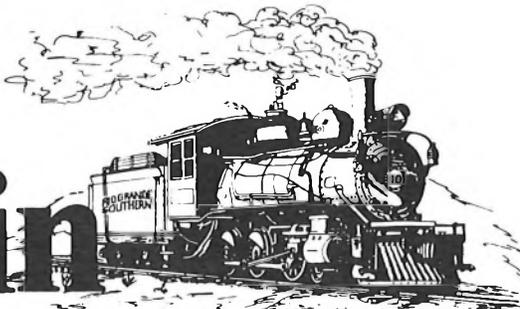


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 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
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 August, 1990 Rail Report is due no later than July 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
Denver, Colorado 80201

July, 1990..... No. 370
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.

JULY 10 PROGRAM

"Railway Postal Service in Colorado" is the theme of the July program, as presented by Club member, Jim Ozment.

Jim's slide presentation will cover the history of Railroad Postmarks and RPO cars. Jim has presented several excellent programs over the past few years and each has been very educational and informative.

We cordially invite you to attend the July meeting. You will not want to miss this meeting!! (Joe Priselac)

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.

NEW MEMBERS

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

Peter Donoher	Leadville, CO
Rita Hinz	Switzerland
James R. Ingram	Littleton, CO
Leroy R. Jacks	Blackwell, OK
Bruce A. Lovell	Boulder, CO

JUNE PROGRAM

Club members and guests were treated to a travelogue by Rosy Griffiths on China and some its rail service. While not strictly a railroad program, the photos of family life and culture and the distinctive customs and traditions of the Chinese people were of great interest. Our thanks to Rosy for this informative program.

1990 SCHEDULE OF EVENTS

July 10	Regular Monthly Meeting
July 28*	Leadville, Colorado and Southern Excursion
August 4*	Platte Valley Trolley Trip
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	Regular Monthly Meeting
November 13	Regular Monthly Meeting
December 11	Elections and Regular Monthly Meeting

*Please note these two dates!! The August 4th date is a NEW excursion, not previously listed, and, the July 28th date is a CHANGE. Please make a note of these changes to the 1990 Schedule of Events.

JUNE 12 PROGRAM

We also wish to thank Erwin Chaim and Keith Kirby for sharing a newsreel with us about the Club's recent Historical Denver Tramway Excursion.

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the June 12, 1990 meeting are as follows:

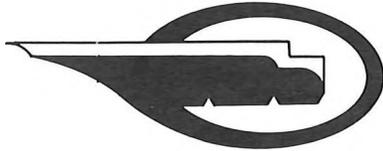
Bert Bidwell / America's New Railroads
Bill Youder / Ticket To Silverton
Darrell Taylor / RMRRRC Trilogy Booklet: Steam Tramways of Denver, The Colorado Eastern RR, and, Denver, Longmont and Northwestern
Gene Martin / Belt Buckle
Erwin Chaim / A Century of Passenger Trains
Tom Lawry / Set of Post Cards
George Ek / UP Lantern
Jim Earhart / Booklet: General Palmer and the D&RG RR
Phil Wise / Print: UP Overland Limited
Ray Wetmore / Miscellaneous D&RGW Pamphlets
Alan Wise / UP Centennial Calendar

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.

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.

Leadville, Colorado & Southern



Railroad Company

THE LEADVILLE, COLORADO & SOUTHERN EXCURSION

On July 28th [Originally scheduled for July 21st], the Club will offer a trip on the Leadville, Colorado & Southern Railroad. We will take the afternoon train, which departs at 2:00 p.m.

The Leadville, Colorado & Southern management has agreed to let us tour their shop facility at 1:00 p.m. Full details will be sent with tickets as to where we will meet in Leadville.

Leadville has a lot to offer visitors and we suggest the following possible tours and places to see prior to our excursion:

- Healy House and Dexter Cabin, 912 Harrison. An 1899 living history tour with costumed guides; a Colorado Historical Society facility.
- The National Mining Hall of Fame and Museum, 120 West 9th (in the old High School).
- The Matchless Mine (Baby Doe Tabor Museum)
- Tabor Home, 116 East 5th.
- Heritage Museum and Gallery, 102 East 9th.
- Melodrama. If you choose to stay overnight in Leadville, or, just for the evening, the Tabor Opera House presents its summer melodrama "The Sour Stone Medicine Mine" at 8:00 p.m. The Baby Doe Dinner Theatre may be reached by calling 1-486-2610.

(12 and under). Tickets may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Carl Carlson
2794 So. Eaton Way
Denver, Colorado 80227

Phone: 985-0975

[Please note the date change to July 28th]

TICKET ORDER FORM

Please send _____ tickets on the following basis:

_____ Adults @ \$14.50 ea. \$ _____

_____ Children @ \$8.50 ea. \$ _____

Total \$ _____

Please include a self-addressed, stamped envelope with your order, or, tickets may be purchased at the July meeting.

Please Print or Type...

NAME _____

ADDRESS _____

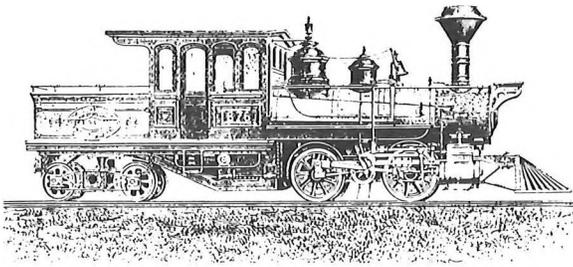
Zip _____

PHONE () _____

(Carl Carlson)



Tickets for this excursion are priced at \$14.50 for Adults and \$8.50 for children



BOREAS PASS FIELD TRIP

Now that summer is finally here, it's time once again to head for the hills for a day of chasing ghost railroad grades with the RMRRRC, this time over 11,481-foot Boreas Pass. Join trip leaders, Rich Dais and Tom and Cathy Lawry, on Saturday, August 11, as we explore this historic crossing of the Denver, South Park & Pacific Railroad, with stops in Breckenridge, Baker's Tank, Farnham Spur, Boreas Summit, and on to Como. Along the way, we will enjoy another fine catered lunch, provided by Ranniger's Roadbed Commissary.

