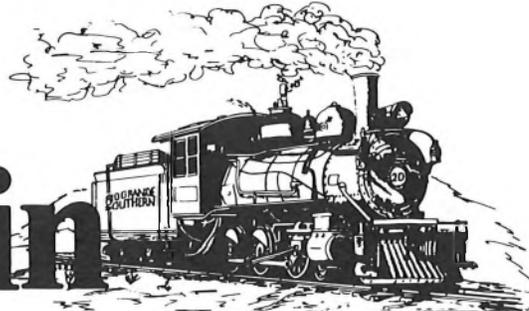


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 8, 1993 -- 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
Joseph E. Priselac..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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 July, 1993 Rail Report is due no later than June 8, 1993!!

MEMBERSHIP INQUIRES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, etc., to:

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

June, 1993..... No. 405
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 \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

JUNE 8 PROGRAM

South of the Border! Longtime member and past president of the Club, Charlie Max, will help us to revisit the early 1960's and ride some of the last passenger trains in Mexico. In particular, Charlie will take us on the Chihuahua Pacific from Chihuahua to Los Muchos, Mexico.

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

MAY PROGRAM

It never fails!! The Potpourri Night always brings outstanding material to the fore. This year we were entertained by fourteen great mini-programs as the following review will show:

JOHN SHERMAN. John began our journey in and around Del Rio, Texas with a look at the Southern Pacific operations, Amtrak and private varnish, and, Electrics of the Pearl Brewery; from there we moved on to SOO Line trains of the 1970's as well as the Lehigh Valley and CONRAIL, plus, the CV&LV in Vermont.

SHERM CONNERS. Sherm took us on a tour of the Nashville (TN) Union Station, showing the beauty that still exists and is being utilized in returning the Depot to a useful purpose. Sherm also showed shots of the train shed which is not in as good shape and will prpbably disappear soon.

ED HALEY. Ed took us back to August 4, 1956 and a Club trip aboard the Laramie, North Park & Pacific Railroad Company's line between Northgate and Laramie (Up's Coalmont Branch) behind UP's 2-8-0 #535.

JOHN DILLAVOU. We visited Oklahoma City and El Rino, OK to view the old trolley tracks and Rock Island Headquarters with all the buildings and facilities that now form a ghost town.

LEE WHITELEY. Lee brought some more of his collection of slides made off Union Pacific promotional "lantern slides" of the 1920's and 1930's. These were hand-tinted and showed many views of Western National Parks--not necessarily on the UP system, but of interest to potential travelers of the times.

FRANK STAPLETON. Frank treated Club members to outstanding views of many train and trestle shots on the FEGUA (Ferrocarriles de Guatemala) where Baldwin steam still lives. The DISTRITO DEL PACIFICO (Pacific Division) contains a great many awe-inspiring trestles of over 100-feet in height and 750-feet and more in length.

BOB ANDREWS. Bob has tried to capture the disappearing small, rural depots of the land before they are no more. He shared a few with us, including Eads (MP), Rollins (D&SL, '48), Cody, WY (BN) Essex, MT (GN) and Dawson Creek, B.C. (Alaska RR).

JIM TROWBRIDGE. A tongue-in-cheek look at a little-known Colorado railroad, the Colorado & Western RY. which ran from Aspen to Gunnison at the turn-of-the-century and into the 1930's. (Jim's HOn3 empire)

MERLE ANDERSON. (With Erwin Chaim's help) Merle took us back to the 1930's and 1940's to view the South Shore Line, the C&SS&S Bend, the C,NS & Mil., CM&SP, CB&Q, C&O, Pere Marquette, Pennsy, C&NW, B&O and IC.

BOB PACKER. We visited the Oakland Army Base with Bob to see their Baldwin and Fairbanks switchers; some Amtrak shots; the USG Alco, 3-foot, units; and back to Colorado to see the BN's Ski Train at Winter Park.

RICH DAIS. Rich gave us a look at Ghost Railroads--views along the D,SP&P in 1986, the Colorado Midland in 1986, the Club's 50th Anniversary Sojourn in 1988 to the RGS, DSP&P Ohio Pass area, etc., Ute Pass in 1991 and other interesting places.

JIM JONES. A little different approach was done by Jim as he put together a potpourri of his 1992 travels including trains in Vermont, Platte Valley Trolley, Colorado RR Museum, BN Ski Train, SP Coal Trains, C&LC Motor Car run from Falcon to Limon and surprise operations on the old Denver & New Orleans (C&S) trackage to Gates.

