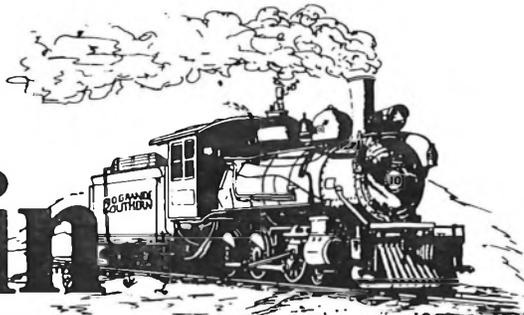


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 11, 1990 -- 7:30 pm.

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 October, 1990 Rail Report is due no later than September 11, 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

September, 1990..... No. 372
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.

SEPTEMBER 11 PROGRAM

Long-time club member and 1969-70 club president, Jim Ehernberger, has put together a three-part slide presentation on recent railroad attractions in the state of Wyoming.

The first portion of the program will consist of the Union Pacific's Wyoming Centennial Special Train, traveling from Wyoming to Idaho and back, June 27 through July 7, 1990, commemorating the 100-Year Centennial of the state of Wyoming. The steam and diesel passenger train was pulled

by the UP's 844 and Centennial-class diesel No. 6936.

The second part of the program will cover the Burlington Northern's Wyoming Centennial passenger train as it traversed the Wyoming countryside.

Perhaps saving the best for last, we will get some of the first photographs of UP steam engine No. 3985 as now converted to an "oil burner." Jim caught the Challenger on trial runs to La Salle, Colorado and North Platte, Nebraska.

A long-time Union Pacific employee and excellent photographer, Jim has co-authored many fine railroad publications including the outstanding Sherman Hill.

We can't imagine anyone missing this program! (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.

AUGUST PROGRAM

Outstanding photography depicting mainline operations on the Rio Grande "Moffat", Tennessee Pass, Craig and La Veta Pass lines as well as the Antonito branch line occupied Club members at the August meeting.

After this pleasing menu, Stephen Rasmussen continued on with photography across the state of Alaska and the Alaska Railroad. Narrow gauge was not left out as the White Pass & Yukon was also covered.

Steve (and Pam) provided some great material and we wish to express our thanks for a most enjoyable evening.

NEW MEMBERS

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

Michael Clute	Lakewood, CO
Marcel Fournier	Aurora, CO
Douglas Gorton	Aurora, CO
Deborah Guymon	Lakewood, CO
Herman Kretschmer, Jr.	Aurora, CO
Mike Schalk	Westminster, CO
Richard Terrell	Norman, OK
Chris Wolf	Ft. Collins, CO

1990 SCHEDULE OF EVENTS

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

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the August 14, 1990 meeting are as follows:

Charles DeSellen / Rio Grande Southern Album
Phil Wise / Pacific Electric
Rocky Waldon / Burlington Northern Handbook
Spencer Jonland / Steam Locomotives
Jim Jones / "CTC" Board magazines
Gary Ellison (NY) / Set of Neal Miller UP 800's in B&W (Klinger)
Truman Young / Set of Post Cards
Dave Salter / Set of Timetables
Charles Donaghe / Set of MoPac Tickets
Bill Youder / Howard Fogg CZ Poster

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

[Editor's note: Roger has been in charge of the monthly drawing for almost three years now. Not only does he store the many drawing items, but drags a box full to the meeting every month. He also puts in the effort to mail prizes to out-of-town members and correspond with donators. This is one of those volunteer positions that often goes unnoticed and we would like to take this opportunity to thank Roger for the great job he has done]

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is, once again, 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 Joe Priselac, 5100 Stuart Street, Denver, Colorado 80212, or, you may obtain your tickets at the September meeting. If you order by mail, please enclose a stamped, self-addressed envelope. Please order early. Our cutoff date will be October 8, 1990!!

ANNUAL BANQUET

You are cordially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 13, 1990.

This gala event will be held at the Denver Athletic Club, 1325 Glenarm Place. Cocktails will be available at 6:00 p.m. at a 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 grand ballroom. Those attending the Banquet in 1989 will remember the outstanding accomodations!

Dinner will consist of your choice of one of two entrees: Filet Mignon with twice-baked potato or Salmon Steak with rice; Tossed Salad with choice of dressing; Seasonal Fresh Vegetable; Rolls & Butter; choice of beverage--Coffee or Tea; and dessert consisting of White Chocolate Raspberry Cheesecake. [Please mark your entree preference on the order coupon].

At the time of the newsletter's writing, final arrangements had not been completed for the program. Vice president and program chairman, Joe Priselac, had been working on a unique and very different presentation. Hopefully, these arrangements can be concluded soon and information placed on the Club's recording: [303-431-4354]. In any event, you can be sure that a most entertaining program will be provided for your pleasure.

ANNUAL BANQUET ORDER FORM

NAME _____

ADDRESS _____

Zip _____

Telephone:(_____) _____

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

_____ Salmon Steak @ \$20.00 ea. _____

Total \$ _____

TINY TOWN RAILWAY BACK ON TRACKS

With great fanfare, the Tiny Town Railroad was officially put back into service on August 2, 1990. The railroad had not operated since 1983 when a freak accident killed the owner. Many will recall that vandals had released the brakes on a boxcar out toward the Federal Center which began rolling toward Denver. The car reached estimated speed of 50mph when it hit a motor vehicle carrying the owner of the Tiny Town Railroad and his son.

Tiny Town is located just into the foothills, alongside Highway U.S. 285, southwest of Denver.

Notices have been posted asking for volunteers to help run the railroad. The following phone numbers are listed should anyone be interested in helping out: 697-6829 or 697-4631, after 4:30 p.m.



"MOONLIGHT ON PIKE'S PEAK"—THE MANITOU & PIKE'S PEAK COG RAILWAY EXCURSION

In this day and age, it is becoming increasingly difficult to plan special excursions in the Rocky Mountain area that are unique and generally not available to the general public. The Manitou & Pike's Peak Cog Railway has long been a favorite of the Club. We have had many great excursions on the Cog Route, including steam, the GE diesel-electrics and the fine Swiss articulated-unit trains. We've traveled through deep snow drifts, the beauty of golden aspen and have seen the sunset from atop Pike's Peak.