The cost for the guided tour, trip brochure and lunch is just \$8.00 per person. August will be here before you know it, so send in the attached order form as soon as possible. Please make checks payable to: ROCKY MOUNTAIN RAILROAD CLUB and enclose a stamped, self-addressed envelope and mail to:

Rocky Mountain Railroad Club
c/o Rich Dais
1055 Logan Street, #706
Denver, Colorado 80203

Final details and meeting place will be sent with tickets.

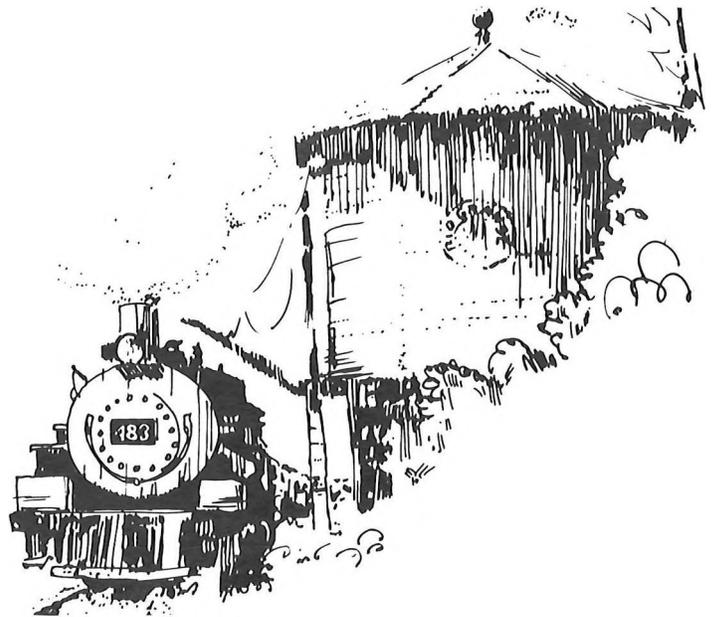
Please send _____ tickets @ \$8.00 each. I enclose \$ _____ in full payment.

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____



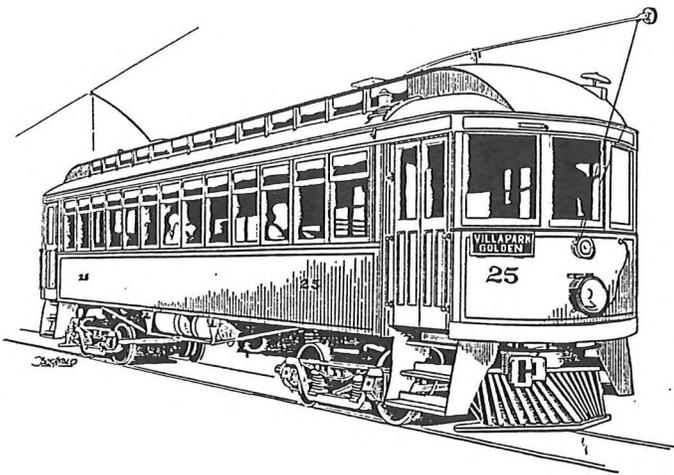
WORK WEEKEND OF THE FRIENDS OF THE CUMBRES & TOLTEC

The Friends of the Cumbres & Toltec Scenic Railroad will hold their annual Work Weekend in Chama on August 16, 17 & 18, 1990. Response has been so great these past few years, that the group will have to be limited to 100 this year.

Full days will be put in on Thursday, Friday and Saturday. Many projects will be organized, providing work for all levels of talent. Previous accomplishments have been extremely impressive and the C&TS property shows the results of the volunteer labor.

Special side benefits to this program include a dinner on Friday night, a program on Saturday night, Breakfast on Sunday morning, and, a special seminar presented by Mark Smith, editor and publisher of Locomotive & Railway Preservation Magazine. This seminar will discuss preservation as it applies to the C&TS. In addition, the volunteers will be treated to a train ride on Sunday, the 19th.

Further information can be obtained from the FRIENDS, P. O. Box 222, Chama, New Mexico 87520; Bill Lock, Attorney at Law, 7801 Academy N. E., Bldg. 2, Suite 102, Albuquerque, New Mexico 87109, (505) 822-8200; or, Hugh K. Wilson, 2661 So. Logan Street, Denver, CO 80210, (303) 744-6250.



**"WESTWARD HO THE TROLLEY"
AN ADDED CLUB EXCURSION**

Come along and ride aboard the Denver Rail Heritage Society's PLATTE VALLEY TROLLEY on the SHERIDAN BOULEVARD LIMITED along the Platte River Greenway and over the old Denver & Intermountain Railway to Sheridan Boulevard and return.

In conjunction with the Denver Rail Heritage Society's Trolley extension west over the old Denver & Intermountain route, we have made arrangements to run a Rocky Mountain Railroad Club Special on Saturday morning, August 4th, departing Confluence Park at 8:30 a.m.

Our two-hour trip will bring back many fond memories of the days when the Club had many memorable trolley excursions over this interurban line to Golden. Although we cannot provide the Club's own Interurban Car No. 25 at this time, due to ongoing restoration, we can still relish the pleasure of riding on this route, which hasn't seen trolleys on these tracks since 1953.

The price of the excursion is \$5.00 for adults and \$2.50 for children. Seats are limited to 60 people, so get your requests in early. Several photo runbys are planned along this scenic route, so bring your video cameras and plenty of film.

Confluence Park station is located behind the Forney Museum, just south of the 15th Street Bridge over the South Platte River where Cherry Creek flows into the Platte.