VIN CALCUTT. Vin and his wife were over from England to ride UP 3967 (3985) and brought slides of steam operations, renovations and equipment from the United Kingdom as well as some photos of Vin's model railroad (US/Colorado prototype)

DAVE SCHUMACHER. Dave also provided a mini potpourri scenes from Omaha (UP's Big Boy Display) to Steam Expo in Vancouver, B.C. and other miscellaneous "oddities."

As always, those of us in attendance were delighted with the Potpourri Night program. Out thanks goes out to all who participated and we look forward to next year. A special thanks to Erwin Chaim for putting all this together and being our projectionist!

NEW MEMBERS

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

Philip Rector Colorado Springs, CO

Brad Swartzwelter Boulder, CO

COPPER CANYON OF MEXICO EXCURSION

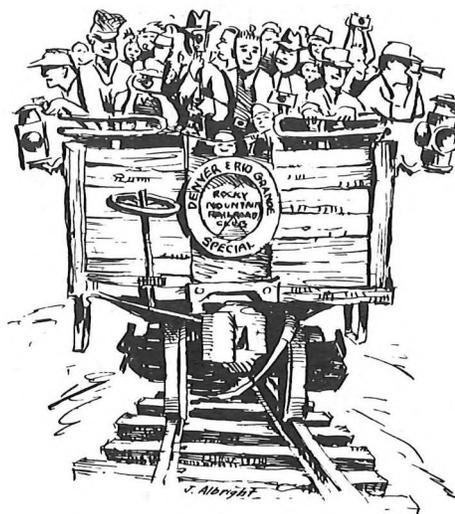
Bud Lehrer, Trip Chairman, announced at the May meeting that this trip was close to being sold out. We would suggest that anyone who might still want to join the Club for this spectacular trip contact Bud through the Club's telephone (303) 431-4354 (out-of-area calls will be returned COLLECT) or Al Miller at World Travel (303) 752-0900. Flyers are still available if you have misplaced your copy sent out in the March newsletter.

RMRRRC EQUIPMENT WORKDAY

The Equipment Committee has set Saturday, June 12th, aside for the annual workday at the Colorado Railroad Museum. Please mark this date on your calendar and join fellow Club members for some work, food, and comradeship as we fix, renew, paint restore the Club's equipment.

A sign-up sheet will, once again, be available at the June meeting, or, you may call the Club's telephone [303-431-4354] to leave your name and telephone number. We will get back to you to determine what you might wish to work on.

Our thanks, in advance, for your support!
(Hugh H. Wilson (Sr.), Chairman)



1993 SCHEDULE OF EVENTS

June 5	Uhrich Locomotive Works Field Trip/Strasburg, CO
June 8	Regular Monthly Meeting
June 12	RMRRRC EQUIPMENT WORKDAY at The Colorado RR Museum
July 10	Denver & New Orleans RR Field Trip
July 13	Regular Monthly Meeting
August 10	Regular Monthly Meeting
August 21	D&RGW/SP Tennessee Pass Field Trip
August 22	Leadville and Colorado & Southern RR Excursion
September 14	Regular Monthly Meeting
October 1-9	Mexico/Copper Canyon Excursion
October 16	ANNUAL BANQUET
November 9	Regular Monthly Meeting
December 14	ELECTIONS and Regular Monthly Meeting

Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

DENVER & NEW ORLEANS RAILROAD FIELD TRIP

The Rocky Mountain Railroad Club is pleased to present a "Travel Through Time" event along the abandoned grade of the Denver & New Orleans R.R. between Denver and Colorado Springs.

The D&NO was built in 1881 and 1882 by John Evans, one-time Colorado territorial governor and builder of the famed South Park narrow gauge. After several reorganizations, the line was bought by the Colorado and Southern which briefly ran trains on this Denver-to-Pueblo line before signing a joint-line agreement with the Santa Fe in 1899. The line came out in sections--Falcon to Colorado Springs and Pueblo by 1919 and South Denver (Connors) in 1936. Though three isolated segments survived into the 1980's, today only a spur on the east side of Fountain Creek in Pueblo remains in operation.

We'll meet on Saturday, July 10, 1993 at 8:30 a.m. at Connors, in southeast Denver, where a significant amount of 1897 Carnegie steel rail remains spiked in place. Our trip leader will be Club member and western historian James R. "Jim" Jones who is in the middle of a 10-year project which will culminate in a book on the subject. In time for the 100th anniversary of the C&S, Jim plans to release a large book with numerous photos and maps of the trains, towns, and people which served this original C&S mainline.

