his program with reminiscence of a particular trip aboard the Galloping Goose from Dolores to Ridgway in about 1946 and then proceeded to show slides of various locations and equipment on the RGS. The program was enjoyed by all and we wish to extend our thanks to Bob for his effort.

1990 SCHEDULE OF EVENTS

April 10	Regular Monthly Meeting
May 8	Regular Monthly Meeting
May 12	Denver Tramway Historical Tour
May 24-28	Grand Canyon Steam Excursion
June 2	Palmer Lake Field Trip
June 12	Regular Monthly Meeting
June 16	Club's Equipment Work Day at Colorado RR Museum
July 10	Regular Monthly Meeting
July 21	Leadville, Colorado & Southern Excursion
August 11	Boreas Pass Field Trip
August 14	Regular Monthly Meeting
September 11	Regular Monthly Meeting
October 6	Pike's Peak Moonlight Excursion on the COG
October 13	Annual Banquet
November 13	Regular Monthly Meeting
December 11	Elections and Regular Monthly Meeting

NEW MEMBERS

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

Robert Kinter	Denver, CO
Michael C. Kirby	Longmont, CO
Chris Larscheid	Colorado Springs, CO
Jim Markalunas	Aspen, CO
Donald Neltner	Chicago, IL

OUR CLUB TREASURER DERAILED

On March 12th, Club Treasurer, Bert Bidwell suffered a heart attack and was hospitalized. Bert suffered two more attacks on Thursday, March 15th and surgery for a triple bypass was performed. As of this writing (March 21st), Bert is doing very well and is expected to return home on either Sunday or Monday, March 25 or 26.

The Club wishes to extend our good wishes to Bert and also wish him a speedy recovery.

Any Club members who might wish to send Bert a card or note may do so to 2300 Locust Street, Denver, Colorado 80207.



THE GRAND CANYON EXCURSION

It came as quite a surprise to the Trip Committee to have the Grand Canyon Excursion sell out in just a week and a half!!

At this point, the Club has asked Alpine World Travel to maintain a waiting list should someone need to cancel their reservations. You may contact Al Miller at Alpine World Travel, 1555 South Havana St., Aurora, Colorado 80012. (303) 752-0900.

PRESERVATION FUND AND BOOK DRAWING FOR MARCH

Prizes and winners at the March 13, 1990 meeting are as follows:

Warren Hidahl / A Treasury of RR Folklore
Gary Ellison (NY) / Canadian Pacific Booklet
John Holzman / 50th Anniversary RMRRC Caboose
Russ Rigtrup / USRA 2-8-8-2 Series Booklet
Mat Anderson / D&RGW Timetable #1
Doug Junda / UP Diesel Photographs [Jackson Thode Photos by Tom Klinger]
Jack MacLennan / Northern Pacific Poster
Don Webster / Official Guide or RR's, 1969
Gene Martin / Southern Pacific Belt Buckle

Donations of items to be used as prizes are appreciated. If Club 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.

Out-of-the-area members can also participate in the monthly drawing. They may contact Roger at the above address for details.

The continued support of the monthly book drawing is greatly appreciated.

OUR MEETING ROOM

Denver-area members who are able to attend Club meetings are aware of the nice facility we have had for our monthly meetings. Each year the Board of Directors makes a contribution to Christ Episcopal Church for the use of the meeting hall, but, this year a special donation of \$500.00 was made in addition to our regular gift. This was made to help in the financing of a new addition to the church and remodeling of the hall which we use (including the installation of air-conditioning). The Board wishes to make Club members aware of this donation and the nice letter of thanks received from the church's treasurer, Mr. William W. Cozad.

MAY 12 DENVER TRAMWAY HISTORICAL TOUR

It is hard to believe that almost forty years have passed since that gloomy, overcast, rainy day of June 3, 1950 when Denver said "goodbye" to the Denver Tramway trolley car fleet. That day, the aging big yellow streetcars ceased operation on Denver streets and were replaced by shiny new cream and maroon General Motors diesel buses and Marmon-Herrinton rubber tire trolley coaches the next morning.

For the 40th anniversary of that occasion, the Club is formulating plans with RTD to run a historical Denver Tramway tour on Saturday, May 12, 1990, hopefully chartering restored Denver Tramway diesel bus number 119.

It is planned to cover some of the old city streetcar routes where, occasionally, some of the old rail still continues to sprout up through the asphalt overlay, old Tramway landmarks and facilities, and perhaps a ride on the present Denver Rail Heritage Society's operating trolley along the banks of the Platte river between 15th St. and old Colfax Avenue.