Parking is limited. There is street parking between Platte Street and the River and also at Fish Back Landing on Water Street, near the north end of the Speer Boulevard overpass, just west of the Forney Museum. Use exit 211 on I-25 and go east on Water Street, about two blocks.

Send Ticket Orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Joe Priselac
5100 Stuart Street
Denver, Colorado 80003

Questions regarding this special trolley excursion may be directed to Joe Priselac at 455-0974. (Joe Priselac)

TICKET ORDER FORM

Please send _____ tickets on the following basis:

_____ Adults @ \$5.00 each \$ _____

_____ Children @ \$2.50 ea. \$ _____

Total \$ _____

Please include a self-addressed, stamped envelope with your order, or, tickets may be purchased at the July meeting.

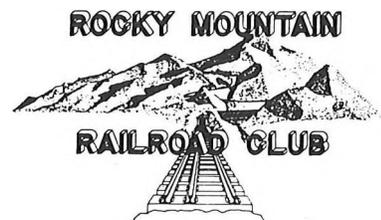
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NAME _____

ADDRESS _____

Zip _____

PHONE () _____



THE ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

On March 2, 1990, incorporation papers were filed with the Colorado Secretary of State for the ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION. On June 6, 1990, the Internal Revenue Service granted that Foundation the tax exempt status which gives the Foundation exemption from Federal income taxes and makes contributions to the Foundation deductible by the grantor on his personal income tax return.

For several years, the Club had attempted to attain such tax status but had been unsuccessful. The Internal Revenue Code requires that the organization be operated exclusively for religious, charitable, educational, etc. purposes. The Club, with its many activities, including field trips, could not satisfy the "exclusive" requirement.

As a result, the Club's directors formed a separate foundation which will conduct the preservation and educational activities previously conducted by the Club. The Club will continue to conduct its regular monthly meetings, sponsor its field trips, publish its Rocky Mountain Rail Report and conduct other activities as it has done in the past. Only the preservation, historical and educational activities will be transferred to the Foundation.

All members of the Rocky Mountain Railroad Club are members of the Foundation. The bylaws of the Foundation require that, "The majority of the trustees shall be members in good standing of the Rocky Mountain Railroad Club." These provisions will ensure that the Foundation will be controlled by the Club. The initial officers and trustees of the Foundation are:

President.....David W. Salter
Vice President.....Joe Priselac
Secretary.....Darrell Arndt
Treasurer.....Bert Bidwell
Trustee.....Irv August
Trustee.....Dave Waltrip
Trustee.....John Dillavou
Trustee.....Hugh H. Wilson
Trustee.....Bill Gould

The annual meeting of the Foundation will be held immediately following the annual meeting of the Club. Trustees will be elected at that meeting to fill the vacancies of trustees whose terms have expired.

The Club's directors and the Foundation's trustees must determine how the two organizations will operate. It is anticipated that some of the Club's railroad equipment will be transferred to the Foundation and that the Foundation will take over the preservation activities. Now that contributions to the Foundation will be tax deductible, the Foundation will be accepting gifts from Club members and others to conduct the preservation activities which, we have learned from our experience with Car #25, are costly. We will keep you informed as to further developments. (Bert Bidwell)

THE LIMON TRAIN— TORNADO CAN'T STOP IT!!

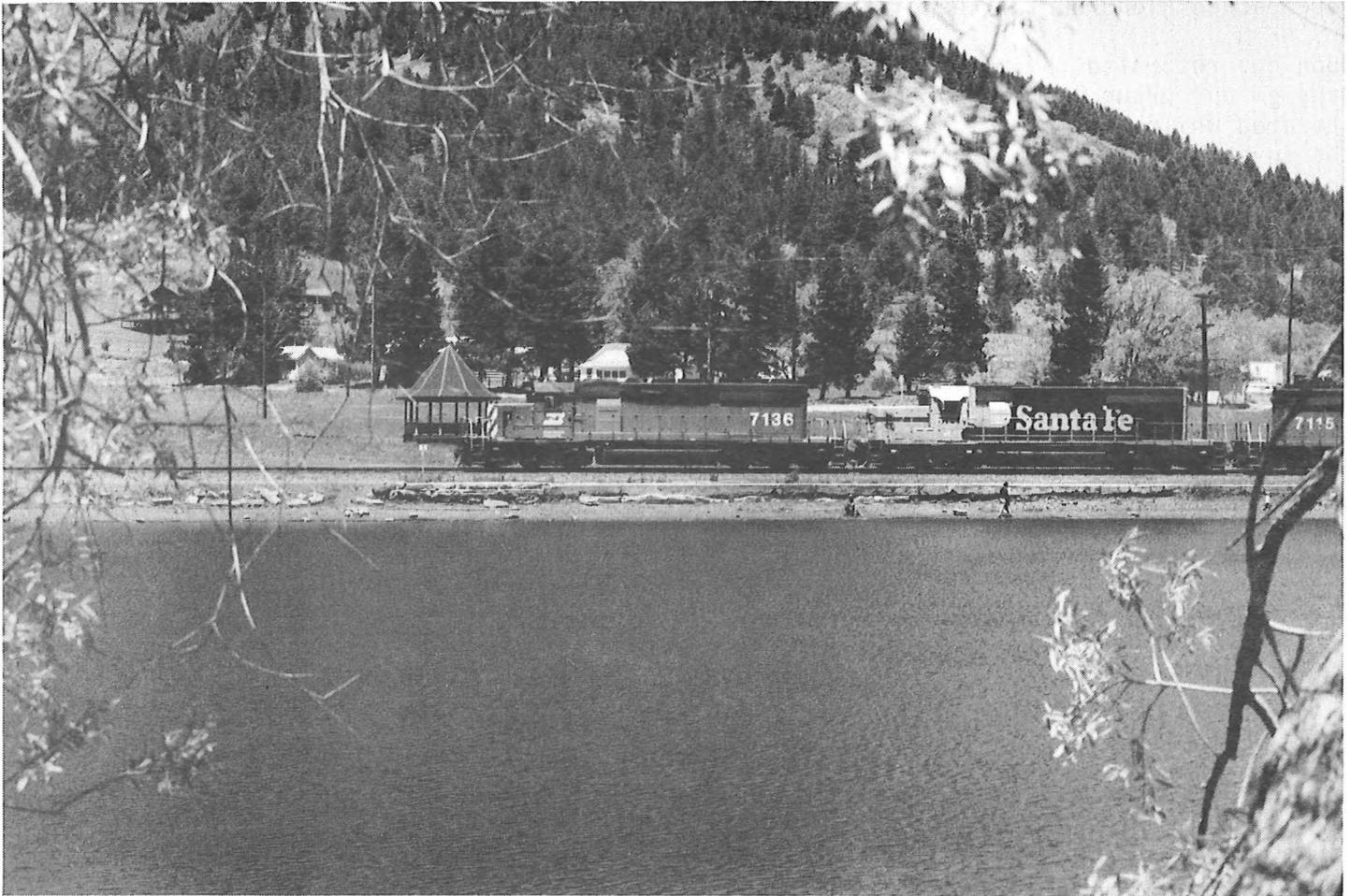
Dick Kreck of the Denver Post reported that the June 6th Limon tornado derailed the town's fledgling TWIGHLIGHT LIMITED dinner train that now runs between Limon and Arriba.