Trip participants will follow the line through the forgotten community of Sullivan, then south along Cherry Creek with a visit to the still intact yards site at Parker, horseshoe curve at Whiskey Gulch which was once the site of three impressive trestles, then along Running Creek to Elizabeth where a section house still exists. We'll have lunch and explore the historic downtown district of Elbert--site of the terrible 1935 Memorial Day flood which destroyed half the town and hastened the demise of the railroad. Though all details have not been completed at press time, other stops may include the ghost towns of Eastonville and Granger. We'll trace the wye and connection with the Rock Island at Falcon, site of a rail overpass, then continue

south to Manitou Junction before winding up our day at Colorado Springs where rail is still embedded in pavement at the former site of a stone depot which burned in 1898. From there, participants are on their own to enjoy a number of possibilities such as dinner at Guiseppe's depot restaurant or chase trains along the Joint Line on their return home.

Cost for the trip and handout is \$2.00 per person. As this high plains route will take us to an elevation of 7,100-feet, the same considerations should be made as if this were a trip into the mountains. As there will be several opportunities for a short hike, boots, long pants and a wind-breaker jacket are strongly recommended. As the potential for grass fires is considerable, smoking will be absolutely restricted to only our stops at Parker, Elizabeth, Elbert, Falcon and Colorado Springs. The number of tickets is limited. Early registration is recommended.

Tickets may be purchased either by mail or at the June meeting. For mail orders, remit \$2.00 per person, along with a long, Self-Addressed, Stamped Envelope to:

ROCKY MOUNTAIN RAILROAD CLUB
D&NO Trip
c/o Hugh Alexander
700 So. Elizabeth St.
Denver, Colorado 80209

Checks should be made out to the RMRRRC.

N&NO ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

I/we enclose \$ _____ for _____ tickets..





May 3, 1993. The C&TS Rotary Outfit, Rotary "OY", Auxilliary Water Car, Engines #487, #497, and #488, are seen approaching Lobato Trestle where the train will be separated and each engine taken across the trestle by itself to maintain weight restrictions. Notice that each engine is lettered for Rio Grande, as is every other piece of equipment! It was easy to imagine ourselves as being back in the 50's and 60's. (Jim Trowbridge Photograph)

MEN AND MACHINES AGAINST THE ELEMENTS: C&TS OPENS CUMBRES FOR THE SEASON

Unusually heavy snows this winter (175% to 200% of 20-year average) have caused many problems from killer snowslides to flooding this spring. The Cumbres & Toltec Scenic Railroad has not been spared. Having scheduled a special charter train for May 7-9th and the FRIENDS charter on May 22nd, besides a Memorial Weekend Opening, the C&TS found itself in need of using a Rotary to open the line. So, beginning on Monday, May 3rd, a three-engine Rotary Snow Train left Chama to do battle on the hill.

The Rotary outfit consisted of Rotary "OY", Auxilliary Water Car "OM", Road Engine #487, Helpers #497 and #488, a gon loaded with

coal, three M-O-W cars and Caboose #0503.

The plan was to reach the top of Cumbres by Monday evening, Sublette by Tuesday evening and into Antonito by Wednesday and return to Chama on Thursday. Well, so much for the plans of "mice and men!"

All went well (with some equipment problems that caused some delay prior to the first heavy ice and snow drifts) until the outfit reached a curve with stubborn ice accumulations in drifts just before State Line. This one drift area took better than an hour to clear with unnumbered backups required to clear the Rotary's blades and realign the machinery into the drift again and again! By the time they reached Cresco Tank, the outfir seemed to be moving quite well, but, heavy drifts were to be encoun-



The Rotary Train has reached Cresco Water Tank. The Rotary was pushed just enough to get it and each of the three engines up to the water tank before serious plowing was resumed. It was a wonderful experience to witness all the operation of watering the four tanks with Rotary action in between each stop for water. (Jim Trowbridge Photo)

tered between Cresco and old Highway 17 Crossing below Coxo.

