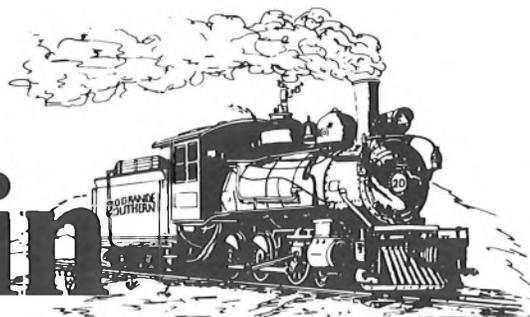


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

May 10, 1994 -- 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  
Roger Callender..... President  
Sherm Conners..... 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 June, 1994 Rail Report is due no later than May 10, 1994!!

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## MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Linda Johnson, Membership Chairperson  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

May, 1994..... No. 416  
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.

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## CLUB MEMBERSHIP

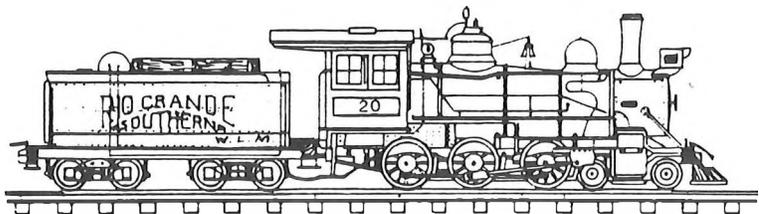
Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. 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.

## MAY 10 PROGRAM

One of the most eagerly awaited programs of the year has arrived--POTPOURRI NIGHT!! We suggest that you make a special effort to attend the May meeting as we are always treated to a spectacular show by a number of Club members. We never know what to expect and the surprise adds a great deal to evening's entertainment.

## 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 Street, 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.



## ANNUAL EQUIPMENT WORKDAY-- COLORADO RAILROAD MUSEUM

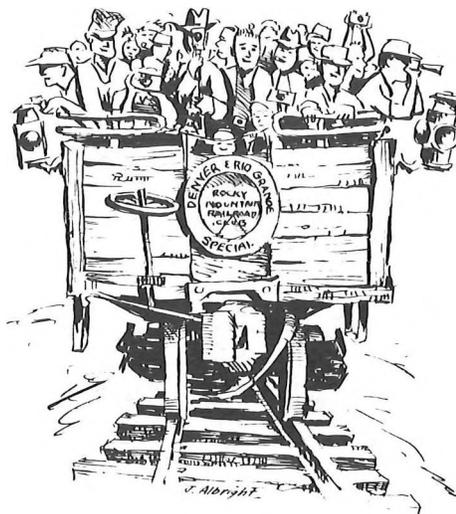
Please keep these dates in mind and set them aside on your calendar (June 25 & 26, 1994) to join fellow Club members at the Colorado Railroad Museum to work on the Club's historic railroad equipment. This year's workday weekend will be held in conjunction with the Museum's June steamup of the No. 346. Full details will be forthcoming in the June newsletter.

## 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 Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

## CALIFORNIA RAILROAD FESTIVAL

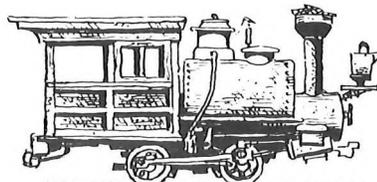
To add to the many Golden Spike celebrations this year, the California State Railroad Museum is sponsoring a mini-Rail Fair in Sacramento, June 17 to 19, 1994. Visiting railroad equipment will add to the fabulous museum collection; railroad motorcar rides and handcar rides will be added to the regular forty-minute steam train rides along the Sacramento River. (Bob Griswold)