It could have been worse. The train wasn't in town when the tornado hit but the depot took some damage and the 22 miles of track needed to be checked, according to Vivian Lowe, whose husband, Harold, is president of the Limon Chamber of Commerce and head of the train project. They hope to be back in service June 23, running at 7:00 p.m. Saturdays through the summer.

The little train seems to have survived worse. Last year it ran between Limon and Falcon and area residents, who take pride in the train, were shocked when the operating Cadillac and Lake City Railway suspended operations.

As they proved after the tornado, Limonites (Limonians? Limmings?) wouldn't give up. They went out and raised money for a shorter trip.

Check before you drive out there. Reservations and information at 1-719-775-2819.
(Denver Post, 6/15/90)



The Palmer Lake Field Trip provided a lot of train watching and photography. Here we see a BN freight heading south. The photograph was taken at the picnic area while Club members enjoyed some rest and lunch after having hiked some four miles along the old Santa Fe grade. (Jim Trowbridge Photograph)

REPORT ON THE PALMER LAKE FIELD TRIP

A perfectly beautiful day greeted the approximately forty Club members and friends for the Club's Palmer Lake Field Trip, lead by Rich Dais.

The group met at the picnic area on the east side of Palmer Lake. The parking area and visitor center is located on the old grade of the Santa Fe Railroad. From here, a hiking path has been established on the old grade for several miles.

After a brief historical presentation by Rich to orient everyone to the area and prepare folks for what they would be seeing this day. Suggestions were also given as to what the group might wish to view

after the hike.

The group didn't have to wait long for trains to begin rolling by. We were only just away from the visitor's center when a BN northbound freight sped by, followed by a southbound D&RGW coal drag. We are happy to report that all but one northbound train had cabooses. Naturally, we took advantage of photographing this fast vanishing piece of railroad equipment.

The group, for the most part, continued hiking for about two miles along the abandoned grade. Along the way, all took time to view and photograph Elephant Rock. And, who could resist looking for, and finding artifacts from the Santa Fe's past. Quite a few pounds of railroad spikes, nuts and bolts, and other items

were packed along during the hike.

Upon our return to the visitor's center, many of our group left to further explore the area while a number of us remained at the covered picnic area to enjoy lunch and the passing freight trains. The area is quite pleasant and affords additional photo opportunities of passing trains without interfering with lunch.

After lunch, many of our group traveled slightly north of the picnic area where the single track divides back into the long-standing dual track main lines. It was at this point where the group was able to watch "helpers" being uncoupled from the freights, returning to Denver for reassignment.

The group found many different routes of interest for the balance of the day once the actual hike was over. The group could be found taking in activities south to Colorado Springs as well as back up toward Denver. The day remained warm and dry and made for a most entertaining excursion.

Our thanks to Rich for organizing this trip. We look forward to our next field trip in August (the 11th) when we will be following the old C&S roadbed over Boreas Pass. (Jim Trowbridge)



About half of the hikers are seen in this photograph making their way toward Elephant Rock. The abandoned Santa Fe grade makes a fine hiking, riding and running path. Being parallel to the active main line, it also provides many great photo opportunities.

(Jim Trowbridge Photograph)



Most everyone on the hike was looking for "treasures" consisting of rusty rail hardware such as spikes, nuts and bolts. Some came away with quite a stash. Abe Ballard displays his find back at the picnic area. (Jim Trowbridge Photograph)



REPORT ON THE GRAND CANYON EXCURSION

It was back in 1979 that the Rocky Mountain Railroad Club ran its first excursion by Amtrak to Flagstaff and the Grand Canyon. The trip was a success and generated the idea that we should revisit this

area on future trips.

Over the Labor Day weekend of 1988, the Club embarked on its second trip to the Grand Canyon. In addition to the rail portion of the trip, we did a day-long circle tour to the Canyon. Another long circle tour the next day included the desert community of Sedona, the Verde Valley, the historic old mining town of Jerome and the Indian cliff ruins of Montezuma's Castle. The trip was an instant success.

At that time, we stood among the rusty rails in the yards adjacent to the Grand Canyon's Santa Fe Station. Each of us imagined what it must have been like to ride to the Canyon behind the big 2900 Class Northern's or the War Bonnett F-7's. As we stood there at the unique log station, it was with sadness that we peered through the ponderosa pines growing between the ties. Surely, no one on this trip thought that these yards would ever echo with the sounds and smells of steam locomotives again!