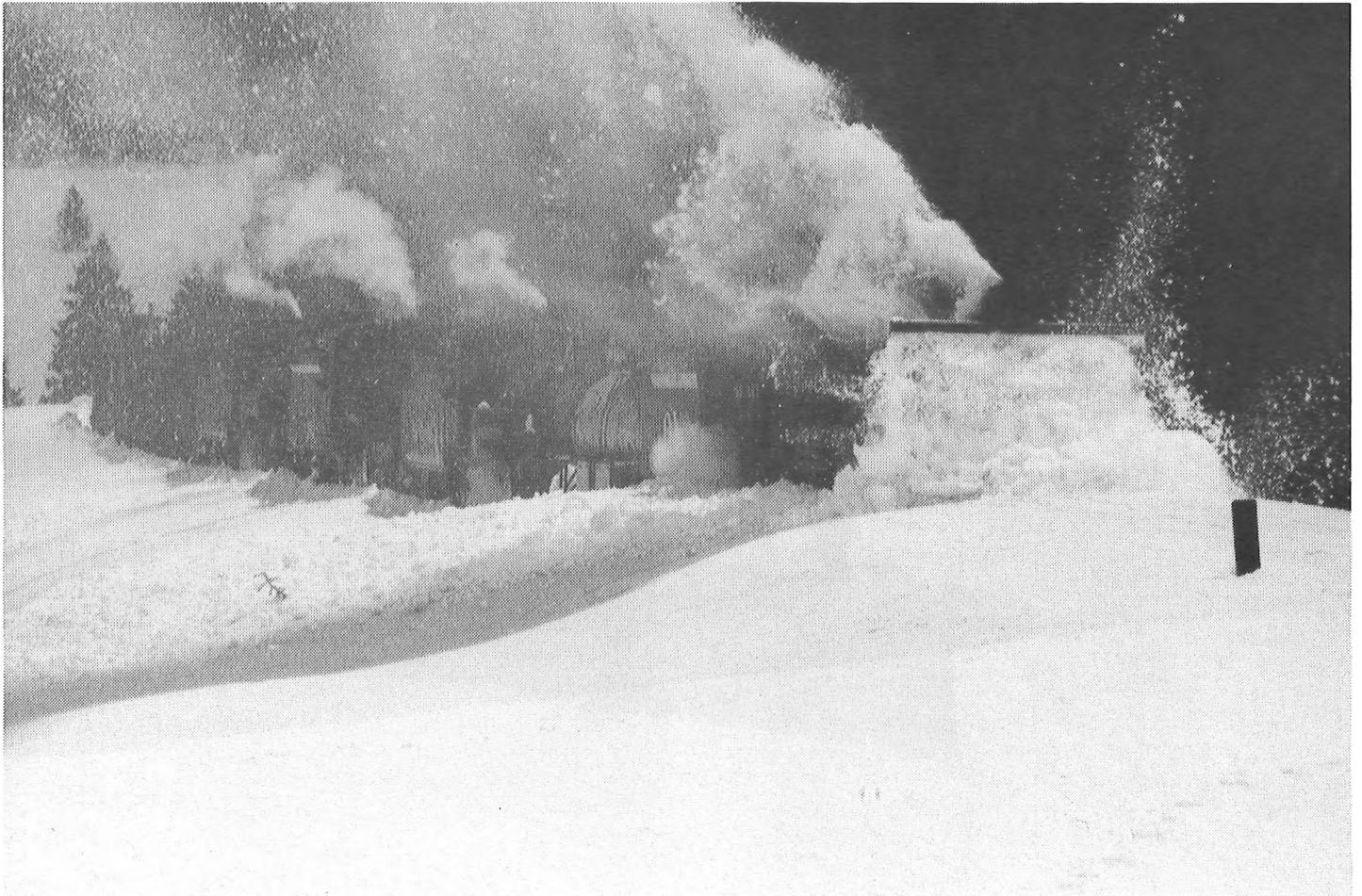
The real show began for most of the three or four hundred pacers when the train came into view at old Highway 17 crossing where the snow was deep and the Rotary was throwing huge amounts of ice and snow in a 150-foot arc. The train continued to cross the new highway 17 crossing (Coxo Crossing) and on to Coxo Siding. In spite of seeing what the Rotary was doing in throwing large chunks of ice off the right-of-way, many pacers parked their vehicles close to the tracks at Coxo Crossing and had their cars

and trucks struck with ice; one small car having its back window blown out and a new, deep depression added to its roof!

It was getting quite late by this time and the outfit would only get to Coxo Siding before they would have to call it a day. With such energy being expended to clear the track to this point, all engines were running low on coal and water. It had been determined that the train would be backed to Chama to get refueled and watered for the next day's attack. The #488 was cut off from the train and it proceeded to back down to Chama. About the area of "Kyle's Kink," an area long noted for soft ground, the M-O-W car just in front of the caboose derailed in a deep snow cut. The railroad was able to pull it out to somewhat dry ground and rerailed it in short order and then proceed to, once again, back the train at a very slow pace; however, now the trailing trucks of the #488 derailed. This had to be rerailed where it sat, requiring track crews to dig into the snow cut sides. This rerailment took some time, getting crew into Chama late that night. Rather than risk problems with the #487 and #497, the Rotary and engines were parked at the west end of Cresco Siding for the night and the crew relieved by a night watchman.