Watch for further information in the May Rail Report. (Joe Priselac)



UPDATE FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

A summary of the D&SNG's recovery was received from Amos Cordova and we present this information for your reading pleasure:

By now you all know that we quite successfully recovered from the February 10, 1989 fire that destroyed our roundhouse. The last of our locomotives to be restored (No. 473) was put into service on September 19, 1989.

Groundbreaking ceremonies for construction of our new roundhouse were held on August

1, 1989. Completion of construction and open house dedication ceremonies of the new roundhouse was held on February 10, 1990 and attended by 1800 interested people.

The new roundhouse contains 7 new engine stalls, 8 engine storage stalls, tracks 1 thru 10, a new welding shop area and small storage shop, with a total square footage of 16,800 feet. We are now able to house all our equipment that sat outside all these years. A complete new back shop and office area were also added. The new shop contains 27 new machines including a quartering machine, a 57" wheel lathe, 200 and 600-ton presses made by D&SNG forces and a 20-ton traveling crane. The total square footage of the entire roundhouse is 36,000 feet. Needless to say, our roundhouse employees are ecstatic with their new facility after working outside for almost a year. Also, working in and around the construction crews was no easy task. We are now totally self-sufficient and for the first time we can do all our own wheel work. Oh, by the way, in case your interested, the new roundhouse cost was \$2 million plus.

Our 1990 season at this time looks real good. Reservations are coming in quite well. No new equipment will be added and our operating schedule will remain the same. The Animas River Railway "Railbus" will operate on a new schedule.

Something new for 1990 will be the beginning of 45-minute guided "yard tours" daily, May through October. \$5.00 per person includes all our facilities.

A D&SNG photographers special will run on September 23, 1990, departing Durango about 10:00 a.m. to Silverton. Several photo run-bys will be made at our regular fare of \$37.15 per adult. Come join us at what may be an annual event.

We thank you for your continued support and look forward to seeing you aboard "The Silverton". (Amos Cordova, D&SNG RR)



1990 SCHEDULE:

San Juan Express 7:30am June 18--Aug. 19
1st Silverton Tr. 8:30am May 5--Oct. 28
2nd Silverton Tr. 9:30am May 19--Oct. 14
3rd Silverton Tr. 10:15am June 4--Sept. 2

1990 RATES: [Roundtrip]

Adults & Children, 12 or older..... \$37.15
Children, ages 5 through 11..... \$18.65
Parlor Car (21 yrs. min. age)..... \$63.85

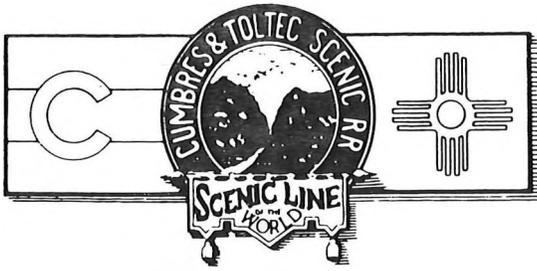
Durango Ticket Office: (303) 247-2733
479 Main Avenue
Durango, Colorado 81301

Parking Fares: Cars...\$5.00 / RV's...\$7.00

FURTHER INFORMATION ON THE CADILLAC & LAKE CITY

The following is quoted from the March issue of the Colorado Midland Rails of the Colorado Midland Chapter of the NRHS:

"Howard Noble told a meeting of the volunteers in Falcon, 'We ran out of money'. The road was shut down on January 18, 1990. The financial burden; insurance, legal fees, and maintenance of the road and equipment was ever increasing, even though the company has had a growing passenger business. The freight business has never met expectations. Noble praised the efforts of the staff, mostly volunteer, 'Without the efforts of the volunteers this line would have been scrapped 5 years ago.' 'Cadillac and Lake City is forever dead.' A meeting with the owners of the roadbed didn't raise the hopes of the company. The line will probably not be abandoned and scrapped. There are rumors that there are other groups that would like to operate the line. The connection with the D&RGW on the west end is essential to any success. Noble said, 'We were that close to getting the west end.' We will have to wait and see what happens, but we are very sorry to see it close. The chapter has been closely tied to the C&LC, and some of us now understand more about what it must have been like for the employees of the Colorado Midland, CS&CCD and Midland Terminal."



UPDATE FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

As with the D&SNG, the 1990 schedules have been received from the C&TS. We offer the following information for your use and information:

TIMETABLE, RIDE-OPTIONS AND FARES:

Daily Service from May 26 to October 14,
1990

1. ROUND TRIP LEAVING CHAMA, to Osier stop, and return.

Departure at 10:30am Return at 4:30pm
Fares: Adults \$29.00, Children 11 yrs & under \$11.00

2. ROUND TRIP LEAVING ANTONITO, to Osier stop, and return.

Departure at 10:00am Return at 5:00pm
Fares: Adults \$29.00, Children 11 yrs & under \$11.00

3. THROUGH TRIP FROM CHAMA to Antonito by train, return by van:

Departure at 10:30am Return at 6:35pm
Fares: Adults \$43.50, Children 11 yrs & under \$21.00

Note: Includes a scheduled 35 minute lay-over in Antonito.