One of the most spectacular trips, held a few years back, was a complete sell-out--the Moonlight Pike's Peak Excursion!! So, in response to demand, Saturday, October 6, 1990, the Club will have its 2nd moonlight trip. Few people have the opportunity to stand on the summit of a 14,000+-foot mountain, watch the sunset, see the lights of communities from miles and miles in all directions and descend to Manitou Springs in the moonlight.

The special train will depart the Manitou Springs Depot at approximately 5:00 p.m. with about a 1½-hour ride to the summit, arriving just before sunset. We will have ample time at the summit to take pictures and partake of some of the Summit House's stick-to-the-ribs bill-of-fare, including the world famous Pike's Peak Donuts. The price of tickets will include a meal at the Summit House. You will have a choice of three entrees [Traditional Hot Dog, South-

western Chile Dog or Hot Chicken Soup], choice of drink and dessert, consisting of two Pike's Peak Donuts. The folks of the Summit House have graciously arranged to stay open for our group and provide this food service on this special occasion. After everyone has been served, our train will depart from the summit at approximately 7:30 p.m. with arrival back in Manitou at 9:00 p.m.

This is a late season date and weather conditions could affect the trip; however, the trip will be run unless cancelled by the COG Railway due to unsafe weather. In the event of inclement weather and cancellation by the COG Railway, the Club will attempt to have this information on the Club's information phone [303-431-4354]. Should cancellation occur, refunds will be made. If the trip is made, there will be no refunds.

Tickets for this excursion are priced at \$21.00 for adults and \$14.00 for children, ages 5 through 11. Further information may be obtained from Bud Lehrer at (303) 421-0117. Tickets may be ordered from:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Joe Priselac
5100 Stuart Street
Denver, Colorado 80212
(303) 455-0974



NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The Durango & Silverton Narrow Gauge Railroad is presenting a Special Photographer's Train on September 23, 1990. This 9-car special train is open to all photographers and railfans. Photo run-bys will be offered in both directions, rain or shine. Tickets, \$37.15 per Adult, must be purchased in advance. Phone (303) 247-2733 for reservations and ask for "Photographers Special". (Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, Colorado 81301)

COG RAILWAY ORDER FORM

Please send _____ tickets on the following basis:

_____ Adults @ \$21.00 ea.	\$ _____
_____ Children @ \$14.00 ea.	\$ _____
Total	\$ _____

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

Please Print or Type...

NAME _____

ADDRESS _____

Zip _____

PHONE () _____
(Bud Lehrer)

THE MIDLAND MART

Club member, Albert Knicklbine, of Pueblo, writes to remind us of the NRHS Colorado Midland Chapter's 1st Annual Midland Mart. This event will be held on Saturday and Sunday, September 8 & 9, 1990. It will be located at the Colorado Springs City Auditorium, located at Kiowa and Weber Streets. A railfair with over 100 tables, door prizes and operating model railroads. Donation: Adults \$2.00, Children under 12 \$1.00. Times: 9-6 on Saturday; 10-4 on Sunday.

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into ant correspondence, nor will we appraise them.

FOR SALE: Sawyer/Vivitar Rotary Trays, 100-slide capacity. \$1.50 each, F.O.B. Lakewood, Colorado. Rocky Haimowitz, 3342 So. Jellison Ct., Lakewood, Colorado 80227. Phone: (303) 988-1102.

THE GRAND CANYON RAILWAY

News releases about the success of the Grand Canyon Railway and full trains has backfired on the railroad it appears. Apparently the operations department and its staff was determined by expectations of the marketing department who expected to carry up to 1200 passengers each day by this summer. While the railroad has obtained an outstanding figure of about 600 passengers many days, the railroad is generally running only the one train weekdays.

This past month, the railroad gave walking papers to a large group of employees, affecting the operating department the most. Included were many original employees who were responsible for getting the railroad on track in the first place, including such RMRRRC friends as Russ and Marty Fischer.

Recent efforts have been established to offset the mistaken belief that seats were hard to get on the tourist railroad. Time will tell if this marketing mistake can be overcome.

LAST CHANCE TO RIDE THE WYOMING-COLORADO RAILROAD?

ALL ABOARD! This may well be the last opportunity to ride the Wyoming-Colorado Railroad. The railroad petitioned the ICC for abandonment on June 28th.

Should anyone be interested, they may obtain information and make arrangements for reservations through Rocky Mountain Travel King at 1-800-525-5306 or 516 South College Avenue, Ft. Collins, Colorado 80524. (Jim Jones)

THE BOREAS PASS FIELD EXCURSION

Rich Dais reported at the August meeting that eighty-some folks turned out for the August 11th Boreas Pass Field Trip. The excursion was extremely successful and we will have a full report in the Spetember newsletter.



The Club's "Westward HO the Trolley" excursion aboard the Rail Heritage Society's car on August 4, 1990 proved to be an outstanding outing. The weather was perfect, the group congenial and the trolley in perfect working order [an electrical problem had occurred earlier in the week]. It was great fun to actually travel over the route of the inter-urban to Golden where the Club's No. 25 had traversed not that many years before and may soon do again. The above photo runby was just one of many enjoyed on Saturday morning as the trolley rolled between the Platte River and Sheridan Boulevard.
(Jim Trowbridge Photograph)