We all know the story of the rebirth of the Grand Canyon Railway. It is a reality! When it became evident that this was not just someone's pipe-dream, the trip committee started putting together another rail trip to the Grand Canyon, and, this one would include 128 miles of railroad-ing behind steam.

With the announcement of this trip, it took less than two weeks for a sellout. Many people were disappointed that they had procrastinated and missed out on such an experience. So it was, that 43 happy people departed Denver on the Thursday night before Memorial Day weekend.

Our first stop was at Colorado Springs where we had dinner and picked up two of our Colorado Springs passengers. As we cruised along, southward, we began to make some new friends from among our diverse group of passengers from all over the U.S. A 10:30 p.m. arrival by our bus in Trinidad was at the Holiday Inn, where we put up for the night.

After stowing away a big breakfast the next



The two Grand Canyon Railway trains await passengers for the return to Williams. The No. 29 pulled the Club's consist. It is the most recent locomotive to be put into service on the tourist line. This 175-ton locomotive was built in 1906 by the American Locomotive Company for the Lake Superior & Ishpeming Railroad and was used by that line until 1960, hauling iron-ore from Ishpeming to Marquette, Michigan. (Bud Lehrer Photograph)

morning, we departed for a short tour of Trinidad's historic downtown district with its beautiful Victorian-era stone and brick business buildings and the Bloom Mansion and the Baca House. A RMRR Club tour of Trinidad would not be complete, however, without visiting an old familiar friend of days gone by--C&S locomotive No. 638, on display in Trinidad. Many of us recalled and had stories to tell about past RMRR trips behind No. 638. A local service group in Trinidad has been keeping No. 638 and its consist in presentable condition with the caboose serving as an information center and where railroad and historic memorabilia is sold.

The Southwest Chief was about 50 minutes

late coming into Trinidad, so we occupied ourselves walking up and down the platform, watching the BN freights, patronizing McDonald's and observing the adjacent Purgatoire River. We also learned about the Santa Fe signal blocks from the Amtrak station agent who was the first of many characters we met along the way.

The Southwest Chief is a delightful train--good equipment, uncrowded and helpful, friendly Amtrak personnel. One waiter, in particular, was a master at bantering and quick retorts to kidding from the passengers. As in the 1979 trip, a grump of a conductor was encountered on the return leg from Albuquerque to Trinidad. It seems as though several of our people had their



Club members and guests are seen being entertained aboard the Grand Canyon Railway. Reports are that these two singing cowboys were quite a hit!! (Bud Lehrer Photograph)

scanners on and heard about difficulty with one of the traction motors. They were talking about it when this conductor came through. When they queried him about the condition, he became paranoid about how people with scanners create problems of unrest among other passengers.

The trip across Raton Pass, New Mexico and Arizona is one of great beauty. As true rail aficionados, many of us spent most of our time viewing the scenery from the lounge car with its floor-to-ceiling windows. Also, a nice feature on this train, in particular, is a guide who narrates during the portion of the ride through the Indian lands from Albuquerque to Gallop. The lounge car is also where the fun and games are held. Doris Osterwald, Club member and well-known authoress of railroad guide books (Cinders & Smoke and Ticket to

Toltec), was the grand prize winner of the trivia rail game.

We had a very congenial group. Besides the people from the Metro Denver area, we had some who traveled quite a distance to join us. From Colorado Springs we had Win and Lois Crouch and Jeanie and Bill Perrin. John and Katie Rogers joined us from Houston, Texas. Al and Zona Fowler flew in from Sunnyvale, California. Bob and Shirly Brandon from St. Louis and her sister, Delores Stoddart, from Michigan, were already on the train when we boarded in Trinidad. Tom Cox from DesMoines, Iowa joined his son in Denver for the trip. Curtis Root came in from Torrington, WY. Topping off this list was Bill and Doris Hurtig from Ft. Scott, Kansas.

We had four women who added much to the enjoyment of the trip--Gini Seberg, Jan Jansen, Mary Liedike and Doris Osterwald. These four, along with John Roger's singing voice and good humor, left never a dull moment. We had one interesting "little couple" who expended much energy and outlasted their parents. They were Jason Butler, 11 year-old son of Mike Butler and Julie Packer, 11 year-old daughter of Bob and Joyce Packer. Julie, somehow, was anonymously listed on the trip list as "11 year-old." No name--just "11 year-old." Julie set us straight immediately, informing us that "11 year-old" was NOT her name!

After a fine dinner in the diner, we arrived at Flagstaff, nearly on time. After being transferred to the Howard Johnson Hotel, everyone literally fell into bed, anticipating the next day's steam ride to the Canyon.

We departed by bus at 7:15 a.m. for the short trip to Williams. We happened to be in Williams on the day of the town's annual celebration--"Williams Days." There were many people dressed in period costumes and "Shoot-em-ups" between the sheriff and the "bad" guys. It reminded one of the noon train's arrival in Silverton.