4. THROUGH TRIP FROM CHAMA to Antonito by van, return by train:

Departure at 8:00am Return at 4:30pm
Fares: Adults \$43.50, Children 11 yrs & under \$21.00

5. THROUGH TRIP FROM ANTONITO to Chama by train, return by van:

Departure at 10:00am Return at 5:30pm
Fares: Adults \$43.50, Children 11 yrs & under \$21.00

6. THROUGH TRIP FROM ANTONITO to Chama by van, return by train:
Departure at 9:15am Return at 5:00pm
Fares: Adults \$43.50, Children 11 yrs & under \$21.00

7. THROUGH TRIP leaving Chama or Antonito with your own return transportation:

Fares: Adults \$39.00, Children 11 yrs & under \$18.50

8. "OVERNIGHT SPECIAL" PACKAGE.

Leave Chama, and stay overnight in Antonito. Or leave Antonito, and stay overnight in Chama. The "Overnight Special" Package includes the return-trip train ride, lunch at the Osier stop, dinner and breakfast, and hotel accommodations arranged by the Railroad. Reservations and prepayment are *required*.

Due to sizes of our communities we are limited in accommodations and restaurants. Certain restrictions apply.

PACKAGES FARES: Per adult, double occupancy, from \$121.00 each

Per child, double occupancy, from \$55.00 ea.

Per adult, single occupancy, from \$131.00.

Prices subject to change without notice.

ANTONITO DEPOT: P. O. Box 668, Antonito,
Colorado 81120
Phone: 719-376-5483

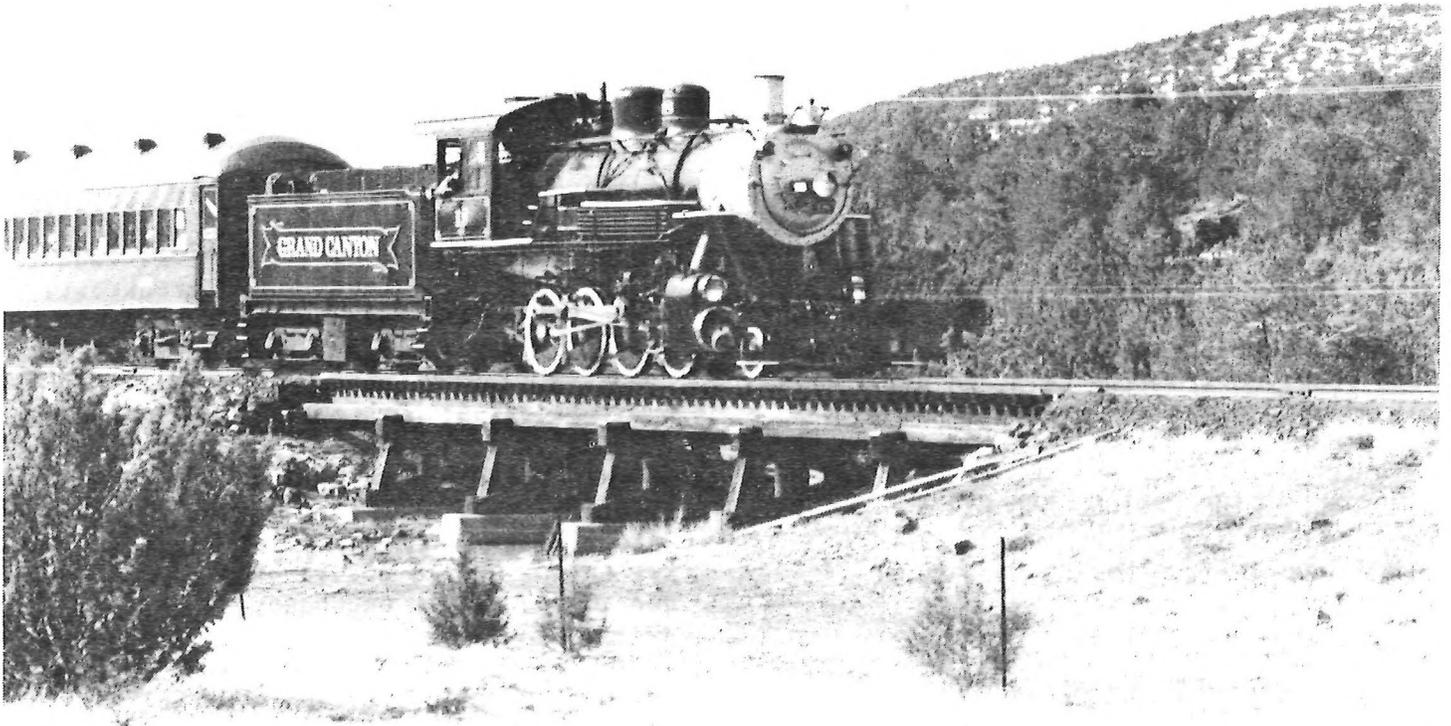
CHAMA DEPOT: P. O. Box 789, Chama
New Mexico 87520
Phone: 505-756-2151