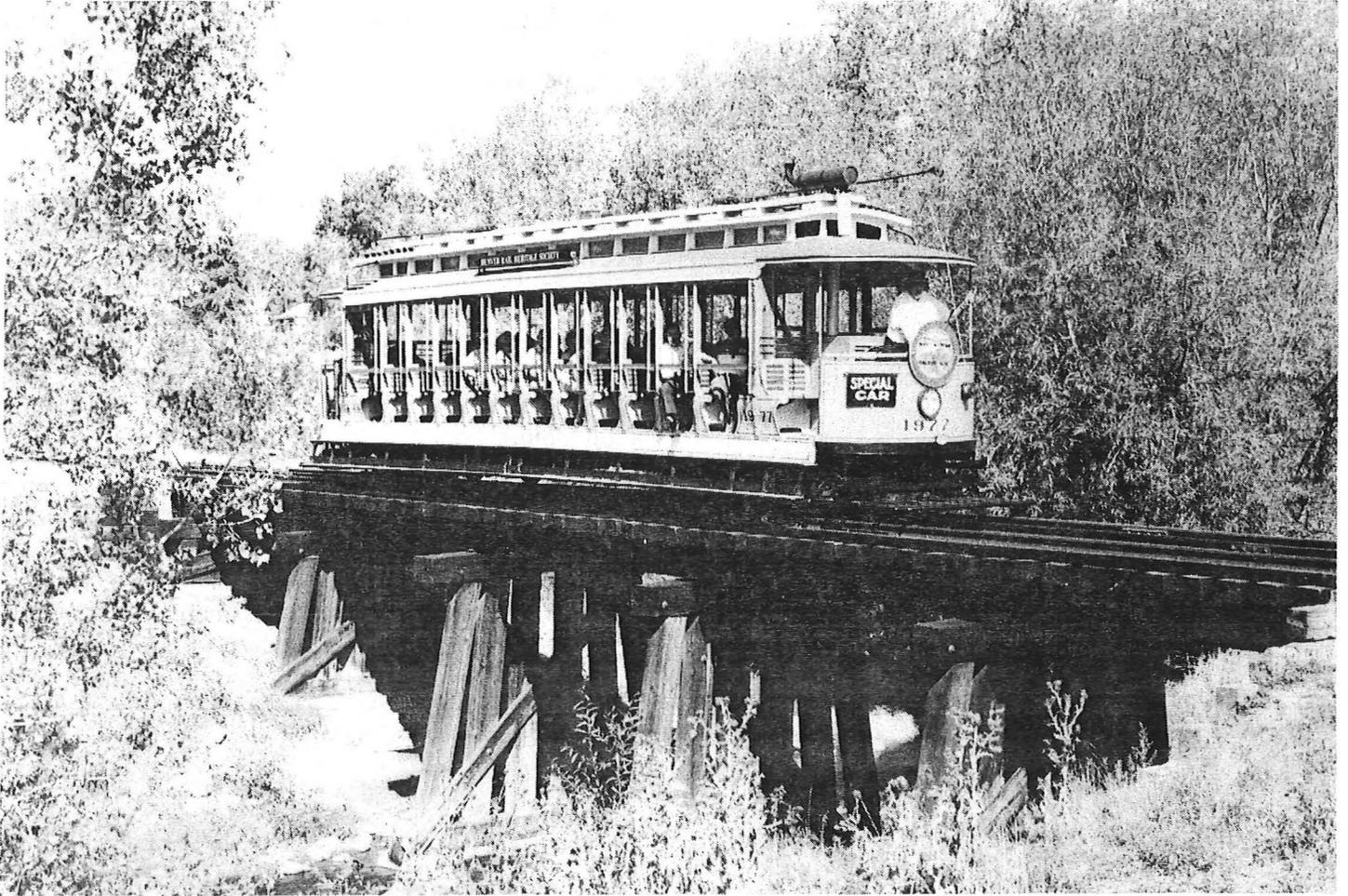
REPORT ON THE "WESTWARD HO THE TROLLEY" EXCURSION

Just under sixty RMRRC members, guests and friends turned out for the August 4, 1990 trip from Confluence Park, located behind the Forney Museum, to Sheridan Boulevard where the trolley currently ends its westward run, awaiting RTD's upgrading of the track and street crossing signals out to the Federal Center in Lakewood.

The group met at 8:30 a.m. under blue, sunny skies for what was to be a most exciting and interesting morning of railroading. Joe Priselac provided a historical account of the line and the area it passed through as we progressed out to Sheridan.

We began our photo runbys at Sheridan and continued to stop for photographs as we returned to Confluence Park, taking a number of opportunities to shoot the Trolley.

Club members aboard this special run probably remembered days past when excursions to Golden and beyond provided many fond memories. The August 4th trip was certainly a memorable event for those aboard and we hope that many more trips are ahead, perhaps aboard the Club's own Interurban car No. 25. Our thanks to Rail Heritage for a wonderful trip!



This shot of the Rail Heritage's Trolley on one of the several trestles between the Platte and Sheridan Boulevard is just one of the interesting photo runby locations Club members enjoyed on the August 4th excursion. The bright yellow trolley photographs nicely amid the greenery .
(Jim Trowbridge Photograph)

THE MANITOU INCLINE NOT TO REOPEN

Owners of the Manitou Incline, which closed this year and later was shattered in a rock slide, have no plans to reopen or sell the railway--but they wouldn't ignore a viable offer. To date, the owners, Gaylord Publishing Company of Oklahoma and Colorado's El Pomar Foundation, haven't received any "viable" offers.

Local business people and hikers throughout the Colorado Springs area have been upset about the closing, particularly because the owners had spent considerable monies to upgard their other property, the Pike's Peak Cog Railway, with two new coaches from Switzerland. They point out that the incline, a primitive but effective hoist,

cost \$6.00 roundtrip for adults or \$3.00 for children 5 to 11 compared to passage to the summit of Pike's Peak on the COG at \$17.00 for adults and \$8.00 for children. Of course, there is considerable difference between the length of the trips and the equipment needed to operate.

Merchants say the incline's closure has hurt tourism and they have formed the Society for the Preservation of the Manitou Incline Railway. The group had distributed petitions and claim to have gathered 22,000 signatures, including 4,000 from the Denver area, and, has raised \$20,000 so far to "Save the Manitou Incline Railway." A hearing to discuss the issue was to be held August 2nd in the Manitou Springs City Hall.

The U.S. Forest Service, which owns much of the incline land and all the land atop Mount Manitou, also was stunned by the unexpected closing as they had spent \$10,000 improving trails and a picnic area atop the the incline last year. This money might not have been spent if the Service had had foreknowledge of the closing.

The incline has been important to search and rescue teams and rangers who needed to get to the mountain's 9,000-foot level, as well as to hikers who wanted to climb the peak but ride down.

Billed as "the world's steepest railway," the mile-long incline creeps up Pike's Peak's lower east slope at a 68-degree grade. It was built in 1906 to haul pipe to a reservoir and began carrying passengers in 1908 on a permit from the Forest Service.