The next day saw a late start to get all crew members proper rest. Surely they would reach Cumbres and some distance beyond--Ah, those best laid plans that oft go astray! If the snow and ice had been troublesome on Monday, the drifts yet to be encountered on Tuesday would really test the C&TS personnel's metal!! Ten to twenty-foot drifts all the way to Cumbres would see the Rotary Outfit reach only the Yard Limit Marker by 5:00 p.m. on Tuesday when your editor and Frank Stapleton had to call it quits and head home. But, what a show!!!! One has to give the C&TS personnel great credit. Unlike the D&RGW days, when the Rotary was only called out after an unusually heavy snow to clear away new snow that was mostly powder, the C&TS folks are forced to deal with pure ice that has been forming all winter. Their perseverance is somewhat awe-inspiring.

At any rate, Earl Knoob, Club member and Safety & Compliance Officer for the C&TS and Rotary Pilot for this operation, later



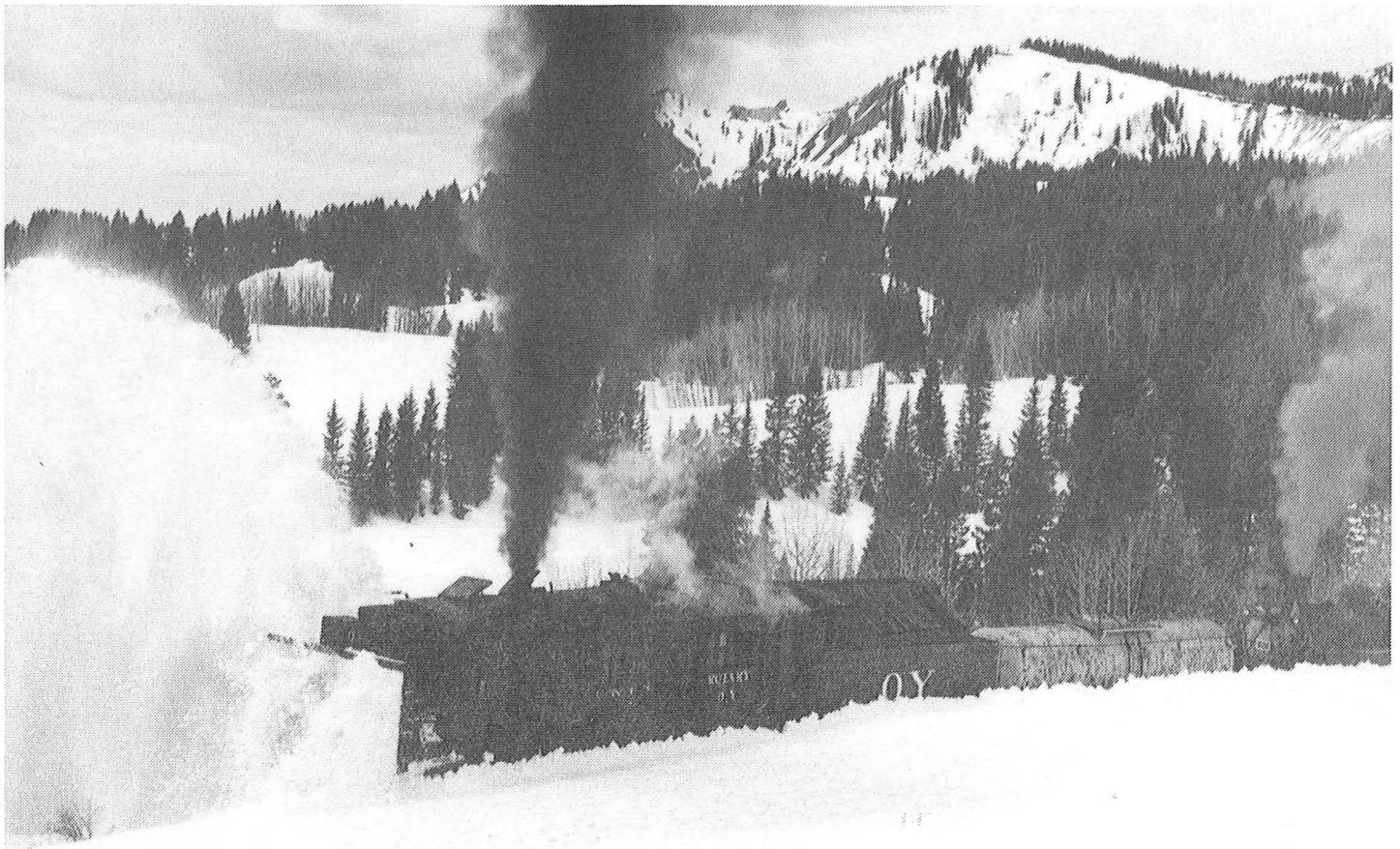
The real show for pacers began in earnest when the Rotary Train reached the area of old Highway 17 crossing. Here we see the fury of the plowing action. The date is May 3, 1993. The Train will only get another one-half to three-quarters of a mile before the Railroad will call it a day! (Jim Trowbridge Photograph)

filled your editor in on what happened after Frank and I left:

The train continued on to Cumbres, reaching the water stand about 9:30 p.m. with engines very low on water. The Outfit was tied up for the night. The next day, Cumbres was cleared after the engines had been refueled with coal brought up by truck and snow removal continued, reaching somewhere beyond Tanglefoot Curve by Wednesday night. Thursday saw the train reach Osier where snow removal was given up, the train backed to Cumbres and turned for the trip down the hill to Chama. Track crews were used to do some further work with a frontend loader beyond Osier and it was determined that an engine with a snowplow could probably clear the rest of the line to Antonito.

Having committed to a charter operation,

the railroad did its best to provide the charter with movements up to about State Line as the roadbed beneath the track at Kyle's Kink was a real problem, causing more derailments when the Rotary train returned on Thursday. The next week saw the railroad performing heavy track and roadbed work at Kyle's Kink area to open the road to regular traffic. They received more snow and rain. The area has been under a flood-alert through the writing of this report (May 17th) and it is expected that the C&TS, as well as the D&SNG, will have a tough spring that may cause problems well into summer. The D&SNG had two major snow runs/slides and there are worries that a flood problem may exist similar to that of 1970 when so many miles of track and roadbed were wiped out in the Animas Canyon. Let's hope that both railroads experience little or no further damage. We'll try to keep you informed.



May 4, 1993. The Rotary has now reached a point above Coxo Curve and still has about two miles to go before it reaches Cumbres. Coxo Curve is around and to the right while we can see Coco Siding across the valley and about directly over the "OY"'s tender. The Rotary was about to get into eight to ten feet of snow and ice, but this would be easy compared to the fifteen to twenty feet that lies ahead. (Jim Trowbridge Photograph)

SpikeBuck by Clay Rollins

It's back for another year! The Denver Post has announced it will run the Cheyenne Frontier Days special again this year with the D&RGW Ski Train equipment pulled by the UP's roster of rebuilt E Units. Look for it July 24th, or ride along for \$125.00..... Speaking of E units, the UP's new stable of E units was scheduled to make their maiden voyage to Cheyenne from Omaha on May 1st. But, after a close inspection, the UP returned them to the rebuilder, VMV, of Paducah, citing a number of quality control problems such as fans that operate in reverse.....The UP continues to run its rock train from Wyoming to the eastern edge of Aurora on the KP line every day except Sunday. The rock is unloaded and trucked to the new airport site. The train generally

used older power and short, tan-colored hoppers marked "GRR". While the cars are unloaded, the locomotives head for Roydale to lay-over. Once the airport is complete, this operation will probably come to a screeching halt, so catch it this summer.... It's beginning to look a lot like a (light) railroad. MAC put down its first rail in the five-stall maintenance facility the week of April 12th, quickly followed by the construction of the south yard leads. May 5th, the newspapers showed the laying of the first revenue rails alongside SP's Burnham shops. At this writing, grading continues at the north yard leads and from 13th Avenue to the Cherry Creek bridge.....





The date is April 27, 1993 and we see ex-D&RGW Caboose No. 0500 enroute to Durango from its last residence in Cripple Creek. Ed Gerlits poses in front of 0500, disguised as Florence & Cripple Creek No. 3, at Johnson Village, near Buena Vista. (Ed Gerlits Photograph)

D&RW CABOOSE NO. 0500 GOES HOME

On April 28, 1993, ex-Denver & Rio Grande Western wooden caboose No. 0500 was unloaded onto Durango & Silverton Narrow Gauge Railroad tracks in Durango and is scheduled to be rebuilt by June 15, 1993 and enter into daily charter service on the 7:30 a.m. train.

Caboose 0500 was built by the D&RG in 1886 as their second No. 1, renumbered in 1887 as the 0500 and saw service all over the D&RG (later the D&RGW) narrow gauge system. In May of 1950, out of service in Alamosa, Bob Richardson purchased her as one of his first pieces of equipment for the Narrow Gauge Museum in South Alamosa. Repaired

and repainted, 0500 was a show piece for many years. When Bob moved to Golden to start the Colorado Railroad Museum, 0500 was left behind in Alamosa. In 1987, two Cripple Creek businessmen purchased her and moved the 0500 to Bennett Avenue in Cripple Creek, across from the Midland Terminal RR Depot where she was used as a Jeep Tour office and, later, as a newspaper office.