[Editor's note: Contact the Chama Depot during winter months. If you should get an answering machine, please be advised that you will have your call returned quickly]

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: 1st Edition (1965), Yonder Comes The Train, The Story of the Iron Horse & Some of the Roads It Traveled, by Lance Phillips, 10½" wide by 13½" high, with Dust Cover. \$40.00. Bob Stone, P. O. Box 17, Franktown, CO 80116. (303) 688-9126.



The Grand Canyon Railway's No. 18 is seen crossing one of many trestles along the line, this one located a few miles outside Williams. The date was March 8, 1990, one week after the official 1990 season opening of March 1st. The engineer that day was Marty Fischer, former engineer on the C&TS RR. (Jim Trowbridge Photograph)

THE GRAND CANYON RAILWAY EXPANDS SCHEDULE

High demand for seats on the historic 1901 Grand Canyon Railway among individual travelers and tour groups has forced the company not only to increase the number of seats available, but to do it well ahead of schedule. The Railway responded by beginning daily train service on March 1st, a month earlier than its official season opening of April 1st.

Additionally, a second train run will be offered beginning April 1, two months earlier than originally planned. [Your editor visited the Grand Canyon Railway enroute to the Canyon on March 8th and talked to Club member, Russ Fischer (formerly with the C&TS) at the Company's shops. Russ

and numerous other employees were hard at work on passenger equipment and, most notably, another 2-8-0 steam locomotive which "will" be ready by April 1st.] In spite of the short notice of an early opening, the company had reservations for every day in March and much of April.

The long-day trip includes traveling in authentically-restored 1920's Harriman coach cars across northern Arizona's plains and forest lands, arriving just steps from the Grand Canyon's South Rim at the historic 1908 depot. Complimentary refreshments and entertainment are included in the round-trip fare: adults, \$47.00; children under 12, \$23.00.

As of March 1, the Williams Flyer departs daily from the Williams Depot at 10:00 a.m.; arrives at the Grand Canyon about 12:45

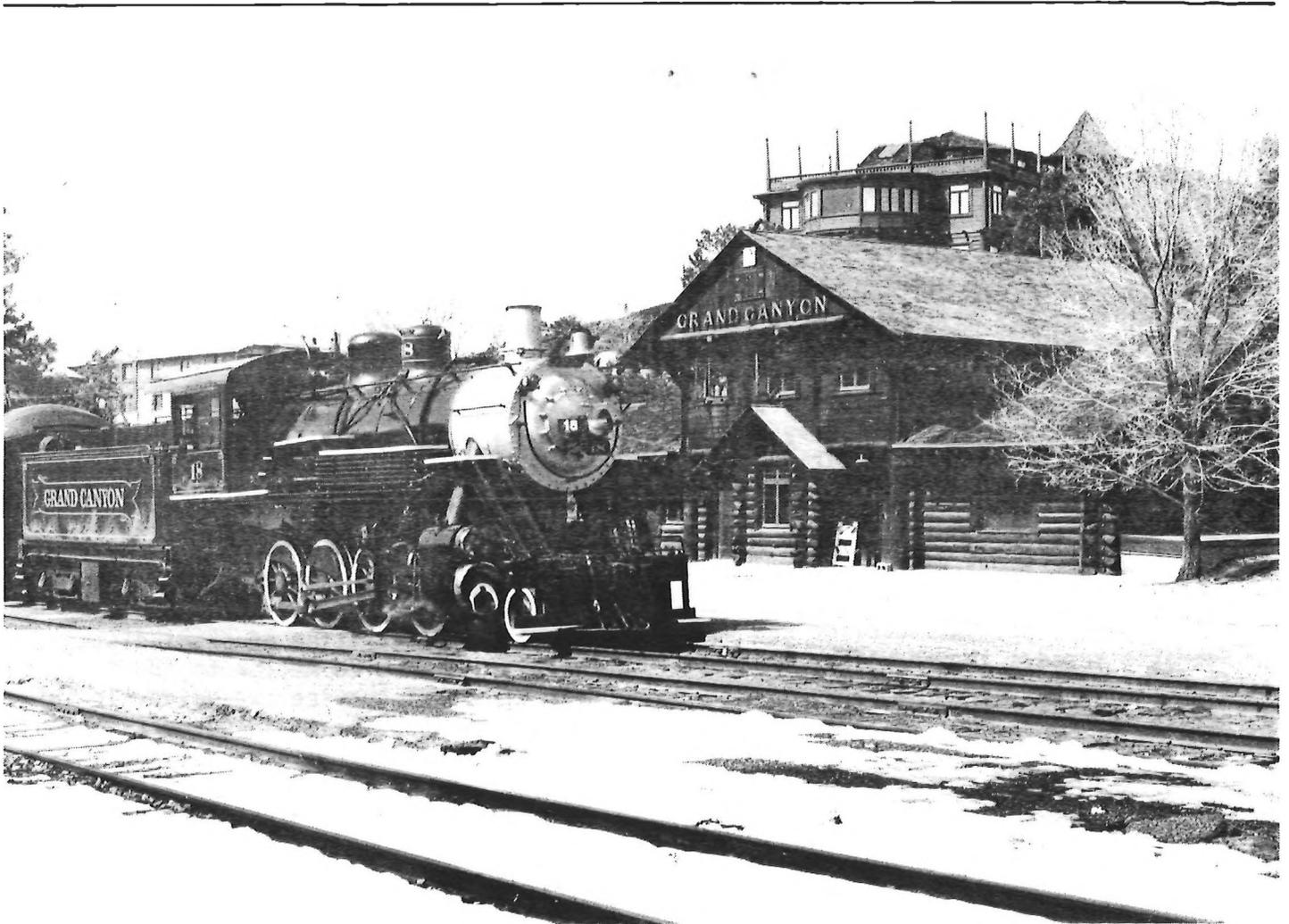
p.m.; re-boards at 4:30 p.m. and returns to Williams at approximately 7:15 p.m.