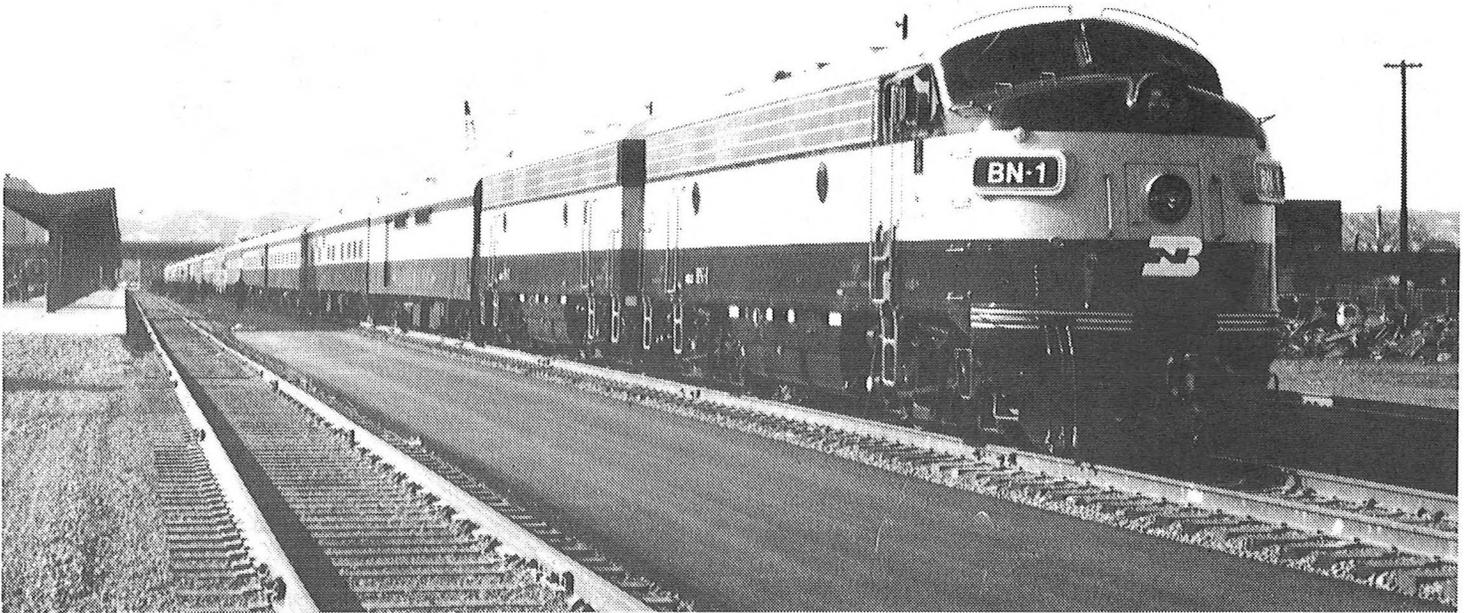


## 1994 SCHEDULE OF EVENTS

May 6-14	Golden Spike, 125th Anniversary Celebration Trip
May 10	Regular Monthly Meeting
May 28	Lakeside Admusement Park RR
June 25-26	Annual Workday at the Colorado RR Museum
June 14	Regular Monthly Meeting
July 12	Regular Monthly Meeting
July 24-31	Chicago & Vicinity Excursion: 10th Anniversary Return Trip
August 9	Regular Monthly Meeting
August 20	Sherman Hill Field Trip
September 13	Regular Monthly Meeting
Fall*	Denver Union Station Tour
October 8	Manitou & Pike's Peak Tour
October 15	ANNUAL BANQUET
November 8	Regular Monthly Meeting
December 13	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!





*The Burlington Northern's Denver-to-Winter Park Special, Business Car Passenger Train, on the eve of its January 13, 1994, departure, lays over in Denver Union Terminal. The photogenic F-9M's, BN-1 and BN-2, and, 14 coaches departed around noon on the 13th over the Southern Pacific/Rio Grande Moffat Tunnel Route for a two-day ski holiday. In the left margin of the photograph, please note the newly constructed platforms and shelters between track No. 3 and No. 4, part of the major re-construction now taking place at DUT.*

*(Joe Priselac Photograph)*

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## **THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS**

by Chip Sherman

SANTA FE'S NEW GENERAL ELECTRIC (GE) 600's ROLL NORTH TO POWDER RIVER BASIN. GE shipped the first of 50 new model Dash 9-44CW, six-axle, 4400-horsepower units to the Santa Fe beginning February 20, 1994. Three units, 613, 611, and 621, came through La Junta, CO, and ran north via Colorado Springs up the Joint Line with an empty RTPX coal train on March 10th. Darrell Arndt was startled by their horn near South Denver that evening. They returned south as train symbol 11T030 around 1:00 a.m., March 13th.

They again headed north over the Joint Line on March 16th on a UFIX empty. On March 19th, they arrived in Denver on train 01-978SQ-19 and moved to BN's 23rd

Street Diesel Shop. The units, 611/623/633/631, along with GE B40-8 7422, then ran light from Denver to Academy Siding, north of Colorado Springs, CO. There they were put on a loaded, southbound coal train. (Bruce Black, Todd Rollheiser, Darrell Arndt, C.W.)