Early in 1993, displaced by the gambling interests in Cripple Creek, Ed Gerlits purchased 0500; resold, and shipped her to the D&SNG Railroad in return for some charter/private train operations. Ed's first charter train will be running this fall-- Saturday, September 18, 1993.

Many Club members have enjoyed these trips

in past years and may wish to, once again, join Ed for a wonderful narrow gauge rail-roading experience. Anyone interested in riding this private charter train should contact Ed at (303) 232-9262, immediately, as space is limited and Ed's trains sell out very quickly!!

Trip flyers are available. Cost of this excursion is \$65.00 per person and includes the roundtrip fare, photo runbys and lunch.

MAJOR RENOVATION OF DENVER'S UNION STATION IN WORKS

Those aboard the Club's UP 3967 Excursion are well aware of work in progress at Union Station. Club member, Tom Caldwell sends the following information out of The Daily Journal of April 6, 1993:

Haselden Construction, Inc. is under way with a major renovation of Denver's Union Station, a gateway for travelers since 1881. While remaining fully operational, the station's trackside facade will be restored to its original beauty. Layers of paint will be removed, and windows--since walled over--will be replaced to look the way they did before World War I. The train-boarding area, built in 1893, will be demolished and reconstructed. Haselden will fill in two unused 20x20 baggage tunnels running underneath nine sets of railroad tracks to the terminal.

RTD has earmarked \$7 million to upgrade Union Station for future use by RTD buses and light rail. New office space will result from the remodeling. Completion is scheduled for April, 1994.

Union Station was the largest structure in Colorado when it was opened. The original construction cost was \$25,000. In 1982, two wings were added. Two years later, fire destroyed most of the building. The reconstruction cost was \$125,000. In 1915, the terminal underwent major renovation and expansion at a cost of nearly \$4 million. It had survived a major flood in 1912, and would survive another in 1933. Following the 1933 flood, which deluged the entire city, Cherry Creek Dam was built. The basement of the terminal has been designated crawl space because of the high mud level left over from the floods.

PRESERVATION FUND AND BOOK DRAWINGS

The prizes and winners at the May, 1993 meeting are as follows:

Gary Ellison (NY) / Packet of RR "PR" Reports and Official Register of Passenger Train Equipment, 3/65

Neal Miller / Portraits of the Iron Horse

Jack MacLennan / Colorado Annuals: 1965, 1966 & 1968

Vance Hester / The Age of the Mad Dragons

Dave Salter / Set of miscellaneous timetables

Rich Dais / Set of B&W postcard scenes of Colorado RR's

Vin Callcut (England) / Colorado Trolleys

Mike Johnson / Burlington Route

Tom Tolin / Railway & Locomotive Historical Society Railroad History #130

Jake Jakoboski / Official Guide of Railways, October, 1970

Lee Schultz / The Water Level Route--New York Central

Jack Groeneveld / Complete set of 1983 TRAINS

If members have items they wish to donate for the monthly drawings, 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.



UNION PACIFIC 40th ANNIVERSARY STEAM EXCURSION A GREAT SUCCESS

Look forward to a recap of the Club's May 15th 40th Anniversary of Union Pacific Steam Excursions Trip in the July issue of the Rail Report. Full details and photos are in the works.



GEORGETOWN LOOP RAILROAD STEAMS INTO ITS 19th SEASON

The Memorial Day Weekend marks the beginning of steam on the Georgetown Loop Railroad for 1993. The railroad will operate daily from May 29th to October 3rd.

The steam locomotives, one rod engine (#40) and two Shay locomotives (#14 & #12), will alternate duty this summer. These oil-fired locomotives will make round trips with passengers between Georgetown and Silver Plume. "They will haul over 100,000 Colorado visitors this summer," according to GLRR General Manager, Lindsey Ashby.

The historic ride over the 100-foot high Devil's Gate Bridge and the rest of the line takes one-hour and ten minutes to complete. The train may be boarded from either end of the line, from the Silver Plume Depot (I-70 Exit #226) or the Devil's Gate boarding area (Exit #228).

Also opening its doors on the Memorial Day Weekend is the Lebanon Silver Mine. To share in this experience, an optional one-hour-twenty-minute tour of the Lebanon Mine may be added to the train ride for visitors to see a hardrock silver mine.

Roundtrip fares for the train are: Adults \$10.50, Children \$6.00. The Lebanon Mine Tour is a slight additional fee. Reservations are suggested for the train and mine combination. For additional information, call the Georgetown Loop RR at (303)569-2403 or Metro line (303) 670-1686.