Beginning April 1, an additional train will be scheduled. The "Bucky O'Neill Express" will depart the Williams Depot at 8:00 a.m., arriving at the canyon about 10:45 a.m.; re-boarding at 2:30 p.m. and returning to Williams about 5:15 p.m.

Last fall, the steam train was only scheduled to make its historic reinaugural run on September 17, 1989, 88 years after the railway's first run to the canyon and then start passenger runs on April 1, 1990. But demand was so great that 21 weekend

trains were scheduled during the Christmas holidays, selling out within days of being scheduled. At year's end, the railway had run 33 weekend and holiday trains and had carried nearly 14,000 passengers.

Currently, the number of calls per day in the reservation center is approaching 1,000 according to Kristin Almquist, railway sales manager. "If this is any indication of our upcoming 1990 season, we should carry more than 200,000 passengers." "Early reservations are highly recommended, especially for weekends, holidays and the summer months." The toll-free number is 1-800-THE-TRAIN (1-800-843-8742).



Engine No. 18 of the Grand Canyon Railway has arrived at the Grand Canyon's Depot on March 8, 1990. It was a grand sight to see the yards cleaned up from overgrowth of trees and shrubs and a train parked in front of the handsome log depot, situated beneath the famous El Tovar Hotel. The rim of the Canyon is only a short walk from this point, allowing the park's visitor's arriving by train to quickly obtain their first view of the Canyon from the South Rim.

(Jim Trowbridge Photograph)

AMTRAK NEWS

Amtrak continued to break records in revenues, passenger miles and costs covered by revenues during the fiscal year that ended September 30, 1989. During the previous fiscal year, 1988, the National Passenger Corporation also set records in these three key categories as well as reaching an all-time ridership record of 21.5 million passengers carried on Amtrak trains.

Total revenue for FY89 reached \$1.27 billion, a 14.7 percent increase over FY88's previous record of \$1.1 billion. Passenger-related revenue climbed 13.6 percent, from \$766 million in FY88 to \$870 million in FY89. Passenger-related revenue includes receipts from fares and food-service sales. The balance of the revenue total is derived from such sources as revenue enhancement activities, the carriage of mail and express shipments and real estate income.

Total passenger miles rose in FY89 to an all-time record of 5.9 billion, topping FY88's record of 5.7 billion passenger miles by 3.2 percent. (A passenger mile is one passenger carried one mile). The increase in passenger miles results from the longer average distance traveled by Amtrak passengers during the fiscal year, up from 264 miles in FY88 to 274 in FY89.

Accompanying this volume increase was a one-half percent decline in the number of passengers carried, 21.4 million compared to 1988's 21.5 million. This decline was due to Amtrak's success in generating longer-distance trips and due to a somewhat reduced car inventory arising from a more aggressive program of equipment maintenance during the year.