SANTA FE SELLS C30-7's BACK TO GENERAL ELECTRIC (GE). General Electric has agreed to purchase 52, model C30-7, locomotives from Santa Fe. The 8059-8098 (all units are not included!) locomotives were being moved east to Conrail at Cleveland, OH, with planned delivery by April 1, 1994. (The Super Chief)

SD70MAC's MAKE THE GRADES. It's been less than two months since the first 350 SD70MAC's, BN's new AC-traction diesel locomotives, debuted in Fort Worth, TX. As of March 3, 1994, twenty units already are hard at work pulling coal trains through the Wyoming Powder River Basin.

The 4,000-horsepower units, which usually operate in sets of three and replace five conventional direct current (DC) locomotives, are running well and have had relatively few problems to date, says Ron Hall, Manager, Locomotive Fleet Development, Locomotive Management.

The 9400-series units pulled their first train February 3, 1994, between Alliance, NE, where they are based, and mines in the Powder River Basin. Hall says that they will continue to operate primarily in the Powder River Basin until BN receives more units from the builder, Electro-Motive Division (EMD), which plans to deliver as many as 100 SD70MAC's to BN in 1994.

February 19th, a pair of SD70MAC's with 9416/9411 were undergoing pusher tests, replacing four SD40's on Crawford Hill. This was the first such test, according to the crew.

Several 9400's have been spotted through Denver as trailing units or laying over at the 23rd Street Diesel Shop. None have been seen in sets or leading a train to date. (BN, C.W. Edinger, Bruce Black, Steve R.)

SP TESTS REMOTE CONTROL HELPER WITH CONRAIL UNITS...on the Moffat Tunnel Line during March, 1994. Conrail, General Electric model C44-8W 6050 and 6055, are the units equipped to operate as mid-train, remote units. SP refers to mid-train helpers as swing helpers. The units were noted at SP's North Yard, Denver, CO, on March 3rd. The first test occurred March 5, 1994. (Jon B.)

AMTRAK'S GENESIS SERIES ONE locomotives returned to California Zephyr service on March 23, 1994, when 828 and F40PH 317 handled the 18-car westbound train #5/25/35 into Denver. The computer software problem was resolved in February/March, 1994, at General Electric's maintenance facility in New Orleans, LA.

AMTRAK'S NEW TRANSITION SUPERLINERS have begun showing up on the California Zephyr/Pioneer/Desert Wind. New Superliner II car 39008 was seen on westbound train #5/35 leaving Denver on March 13, 1994. The new paint scheme applied to these cars make them easy to spot. (The Colorado Zephyr)



## CHICAGO '94 EXCURSION

The Club invites all to participate in its July 21-31, 1994 excursion to Chicago and Wisconsin for ten days of railroading, shopping and sight-seeing. Included are: Museum of Science and Industry (60th Anniversary of the Pioneer Zephyr), tour of several Chicago area rail attractions, shopping excursion to Chicago's famous State Street and North Michigan Avenue, a visit to the Illinois Railway Museum and the Fox River Trolley Museum, a cruise on Lake Geneva, WI, on a steam-powered yacht, a visit to East Troy Railway Museum, a visit to TRAINS MAGAZINE, a visit to the Experimental Aviation Assoc. air show in Oshkosh, WI, and, an evening cruise on Lake Michigan.

A flyer was mailed out with the February newsletter. Additional flyers are still available, or, you may contact Allen Miller at (303) 752-0900.

## GREAT WESTERN #51

Do you ever wonder what happened to Great Western #51 that used to be seen so regularly around the Great Western Sugar factory at Loveland? This beautifully maintained 1906 Baldwin 2-8-0 is still pulling trains on the Fillmore and Western Railway at Fillmore, California. The trains are not hauling sugar beets, but people. In addition to the tourist trains, it pulls heavyweight passenger trains for Hollywood motion pictures, television series, and commercials.