Martin Frick, president of the Pike's Peak

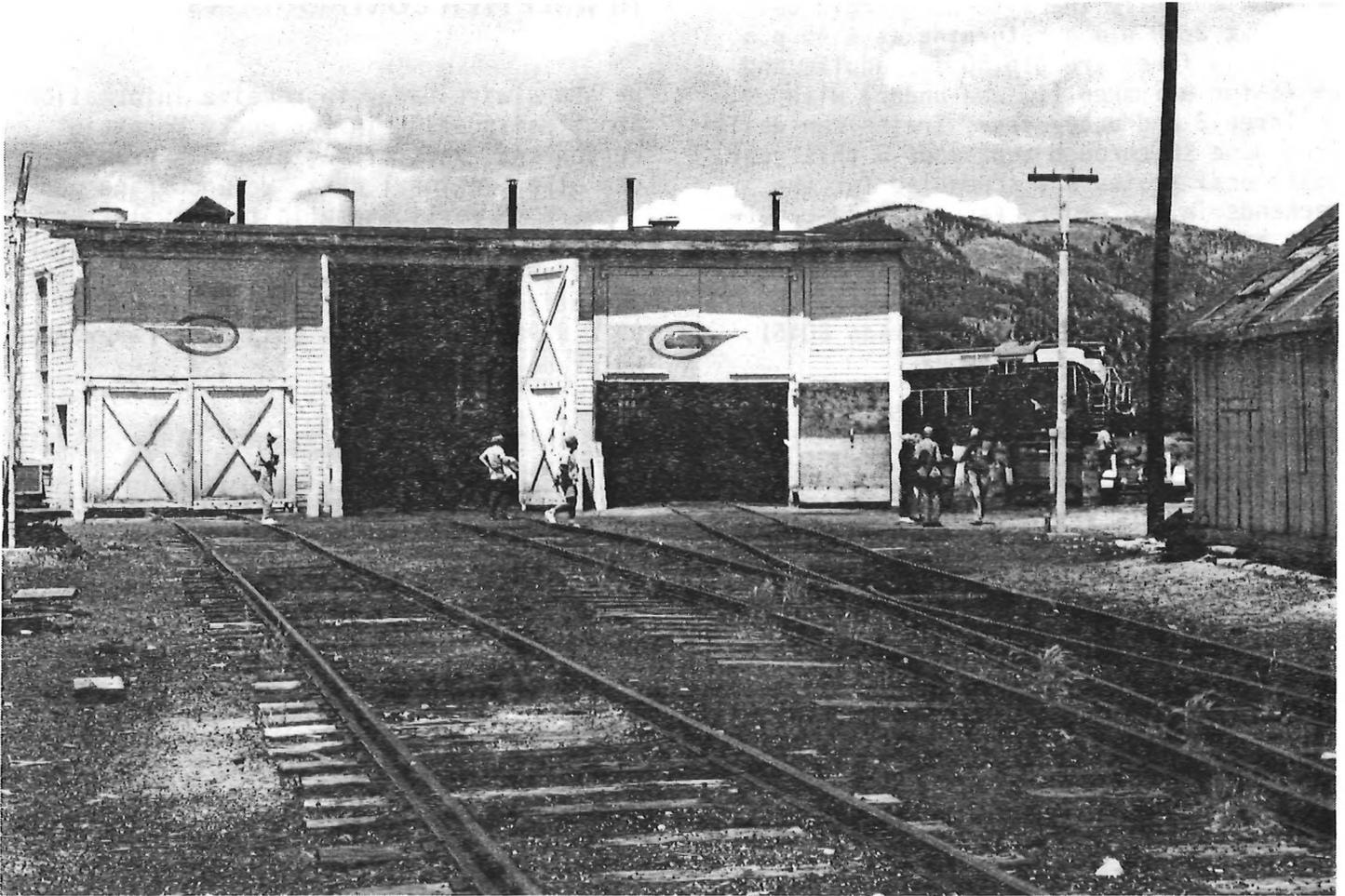
Cog Railway, announced the closing in February, citing sharp drops in passenger revenue and the high cost of liability insurance.

In early April, four large boulders crashed down Mount Manitou, tearing up 500 feet of the incline's track and cable. An engineer's estimate for the preservation society says repairs to the track and cable would cost \$70,000. Manitou town councilman, John Shada, has been quoted as stating that to eradicate the incline instead--tearing up track and cable, demolishing five buildings atop Mount Manitou and reclaiming the land--could cost \$1.5 million.

Frick said that if no operator is found, someone might want to buy the property for a recreational area, using the five buildings atop Mount Manitou. However, that would require Forest Service approval. (Denver Post, 7/22)

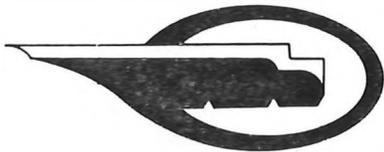


Part of the happy group of just under sixty folks aboard the Rail Heritage Trolley on the 4th of August. Trip leader, Joe Priselac is seen kneeling (second from left with official conductor hat) while Club secretary and trolley volunteer, Bill Gordon, stands on the front door platform. (Jim Trowbridge Photograph)



Three stalls remain of the ex-Colorado & Southern roundhouse in Leadville. The Leadville, Colorado & Southern Railroad Company is the new tenant and Club members were invited to visit the old structure on the recent excursion to Climax aboard the L,C&S RR. One of the railroad's GP-9's can be seen just to the right of the roundhouse. (Jim Trowbridge Photo)

Leadville, Colorado & Southern



Railroad Company

REPORT ON THE LEADVILLE, COLORADO AND SOUTHERN EXCURSION

On Saturday afternoon, July 28, 1990, fifty-eight Club members and guests met in Leadville for a trip on the Leadville, Colorado & Southern Railroad. Our trip started with a tour of the roundhouse, which was built in the 1880's as a narrow gauge roundhouse, but in the 1940's was remodeled into a 3-stall standard guage roundhouse. The rail-

road and its facilities were abandoned for a number of years and fell into disrepair. Mr. Olson, our tour guide, and present owner, had done an exceptional job of cleaning up and making all the facilities useable for the new railroad.