Again setting an all-time record was Amtrak's revenue-to-cost ratio, up from 69 percent in FY88 to 72 percent in FY89. Revenue earned during FY89 covered a larger percentage of Amtrak's cost than at any time in the company's history. As recently as 1981, Amtrak covered only 48 percent of its costs.

GOAL FOR THE 90's: Eliminate Operating Subsidy

The revenue-to-cost ratio is the most important indicator of the corporation's financial health, since it is a measure of how closely Amtrak approaches full cost recovery. The difference between revenues and costs, made up by federal appropriations, has diminished steadily over the past nine years, expressed in constant dollars. The corporation's goal is to continue to cover larger and larger portions of costs in the hope that the need for operating subsidies would be eliminated by the end of the year 2000. If that goal is reached, Amtrak would become the only major national rail passenger carrier to do so.

In order to achieve this ambitious goal, Amtrak will continue to require federal capital grants to modernize and expand its facilities and equipment fleet, realize cost savings and increase revenues.

One important capital need is new passenger cars and locomotives, both to replace aging equipment and to expand passenger capacity on Amtrak's system. In many markets, Amtrak has reached virtual passenger saturation, with little additional capacity available due to an acute shortage of rolling stock. Amtrak has recently been able to obtain private-sector financing for some locomotives and more than 100 short-distance coaches, but federal capital grants are needed for additional purchases of equipment. These grants would be used to supplement additional private sector financing for new cars and locomotives.

MODEST SERVICE EXPANSION

The recent acquisition of short-distance coaches had enabled Amtrak to adopt a program of modest service expansion. In late 1989, additional train frequencies began operation between Chicago and Milwaukee and between Oakland and Bakersfield, Ca. Both of these new services are partially state funded.

On January 20, 1990, Amtrak took another step towards its corporate goal of making daily all its remaining tri-weekly trains. On that date, the Chicago-Houston/San Antonio "Texas Eagle" began daily operation after operating only three times per week in each direction since 1981. Remaining tri-weekly trains are the New York-

Cincinnati-Chicago "Cardinal" and the New Orleans-Los Angeles "Sunset Limited." They will eventually become daily services when sufficient quantities of new inter-city passenger cars become available through planned capital programs.

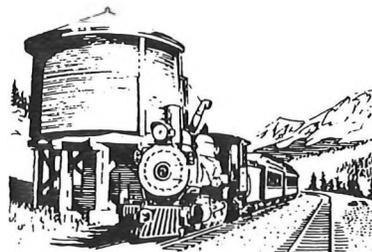
During 1989, Amtrak started the first new high-frequency corridor service since the company began operations in 1971. Service to and from Atlantic City, N.J., began May 23, 1989, with runs direct from Washington, New York and Philadelphia. The New York service was extended to New Haven, Ct., in October, and plans call for extension of the Washington train to Richmond, Va. in 1990. Another potential addition could be an extension of Atlanta City-Philadelphia service to Philadelphia International Airport, greatly expanding the marketing reach of the train service.

Another milestone achieved during 1989 was the restoration of the Washington, D.C.-Montreal "Montrealer," which had been suspended since April, 1987, due to poor track conditions in Northern New England. The popular train had been sorely missed by skiers, vacationers and other travelers between the mid-Atlantic states and Northern New England and Quebec. With the addition of a new Claremont Jct. station stop on the Montrealer's route, New Hampshire became an Amtrak destination for the first time.

During FY89, Amtrak extended the routes of two existing trains, the New York-Florida "Palmetto" and the Chicago-San Antonio "Texas Eagle." The Palmetto's southern terminus was moved from Savannah, Ga. to Jacksonville, Fla., and the Texas Eagle began serving Houston via a connection at Dallas. These enhancements were made in November, 1988.

In Alabama, Amtrak inaugurated Birmingham-Mobile service in October, 1989, utilizing existing equipment that had previously laid over in Atlanta on the daily "Crescent" run between New York and New Orleans. This state-supported service permits direct rail travel between Mobile, Montgomery and other Alabama points to New York and intermediate cities such as Atlanta and Washington.

[Amtrak News: January 9, 1990]



NEWS FROM THE FRIENDS OF THE CUMBRES & TOLTEC SCENIC RAILROAD

The Friends of the Cumbres & Toltec Scenic Railroad is sponsoring its Second Annual Moonlight Train Ride on the C&TS on July 7, 1990. The trip will leave Chama, New Mexico at 3:30 p.m. and arrive at Osier at 6:45 p.m. where a steak dinner will be catered. A photo stop is scheduled enroute to Osier. The return trip will depart at 8:30 p.m. with an 11:00 p.m. arrival back in Chama...under a Full Moon!! Tickets are \$45.00 for adults and \$25.00 for children.