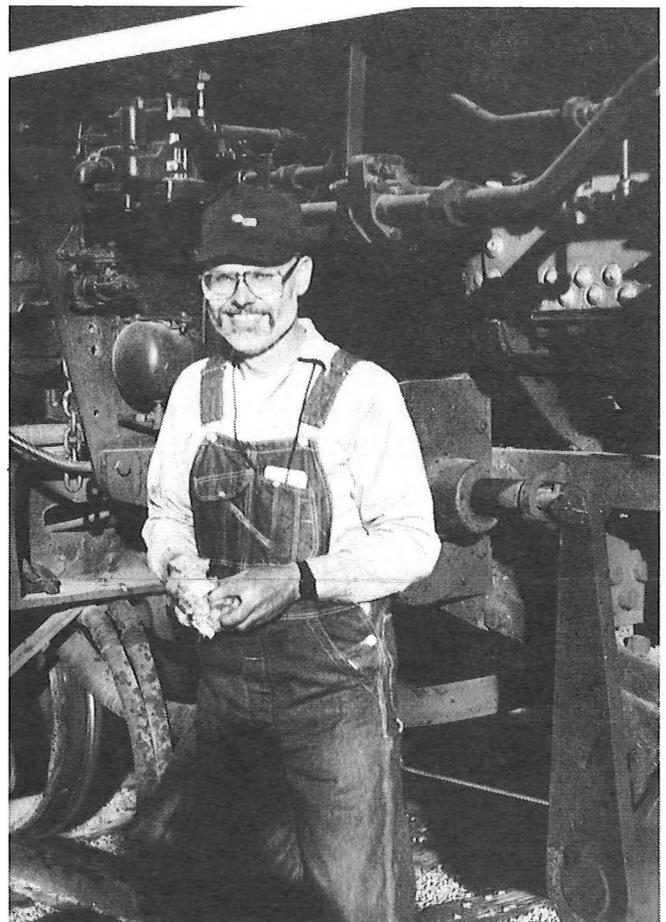
The first train, pulled by No. 18, was due out at 9:00 a.m. with five coaches. This gave us about an hour to explore their small, but excellent museum and the gift shops in the ex-Harvey House Hotel and Depot--the Fray Marcos. The railfans, of course, were out shooting pictures of the rail activity and watching some last minute repairs on the No. 18 before her departure. After that, we gathered in the Indian Room of the Fray Marcos for a continental breakfast and the opportunity to listen to Charles Harris--one of the Grand Canyon Railway's chief operating employees. Charles answered many of our questions in his slow Texas drawl.

At 10:00 a.m., our six-car train departed behind the newest in-service locomotive, No. 29. Just beyond the Interstate 40 underpass, we viewed the Railway's new shop facilities where the other two Lake Superior

& Ishpeming 2-8-0s await major rebuilding for future use.

The trip to the Canyon varies greatly from the Ponderosa raching country near Williams to desolate desert area near Valle. As we continued north up 3% grades, we re-entered the beautiful Ponderosa area of the Canyon rim. The No. 29, pulling the beautifully restored Harriman cars, each holding 90 people, responded well to the steep grades.

Easch car has an attendant who answers questions, gives information, serves goodies and old fashioned, ice cold, glass bottle of Coca-Cola. We were fortunate to have an outstanding young man, Mr. Anthony Bernal of Colorado Springs, who is entering his senior year at the University of Northern Arizona, at Flagstaff, as a hotel-restaurant



Chris Pease, engineer on the Grand Canyon Railway, is a RMRRRC member. Chris was the engineer on the return trip from the Grand Canyon to Williams during the Club's recent trip. Many Club members know Chris from the Georgetown Loop Railroad. (Bud Lehrer Photo)

management major. Sometime during the 2½-hour trip, each car was visited by a group who provided entertainment. The group who visited us on the return trip to Williams consisted of two singing, guitar-playing cowboys who came up with some rare songs, including a few railroad songs. Judging from the applause in our car, these two were rated a 10!!

On our return trip to Williams from the Canyon on Sunday, we were all thrilled to hear that one of our RMRRC members was at the controls of the No. 29--Mr. Chris Pease, formerly engineer on the Georgetown Loop Railroad, the BN, and, most recently on Amtrak, out of Salt Lake City. Chris provided a very smooth ride and made that old steamer really "talk" on those 3% grades, bring us in 15 minutes ahead of the 6:15 p.m. arrival time. Chris' lovely wife, "BJ," known to many RMRRC members, is working in the Fray Marcos Gift Shop in Williams. We want to wish both of them a lot of luck on their new venture.

The Grand Canyon Railway trip is a fun trip, perhaps a little too "touristy" for the hard-core railfan. However, it is a first class operation and was well received by all of our group. We have one suggestion for the management's consideration--The windows are adjusted so that picture-taking of the train enroute is nearly impossible and there is no way to take photos from the vestibules. The Railway uses the "for your safety" reasoning; however, to the railfan who really appreciates these engines and the equipment, it is very, very frustrating to be only able to merely sit and watch the scenery. In some respects, the train could be pulled by a diesel and many folks would never know the difference! On one sharp curve, upgrade, Chris brought down the house in our car with some picturesque smoke and heavy work noise by the engine. It was a devine moment for the RMRRC train fans.

What can one say about the Grand Canyon? It is, no doubt, equal to any of the Seven Wonders of the World and our group, like all others, stood in awe of its beauty. Even though we could not get booking at the Grand Canyon Village, our overnight stay at Tusayan, 9 miles south, was adequate and our unlimited shuttle service

between it and the Canyon's rim took care of everyone's individual needs.

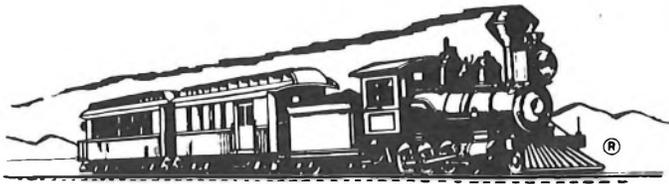
The trip was designed to give everyone the opportunity to do what they wanted. Many people took one of the tours each day to either Hermit's Rest or to Desert View. Some enjoyed hiking along the rim trail or down into the Canyon by way of the mule trail at Bright Angel. We even had several take one of the thrilling helicopter rides out over the Canyon. Most everyone availed themselves of the delicious cuisine and the historic ambience of the El Tovar Hotel.

Our trip from Flagstaff to Trinidad started off with a major problem on Monday morning. Prophetically, Carl Hammergron waa heard to say, as we were waiting for our bus to transfer us to the railroad station, "The train is on time, but the bus is 2 hours late!" How right he was!! The bus never showed, but with only minutes to spare, we were able to get all 48 of us and our baggage to the station using two taxis and a van. A good way to get your blood pumping briskly in the early morning!!