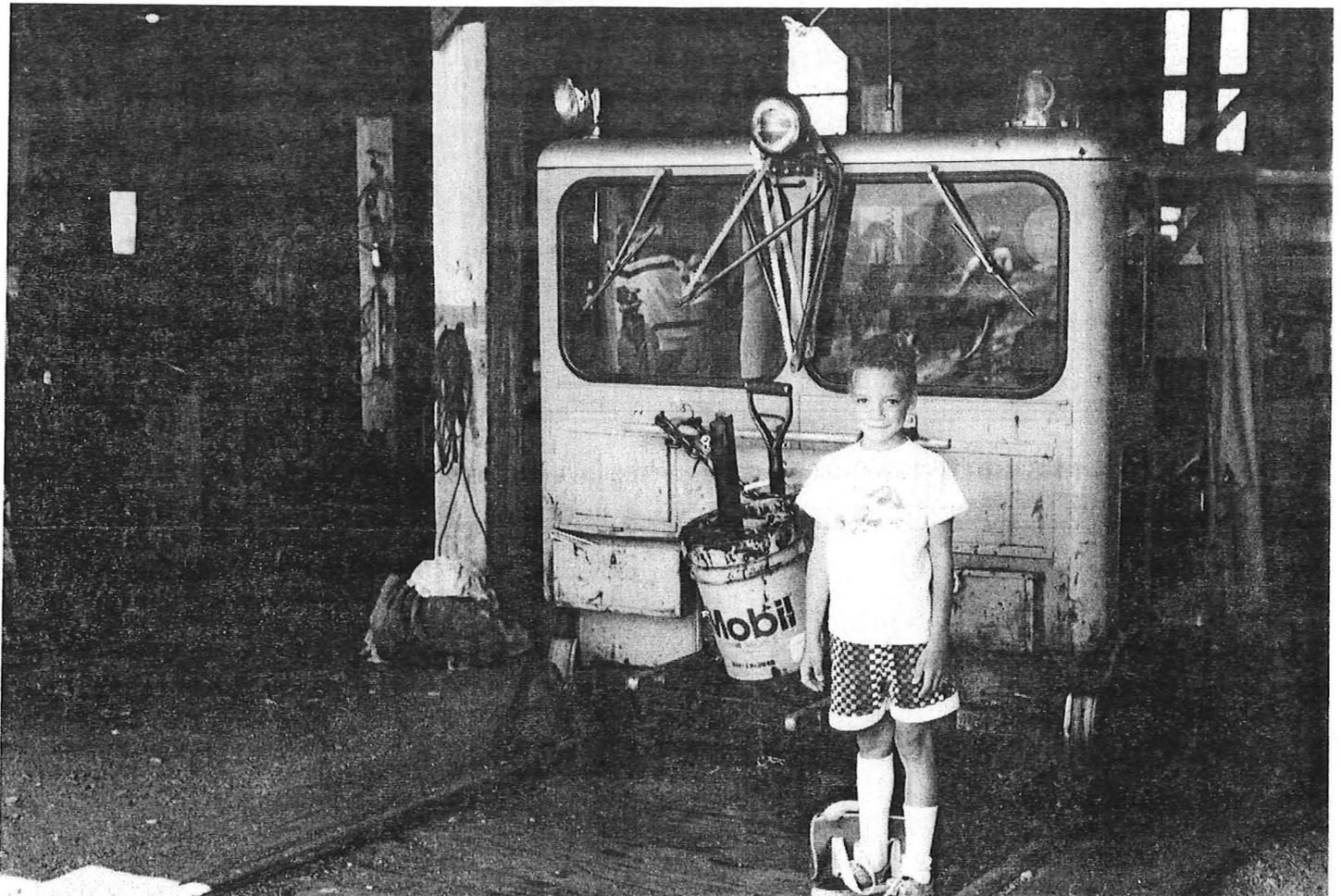
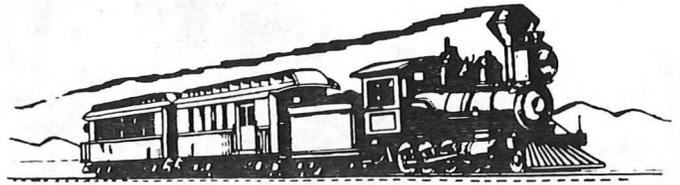
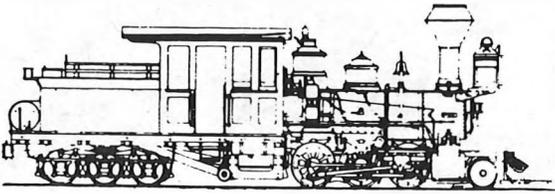
This is the third year for the operation and the patronage is up for this year. The track, coaches and engines are in excellent shape, and, this year the passenger coaches are in the process of being enclosed in glass.

This tourist operation offers outstanding scenery with spectacular views. The crew is very friendly and we can recommend a ride should you find yourself in Leadville. There are two trips each day: The morning train departs at 9:30 a.m. returning at

12:15 p.m. while the afternoon train de-
parts at 2:00 p.m., returning at 4:45 p.m.
Roundtrip fares are \$16.50 for adults and
\$9.75 for children (12 and under) with
Children 3 and under free. Trains run daily
from June 16 through September 3 this year.
Additional trains are scheduled for the
weekends in September. Reservations can be
made by calling (719) 486-3936, or, by
writing to the Leadville, Colorado &
Southern Railroad Company, 326 East 7th,
P. O. Box 916, Leadville, Colorado 80461.
(Carl Carlson)

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.



One of the official inspectors during the visit to the L,C&S roundhouse was Christopher Myres. Christopher, along with about sixty other Club members and friends thoroughly enjoyed their "look-see" of the roundhouse prior to boarding the train for the 23-mile roundtrip to Climax and back.

(Jim Trowbridge Photograph)



Our conductor and Carl Carlson (just right of the conductor), Trip Chairman, greet our passengers and punch tickets aboard our reserved cars on the L,C&S. These cars are very nice with ample space and excellent viewing. We noticed that the Railroad is beginning to fit these cars with windows for inclement weather, although the weather was perfect for our trip. Your editor would rate the rolling stock as first class! (Jim Trowbridge Photograph)

OBSERVATIONS

In mid-July, a number of us who belong to the Ghost Town Club took a trip to Idaho. It was surprising to see how many of those people are also Rocky Mountain Railroad Club members.