GALLOPING GOOSE HISTORICAL SOCIETY MOVING RIGHT ALONG

Good news came to the Galloping Goose Historical Society of Dolores recently as they received a check for \$25,000 from the Boettcher Foundation. They qualified for this grant by raising about \$115,000, partially by selling a donated lot at 2nd and Railroad, with a \$25,000 US West grant, donations of money, labor materials and land.

The check will allow the Society to begin interior finish work at the museum at 5th and Railroad, in Dolores. That will include work to finish the rooms downstairs and upstairs and erect museum displays dealing with the Galloping Goose and the Rio Grande Southern Railroad. The goal is to finish the museum in time for the summer tourist season.

The Dolores Visitors' Center in the east room of the museum building was finished and opened to the public last summer with the cooperation of the Dolores Chamber of Commerce, Forest Service, Anasazi Heritage Center and the Town of Dolores. Exterior painting was also finished last summer. The shop area to the west will include two handicapped-accessible bathrooms.

The museum is a replica of the original 1900 Rio Grande Southern Depot, a two-story, beige and brown Victorian structure with cedar siding and shingles. The museum is even located in nearly the same spot as the original. The old depot was the last one operating on the RGS line and was closed Christmas Eve, 1951, and eventually torn down. (Dolores Star via Erma Morison)

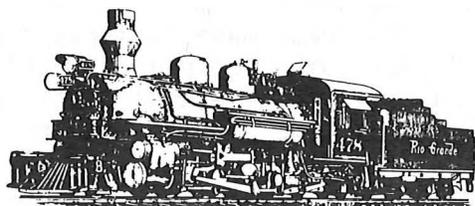
FRASER RAILROAD DAYS

The town of Fraser is sponsoring Railroad Days on June 26 and 27 at the Safeway Shopping Center in Fraser. Last year, several hundred enjoyed the railroad exhibits and operating model trains. Some of our members may not be riding Jim Trowbridge's special train on the Cumbres & Toltec that weekend, and so they could enjoy the trip over Berthoud Pass to Fraser. Bob Griswold will be showing the 1920's-vintage glass slides showing the construction of the Moffat Tunnel, both days. Of course, Fraser

is on the main line of the Southern Pacific and the route of the Amtrak California Zephyr, making the area a great location for our shutterbugs.

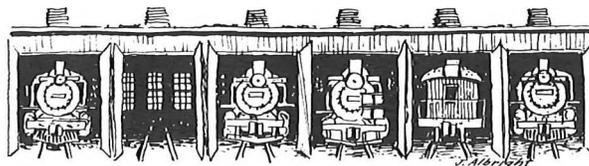
An interesting side trip from Fraser's next door neighbor, Winter Park, is the grade of the Hill Route on the old Moffat Road. Of course, one cannot drive across Rollins Pass, but, depending on the snow melt by June 26th, one could drive several miles up the west side of the grade toward old Corona. The road could be rough.

(Bob Griswold)



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.



THE DURANGO & SILVERTON NARROW GAUGE DIGS OUT

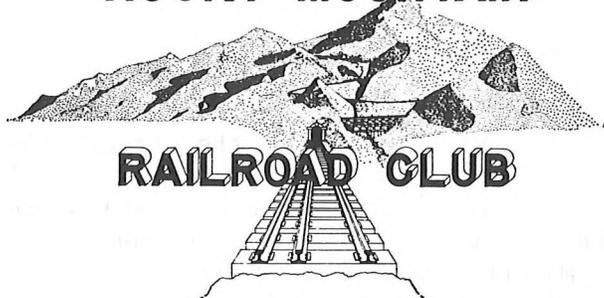
Bob Griswold sent your editor some clippings from the April 28th edition of The Durango Herald with the following information about the D&SNG:

After 26 days of digging through deep, cement-like snow, section crews with the Durango & Silverton Narrow Gauge Railroad finally reached Silverton on Monday, April 26th, ensuring the May 1 opening date for full service.

As the D&SNGRR enters its 111th season of continuous service, the effects of this year's harsh winter posed many, and often dangerous problems for the track crews. Hundreds of man hours were necessary for repairing sections of track damaged by snow and rock slides and old age. Nearer to Silverton, avalanches buried the tracks under rock-hard snow peppered with debris including tree trunks and boulders pulled from the steep canyon walls.

Wearing avalanche beacons and relying on avalanche reports provided by the Colorado Avalanche Information Center in Silverton, the crews worked from 9:00 a.m. to 2:00 p.m. daily until warm afternoon temperatures increased the chances of slides.

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