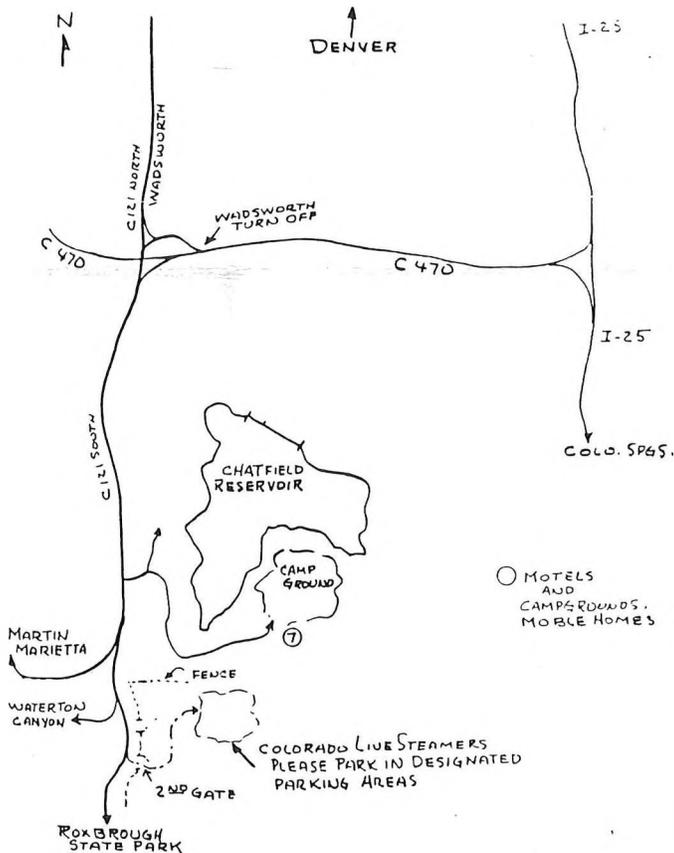
Once on the train, we were back in the routine of having a great time and seeing that beautiful scenery of the Indian lands. Everyone, by this time, had gotten to know each other and the trip took on a relaxed, fun, party atmosphere. The dining car steward made arrangements for our whole group to eat together in the diner for dinner with ample time before our 7:30 p.m. arrival in Trinidad.

Our bus was waiting at the station to take us back to Denver. We arrived about 11:30 p.m., tired, but excited by the events of the last four days. It seemed to be the overwhelming opinion that this was a trip one would not forget. Even for those of us who had been to the Canyon before, it was a new trip, new experiences, and, the opportunity to meet many new friends. No two trips are quite alike, but we do hope to make a repeat of this one in the future.

(Bud Lehrer & Carl Carlson, Trip Co-Chairmen)



COLORADO LIVE STEAMERS



COLORADO LIVE STEAMERS EXTEND INVITATION TO RMRRCL MEMBERS TO ATTEND OPEN HOUSE

The Colorado Live Steamers cordially invite Rocky Mountain Railroad Club members and their families to attend an Open House on Friday, Saturday and Sunday, August 17, 18 and 19, 1990 at Track site located at Waterton, Colorado.

Steam locomotives will be running on the 3 1/2--4 3/4--7 1/2-inch gauge tracks. Food will be available. As always, this is a great railroading event.

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

PALMER LAKE ENGINE ON THE SALE BLOCK

The Gazette Telegraph reported the following concerning the Palmer Lake Display Engine:

Some might call it the little train that couldn't.

Couldn't revitalize Palmer Lake's economy, couldn't entice tourists to turn off the interstate and spend money, couldn't convince developers to use it as the centerpiece for a community center and retail complex.

Now, the 1911 steam locomotive, bought in Texas in 1985 and moved to the little town north of Colorado Springs, is up for sale. Price: \$32,000.

It is the only way Tri-Lakes Historical Restoration Foundation sees to pay the \$25,000 due in August on the Train.

Ed Rozdal, chairman of the foundation, said the towns of Palmer Lake and Monument have right of first refusal on buying the train, but a buyer is needed nonetheless.

"We hope the town will come in and buy it," Rozdal said. "We also still need a developer to come forward to build the depot and eating house."