In the area of Rexberg, Idaho, there are three main lines with a north/south axis. One of these lines, according to my maps, ends up at West Yellowstone. Wouldn't it be interesting if passenger service was restored to Yellowstone Park again, as it has to the Grand Canyon? With the auto congestion there, rail service to the Park has a lot of merit. When I worked in the Park in 1956, there was rail service to both West Yellowstone and Gardner, Montana.

The ghost town of Gilmore was at the south end of a "T" branchline that also served Salmon, Idaho. You can still see the road-bed winding its way upgrade to the town-site. I never did find out where it was in the town itself. Supposedly, there was an engine house there, but it appears to be no longer standing. [There are several railroad atlas-type magazines that indicate the location of rail lines. On this trip, one member had a 1928 edition as well as a 1980 edition which helped a lot to find the location of rail lines].

From Rexberg to Boise, there was no sign of any railroad activity--any place. I had forgotten that there was a Morrison-Knudson locomotive plant in Boise. Hopefully, we might arrange a tour the next time we pass that way. Continuing on, we found ourselves



Some of the outstanding scenery is seen here as our Leadville, Colorado & Southern train makes its way back to Leadville. The high-cube boxcar in the center of the train contains toilet facilities and a concession stand with all kinds of eatables and souvenirs. That's a GP-9 on the headend.
(Jim Trowbridge Photograph)

along the Union Pacific mainline to the Northwest. The station in Boise is very beautiful and now serves Amtrak. On our way back from visiting a cheese factory near Nampa, we saw the westbound Pioneer with a locomotive and four cars. About two miles south of this location, we were greeted with the eastbound Pioneer, again, with a locomotive and four cars. My wife heartedly endorses the trip from Denver to Portland via train to be one of the most scenic in the country.

After touring Silver City, one of the more interesting and occupied ghost towns, we headed for Mountain Home for the night. The Union Pacific was doing well with grain, double stack and piggy-back trains. The next day, heading for Craters of the Moon, we passed over abandoned right-of-ways and past abandoned grain elevators. Many short

branches that existed in 1980 are no longer there. When they went, so did the business at these grain elevators. They too are now ghosts of the plains. By evening, we were in Pocatello for the last night of the trip. But, our railroading was not over.

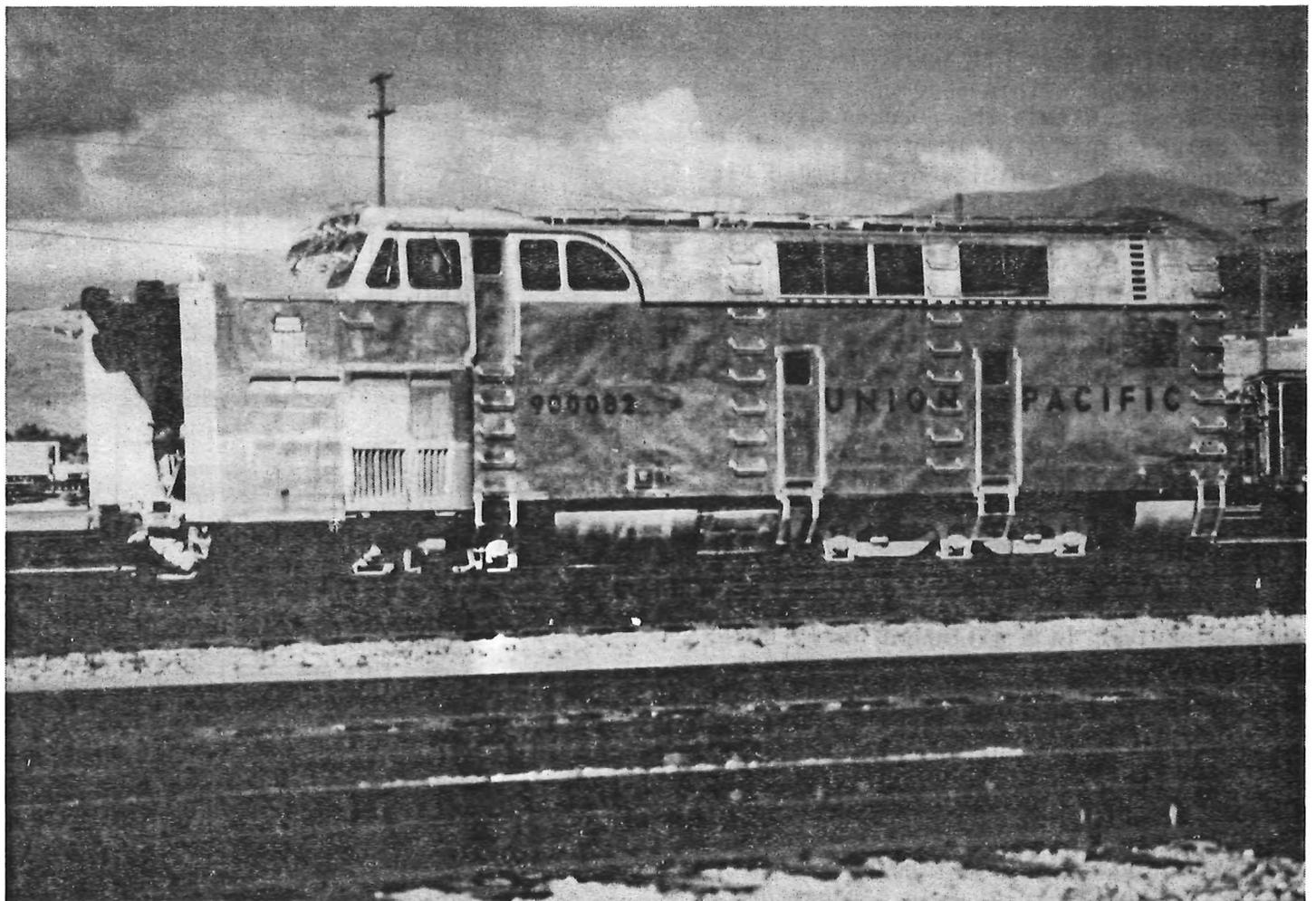
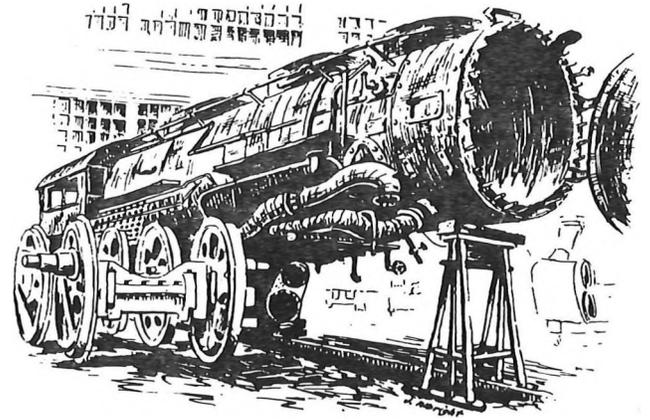
We drove to the large UP yard and looked at the UPFE reefer shops. It was interesting to see new and old paint schemes. At the shop complex, they have an interesting wheel and axle shop where the work never seems to stop. I stopped at the locomotive shop and got permission to visit. They were working on the bearings of an SD40-2 which, in their time, were big engines. On the next track was the new #6110 which dwarfed the SD40-2. They ran both engines back and forth, checking "this and that." I could see why the UP's equipment is so well maintained.