For further information about the trip, you may call Hugh Wilson at (303) 744-6250 or send your reservations to 7801 Academy N. E., Building 2, Suite 102, Albuquerque, New Mexico 87107. Make checks payable to the Friends of the Cumbres & Toltec Scenic Railroad.

Last year's trip was truly spectacular and sold out very quickly so get your reservations in early! (Hugh K. Wilson)

[Editor's note: The Friends is a non-profit corporation, recognized by the Internal Revenue Service to receive tax-deductible contributions. It has been determined that \$20.00 of the adult ticket price may be considered a charitable contribution and deductible for federal income tax purposes]

UNCLE SAM WANTS YOU

Uncle Sam's postal service wants you in a U.S.P.S. tee shirt. After giving the I.R.S. the shirt off our backs every year, we now have the opportunity to have an official U.S. tee shirt that can be ordered from any Post Office, depicting a series of 22¢ stamps which featured some very early steam locomotives. The shirts are good quality Hanes (USA made) and sell for only \$7.50. (Peter Gilbert)

OBSERVATIONS

Years ago, when my boys were very small, I used to take them out to the Colorado Railroad Museum. Now its my grandson's turn to make these visits while I enjoy reliving old times. One difference, however, is that there is so much more to see today compared to the 60's with the addition of so many pieces of railroad equipment.

Back in November, Phillip and I visited the Museum during a steamup. We chose to ride in the caboose and as the train rolled up and down the track, I proceeded to tell Phillip about the meaning of the various whistle signals and pointed out the various pieces of rolling stock as we passed by. We eventually made it up into the cupola of the caboose and this became quite a treat to the child as a different perspective was realized looking down on the scenery and railroad cars.

This trip having been a breakthrough for Phillip as far as enjoying the museum, we decided to return for the Santa Clause steamup in December. The first objective of the day was to view the Denver HO Club's layout in action for the season. The HO Club has extensively detailed the layout over the years and Phillip is beginning to find new and exciting things each time we visit.

The train had made a run up and back while we were in the museum depot and so we decided to board the passenger car in which Santa was riding. There we were in an authentic narrow gauge passenger coach, running behind an historic narrow gauge steam engine with whistle blowing, and, eagerly anticipating an opportunity to tell Santa what Phillip wanted for Christmas!! Now guess what? Did my grandson tell Santa he wanted a train for Christmas? NO! He told Santa he wanted a BIG RED FIRE TRUCK! Where had I failed? Santa softened the blow to me by providing a candy cane for each of us.

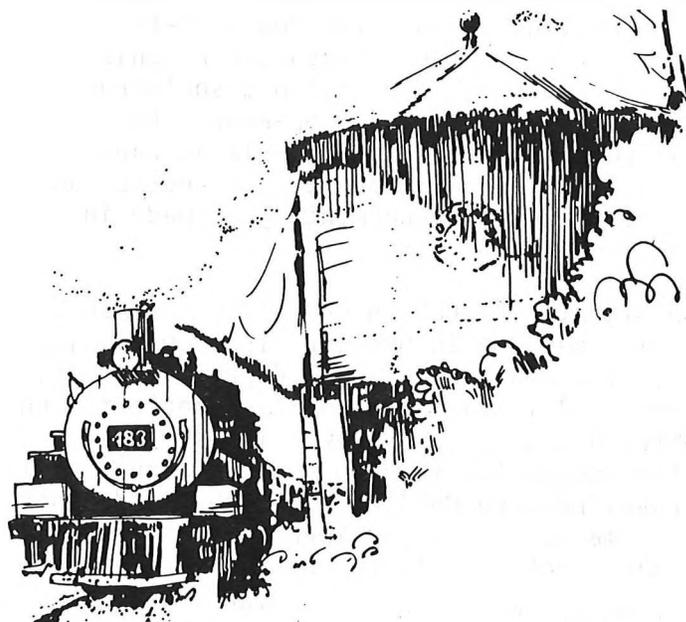
The crowds had left by this time and I figured another cupola ride would be good for Phillip. He was intrigued by the fact that people cooked, slept and even went to

the bathroom in the caboose, making it a small "house on wheels."

After returning to the depot area, Phillip got to watch the fireman shoveling coal and working at the fire box. We also went over to the K-37 and climbed into the cab where he was able to reach a few of the levers and was able to play engineer for awhile. I have some great photos of all this and will treasure these for years to come and hope he will too. And, I hope that visits to the Colorado RR Museum become a regular outing for the two of us. What a great place the museum is to learn about railroad history. The displays, equipment and artifacts are priceless. I urge everyone to take the time to visit the museum as soon as possible.