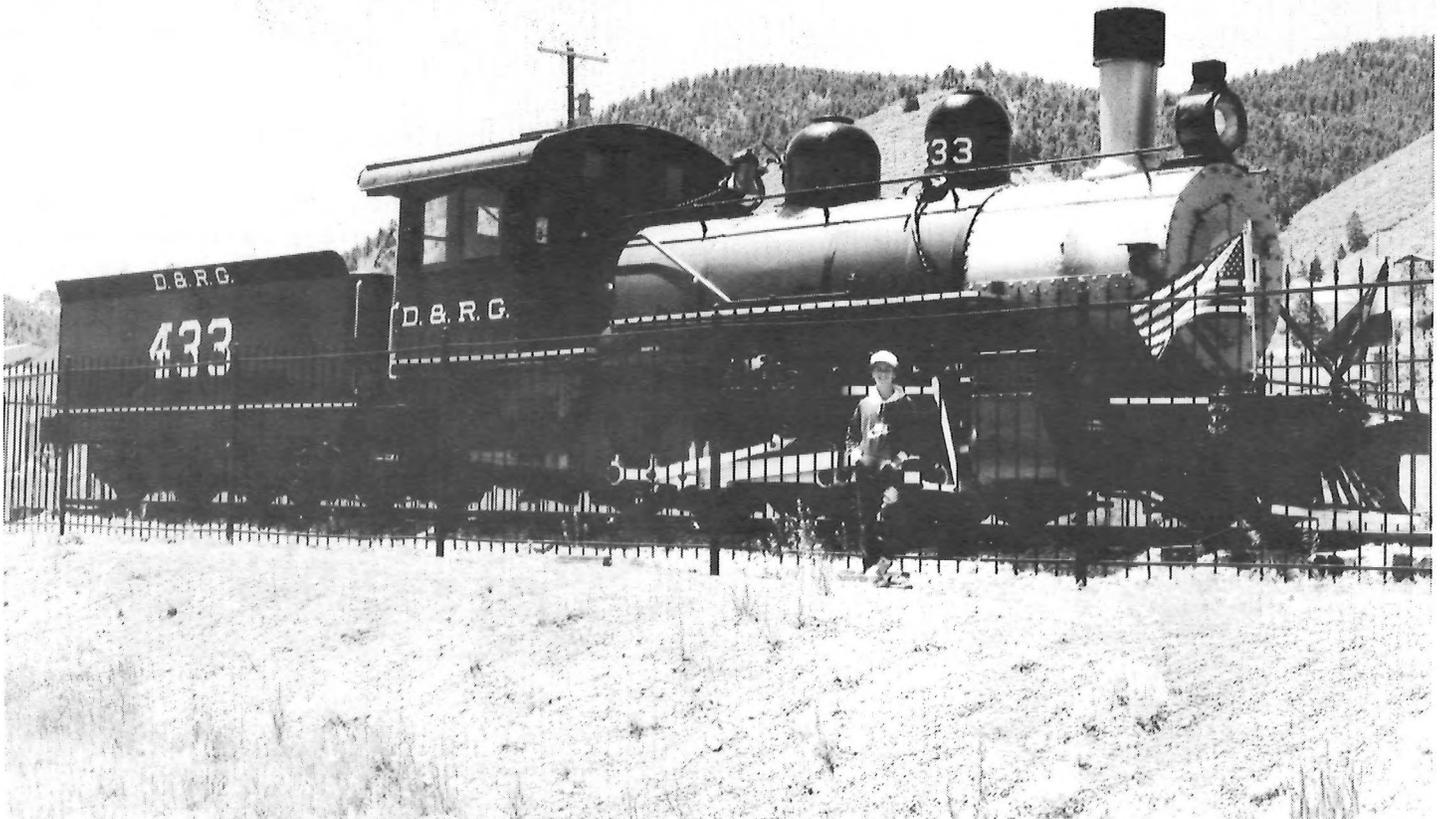
The restoration project began in 1985. Planners hoped Palmer Lake, with its rich railroad history, would draw more tourists if it rebuilt the historic depot that once saw thousands of passengers step off trains.

But, after five years of work by the group, they have failed to raise enough money to pay for the loan on the locomotive or entice a developer to invest money.

"It's up to the town administration," Rozdal said of the project's future. "We've carried the load so far."

Palmer Lake Mayor Paul Oliver likes the depot idea but said it's not a priority.

Oliver said the plan, which was endorsed by town leaders, originally was presented as a private-enterprise project.



One of the many sites taken in while on the Palmer Lake Field Trip was Engine No. 433. The engine sits on display on the west side of Palmer Lake, across from the Palmer Lake Picnic area and Park. Abe Ballard has his picture taken in front of No. 433, just in case it is sold and the engine is moved out of the area. The 1911 steam locomotive, owned by the Tri-Lakes Historical Restoration Foundation, is up for sale . (Jim Trowbridge Photograph)

"We gave (the foundation) a plan of attack to raise the money," Oliver said. "It would take a mill-levy increase, but they don't want to take that approach. We would have to hold a special election to allow the taxpayers to decide the issue if a mill-levy increase was proposed."

"I think a 1-mill or 2-mill increase would handle it. The whole thing would be paid off in 2 or 3 years."

But it is unclear if Palmer Lake voters would support a tax hike. On April 3, they voted 63-63 on whether town money should be spent on the project.

"That didn't tell us anything," Council-

woman Cindy Allen said.

Allen, the town's park and recreation commissioner, said lottery money cannot be used to help defray project costs because "it is not a dedicated park."

Countered Rozdal, "If it's not a park, what the hell is it?" he asked.

The foundation hopes the engine will remain an attraction, if not in Palmer Lake, maybe in another Colorado town.

The \$32,000 asking price is only offered to towns and museums, Rozdal said.

If a private party is interested in the

locomotive, the price doubles to \$64,000.

"That way we could get back some of our money that we invested in the project," said Rozdal. (Gazette Telegraph via Club member Albert Knicklbine of Pueblo)

MISCELLANEOUS

Railroad Meets of interest include the following:

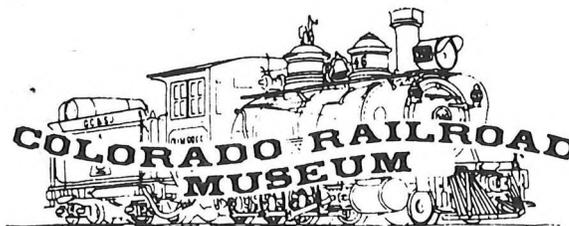
TRANSFAIR (ex-Railfair). July 14-15 at the Denver Coliseum--National Western Complex, Denver.



MIDLAND MART (Antique Show & Swap Meet). Colorado Springs City Auditorium, Kiowa and Weber Streets. Saturday, 9 a.m. to 6:00 p.m., Sunday, 10:00 to 4:00 p.m. September 8 & 9, 1990.

JIM TROWBRIDGE has announced that this year's San Juan Express will be the last such trip--a 2-day FREIGHT TRAIN on the C&TS. Anyone interested in getting in on the end of an era should contact Jim at 502 So. Cody St., Lakewood, CO 80226. Or phone (303) 988-2267.

DENVER RAIL HERITAGE SOCIETY'S TROLLEY has begun daily service through Labor Day, then weekends only through October. The Trolley runs every half-hour from 11:00 a.m. to 5:00 p.m. Tickets may be purchased at King Soopers or Trolley stops. For information, call the caboose office at 458-6255.



The next steam-up at the Colorado Railroad Museum will be held over the weekend of July 21 and 22. Further steam-ups will be held September 1, 2 & 3 and December 1 & 2. Why not turn out and support the Museum, perhaps bringing someone who has never before visited the Museum. Also, keep in mind the giftshop where one can purchase books to T-shirts.

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201