Back to Denver via Utah, we saw many UP trains--some on the Utah Railway--and, of course, the D&RGW. We saw a number of trains with pure sets of D&RGW locomotives as well as mixtures including SP and CB units. Some had only three units while others had as many as seven units.

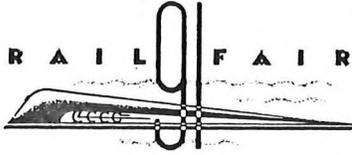
I always carry extra RMRRRC newsletters with me on my trips and distribute them to all interested persons, especially railroad people. Idaho was no different.

We crossed the 45th Parallel, up near Salmon. It was still as light at 10:00 p.m. there as it is in Denver at 8:00 p.m. in the summer. With the snow and 30 to 40 degrees below zero in the winter-time, railroading appears to be a lot easier in

Colorado. I'll leave my railroading in Idaho for the summer months.
(John Dillavou)



The Ghost Town Club's trip to Idaho turned up many opportunities to observe the Union Pacific's operations and equipment. Here we see Rotary Snow Plow #900082 at Pocatello, ID, July 20, 1990.
(John Dillavou Photograph)



RAILFAIR '91 IN SACRAMENTO

"Railfair 91" will encompass much of the heart of restored 19th century Sacramento. Old Sacramento was the birthplace of railroading in the West, and is the home of the California State Railroad Museum. As the terminus of the first transcontinental railroad, it is a natural spot for an event with the sweep of "Railfair 91."

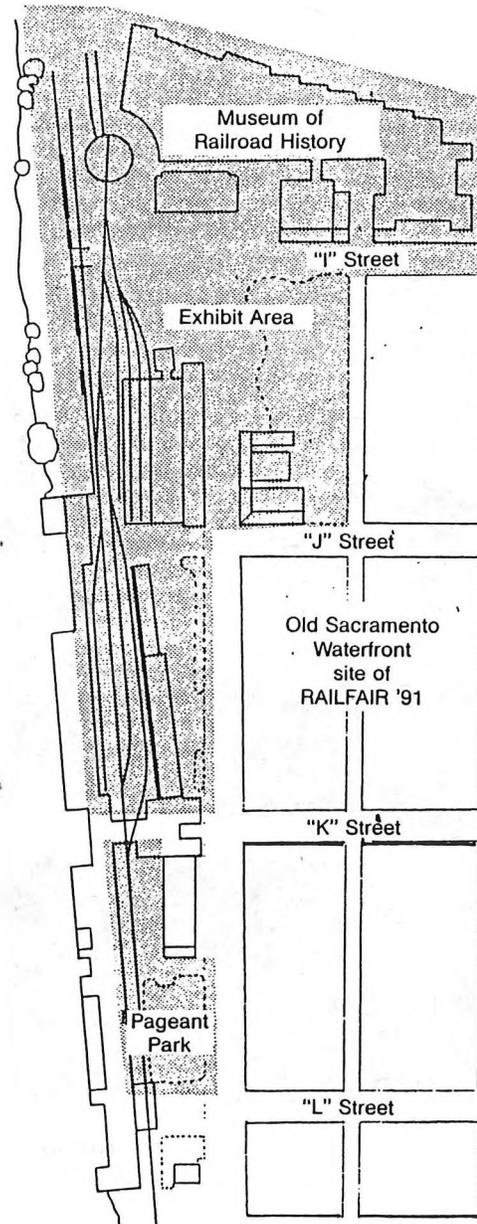
The "Railfair 91" grounds will be specially defined, and may be entered only with an admission ticket during the course of the fair. The "Railfair 91" grounds contain seven buildings and well over a mile of exhibition track within a compass of some fifteen acres. Within the grounds will be spectacular displays of locomotives and cars, and smaller exhibits by railroad historical organizations, other museums, railroad industry suppliers and the railroads themselves. In addition, there will be venues for entertainment, special displays and food service.

Immediately south of the "Railfair 91" grounds is the waterfront park at "L" Street, site of the "Railfair 91" theatrical production. A major feature of the Railfair Sacramento 1981 was the pageant "Song of the Iron Horse," a successful and popular merging of song, dance, history and steam locomotives which was the "hit" of 1981. For "Railfair 91" the pageant idea will be revived in a different form, but still incorporating selected locomotives from the fair, set against music and dance. A special committee is diligently working to assemble the pageant program, to make the 1991 pageant a highlight of "Railfair 91".

The locomotives won't just be on static display at "Railfair 91." In a departure from 1981, the museum plans to operate excursion service on its Sacramento Southern Railroad using selected visiting locomotives. Short, four mile round-trips are

planned, from the site of the Museum of Railroad Technology just down river from Old Sacramento, south to near William Land Park, during the entire run of "Railfair 91." This extrafare activity will allow visitors to not only see their favorite locomotive in action along with the scenic Sacramento River, but actually ride behind a variety of engines in attendance at this once-in-a-lifetime event.