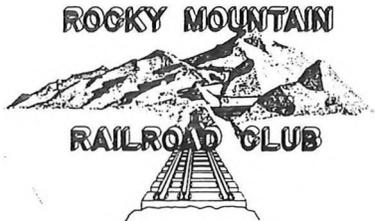
I find that there is a great bonding between children and adults where trains are involved. There is something special about railroading, even model railroading. Perhaps its just spending quality time with our children. Yes, Phillip did get his big red fire truck from Santa (Grandpa and Grandma), but...when the Lionel train was running around the Christmas tree, the fire truck seemed to run out of gas!!

(John Dillavou--Past President; edited by Jim Trowbridge)



GEORGETOWN & THE LOOP

THE 50th ANNIVERSARY PUBLICATION
of the



Looking for a gift for a friend who is also a railroad buff? Why not consider purchasing a copy of the Club's 50th Anniversary book...Georgetown and the Loop. The Club can even send the book directly to who ever you choose. Just add the shipping cost and a gift card and we'll do the rest. And, heaven forbid, you have not purchased your own copy, do so today!!

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

NAME _____

ADDRESS _____

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



NEWS FROM THE COLORADO RAILROAD MUSEUM

The Colorado Railroad Museum is holding their Mail Auction No. 27. A large 8-page flyer is now available. It contains hundreds of items ranging from books to railroad hardware. Many unique and historic items appear. There is Something for Everyone!! The closing date for bids is April 30, 1990. You may obtain a copy for your information and use by sending a large, stamped, self-addressed envelope (No. 10 envelope) to:

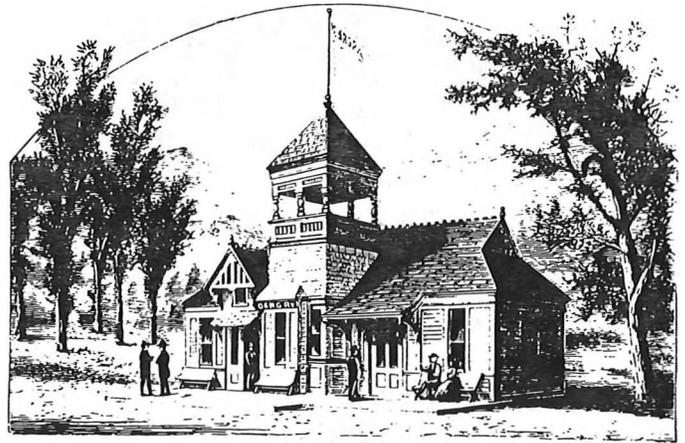
Colorado Railroad Museum
P. O. Box 10
Golden, Colorado 80402
(303) 279-4591

[A current merchandise catalog sheet is also available should you be looking for railroad books. Not only can you find an excellent selection to choose from, but you can have a part in supporting the museum. ALSO, the museum's Iron Horse News is a great source of current information about railroading as well as some interesting historical notes. You can subscribe to the Iron Horse News by just sending six (6) stamped, addressed standard No. 10 (4x9½") envelopes to Iron Horse News, P. O. Box 10, Golden, Colorado 80402.

An interesting historical note mentioned in the February, 1990 (No. 155) issue of the Iron Horse News answered a question that has been plaguing your editor, as well as others, for a number of years. There is a giant ponderosa pine just outside Chama which looks like, and is today referred to as the Jukes' Tree. But, the one notable picture by Fred Jukes does not look like this location. The Iron Horse News reports the following information:

Back in 1908 or so, Fred Jukes took

pictures of the eastbound passenger train departing Chama about 2:30 PM at two different locations, each marked by a tall ponderosa pine at the south side of the track. The best known and still popular site for trains of the C&TS is between the river bridge and the highway crossing just a half-mile from the station. The other site was another half-mile at Mile Post 343, where unfortunately brush has grown up, but in the 1940's and 1950's it was still a site for much picture taking. To the engine crews this site was important as it marked the beginning of the 4% grade to Cumbres and the sharp rapid exhaust of the 470's would get even sharper, while lower growl of the 480's and 490's would take on strength. The photo fans enjoyed the increased smoke. From this point the larger engines would settle into their 14-mph "gait" for the long pull, while the 470's would step along a few miles faster, especially if they had the winter consist of four cars. Back in Jukes' time the little 2-8-0 types would work hard at nine to eleven miles per hour, which was their most efficient "gait." An interesting article on the photo sites is to be found in current Railfan, written by Greg Monroe. Broad's mill had a spur at MP 343 from 1908 into the 1920's. The grade is still visible.]



DEPOT AT PALMER LAKE.

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.



ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

DONALD W. ZIELESCH
3953 W. ELDORADO PL.
DENVER, CO 80236