"Railfair 91" will dominate the Sacramento waterfront with historic and contemporary railroad equipment, exhibits, food, pageantry, song and even a chance to take a ride. There will never be anything like it. All Aboard! (California State RR Museum)



ADDITIONAL INFORMATION:

When: *May 3-12, 1991.*

Where: *Old Sacramento, California.*

Railfair Hotline: *(916) 323-3153.*

Presale Tickets: *Exhibits area only: Adults \$8.00, Children \$4.00. Other prices to be announced.*

Accommodations *Sacramento Convention and Assistance: Visitors Bureau Service Department 1421 "K" Street Sacramento, CA 95814, USA*

Newsletter *February, 1990 to May, 1991,*
Subscriptions: *\$10.00; Canadian and international subscriptions, \$13.00 US.*

*Available from: Railfair '91 News Scriptions
111 "I" Street
Sacramento, CA 95814, USA
(916) 323-3153*

INFORMATION CONTINUED:

"Railfair 91" will showcase railroad art and photography. World renowned artist Michael Kotowski, acting on behalf of the "Society of Steam Era Artists of America," will be heading up a major railroad art exhibit for "Railfair 91." The non-judged invitational exhibit will feature works by artists such as Howard Fogg, Mike Danneman, Geil Reid, Mike Pearsa, John Signor, and Ted Rose.

To complement the art exhibit, premier American railroad photographer Richard Steinheimer is assembling a companion exhibit of railroad photographs, featuring many of America's outstanding contemporary photographers.

Both exhibits will be mounted in the second floor galleries of the Museum of Railroad History, in a setting that will complement each medium in a most advantageous fashion. The exhibits will be open to the public during "Railfair 91," and will continue through the summer and early fall.

Guest locomotives will be in attendance and

are expected to include the following steam engines:

SOUTHERN PACIFIC RAILROAD No. 3420.

*Wheel Arrangement: 2-8-0
Builder: Burnham, Williams & Co. (Baldwin)
Date Constructed: 1904
Gauge: 56½"
Cylinders: 22½"x28"
Boiler Pressure: 200 pounds
Driver Diameter: 58"
Fuel: Oil
Weight: 199,000 pounds
Present Owner: City of El Paso*

UNION PACIFIC RAILROAD No. 844.

*Wheel Arrangement: 4-8-4
Builder: The American Locomotive Company (Schenectady)
Date Constructed: 1944
Gauge: 56½"
Cylinders: 25"x32"
Boiler Pressure: 300 pounds
Driver Diameter: 80"
Fuel: Oil
Weight: 485,000 pounds
Present Owner: Union Pacific Railroad Company*

UNION PACIFIC RAILROAD No. 3985.

*Wheel Arrangement: 4-6-6-4
Builder: The American Locomotive Company (Schenectady)
Date Constructed: 1943
Gauge: 56½"
Cylinders: 21"x32"
Boiler Pressure: 280 pounds
Driver Diameter: 69"
Fuel: Oil
Weight: 635,000 pounds
Present Owner: Union Pacific Railroad Company*

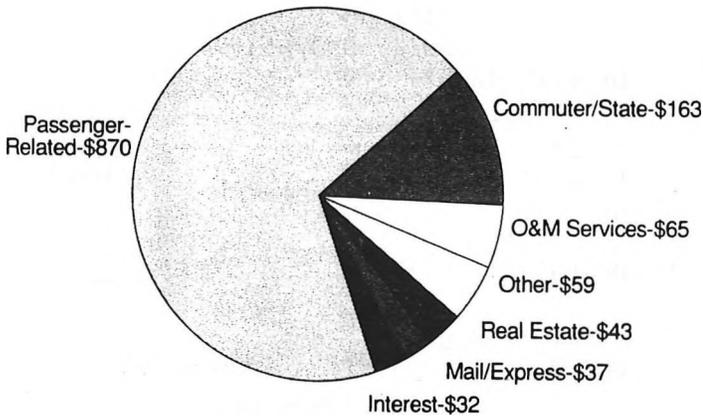
"TOM THUMB" (Replica)

*Wheel Arrangement: 2-2-0
Builder: Baltimore & Ohio Railroad Co.
Date Constructed: 1926
Gauge: 56½"
Cylinders: 5"x27"
Boiler Pressure: 90 pounds
Driver Diameter: 30"
Fuel: Coal
Weight: 10,800 pounds
Present Owner: B&O Railroad Museum, Baltimore, Maryland*

Amfacts

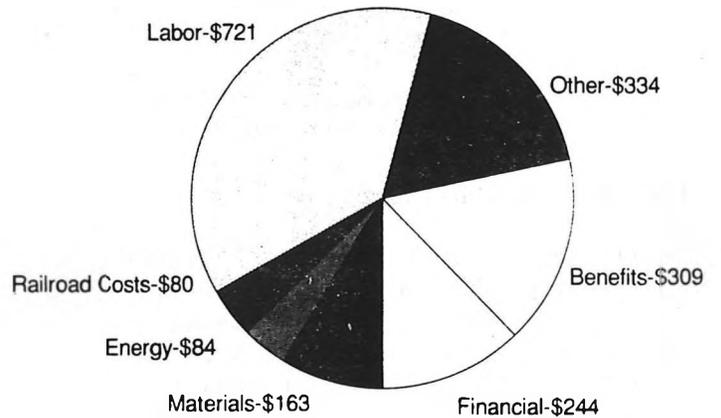
Amtrak Revenue Fiscal Year 1989

(Millions of Dollars)
Total = \$1,269

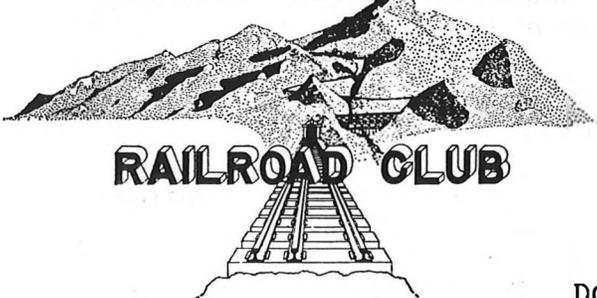


Amtrak Expenses Fiscal Year 1989

(Millions of Dollars)
Total = \$1,935



ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

SECOND CLASS

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