(Bob Griswold)



As lower Downtown Denver and the Central Platte Valley experience a rebirth and building boom, the historic and venerable Denver Union Terminal is destined to be a major player. In this March, 1994, trackside photograph, demolition is well along on the outer passenger waiting room to make space for a new RTD bus lane, parallel to track No. 1. RTD needed a passageway for Tote bus lane running from the new North I-25 HOV (High Occupancy Vehicle) lane now being constructed into the Downtown Market Street Station. The terms of the lease agreement with DUT calls for RTD to start major renovation on the terminal. Doors, Windows and Stonework are being restored to compliment DUT's historical architecture. Possibilities are currently being explored to possibly expand other types of passenger transportation, in and out, of the terminal. Gosh!!! Just a few years ago, politicians wanted to demolish the building and replace it with a generic Amtrak station northeast of the old warehouse district! New trackside passenger platforms and overhead shelters are also part of the reconstruction. Just left of center in this photograph, please observe the large opening in the building. This is the exposed ramp area leading to the lower level access to the outer track platforms--it will be reconstructed under the bus lane. (Joe Priselac Photograph)

**Atchison, Topeka and Santa Fe**  
RAILWAY COMPANY



**SWAP 'N SHOP**

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

FOR SALE: Collection of TRAINS magazines, RAILFAN-RAILROAD magazines, RAILWAY AGE, TRAINS, RAIL-TRACK & STRUCTURES and others. Complete list of months and years available upon request, SASE required. Will ship US mail, 3rd class. Roger (Robby) L. Robertson, 76 So. Sable Blvd., #W202, Aurora, CO 80012-1513. (Magazines are priced per issue as well as years).



## NEWS FROM THE D&SNG RR

Although 1993 Colorado Tourism appeared to be slow in starting because of bad weather, the Hantavirus scare and the mid-western floods, the Durango & Silverton Narrow Gauge Railroad was able to generate 207,004 passengers for its total 1993 ridership. This compares to 212,932 passengers for the 1992 season or, a minus 2%.

The Winter Holiday Train, Durango to Cascade Canyon, was again very popular and will operate again in 1994, November 23 through January 1--except Christmas Day.

The 1994 season will begin on April 16 through April 29, with trains to Cascade Canyon. Through service to Silverton will resume on April 30 through October 30. The Photographers Special will run in late September. By all indications, 1994 appears to be a promising banner year.

Locomotives are back in the roundhouse for their usual winter repairs. The #473 will be back in service again this summer after being out of service since October, 1992. She has almost been rebuilt, including a new set of flues. All the locomotives require a great deal of repairs and maintenance since they all pile up approximately 14,000 to 15,000 hard miles to Silverton and back. (Amos Cordova, Vice President/Director of Public Relations)

A NARROW GAUGE PHOTO EXCURSION...The D&SNG is pleased to announce an additional train for photographers, the SILVERTON BRANCH LIMITED, on Sunday, August 28, 1994. This very special excursion will feature two trains for the enjoyment of photographers, a passenger extra and accompanying freight train. The LIMITED will depart from the Durango depot at 7:30 a.m. sharp, with the freight train following 15 minutes later. Arrival back in Durango is scheduled for 7:30 p.m.

A number of excellent runby locations have been selected for photographing the two extras in action. In addition, passengers will have the opportunity to take pictures of the regularly scheduled trains out on the line and in Silverton.

Included in the cost of this excursion are the train fare, morning coffee and donuts, box lunch, complimentary beverages all day, a tour of the Durango rail yard, roundhouse photo session, and a souvenir memento of the event. Tickets for this premium offering are priced at \$100.00 per person, with only 150 to be sold. To order, contact the D&SNG ticket office at (303) 247-2733, or at 479 Main Avenue, Durango, CO 81301. Be sure to ask for the SILVERTON BRANCH LIMITED! (Jay Slauter, D&SNG RR)

TRAIN FARE HIKED...As reported in the April 8, 1994, Denver Post, the D&SNG has received PUC approval of a 15 percent rate increase without a hearing. The roundtrip fare from Durango to Silverton will be \$42.70 starting this summer. Amos Corsova, vice president of the D&SNG, said this was the first fare increase the railroad asked for in four years. He said the only opposition came from out of state.



## FROM THE PRESIDENT-- UPDATE ON BOARD & FOUNDATION MATTERS

As you have noted if you read Larry Lombard's Treasurer Report in the March Rail Report, the majority of the Club's fixed assets are represented by "Film Archives" and "Historic Railroad Equipment." As these two categories of items have involved in the past--and continue to involve--much of the Club's time, energy and financial resources, I would like to bring Club members current as to recent and pending developments concerning these items.

As reported in a recent Rail Report, the Otto Perry film transfer to video project is now completed. This project was accomplished within budget by Wickerworks Video Productions which did an outstanding job for us. Thanks to Bill Gould, our Films and Video Chair, and his son, Brian, for overseeing this project for the Club. Brian Gould is working on preparation of a complete data base for the video footage and hopes to have it done by this summer. At that time, the Board will decide on future marketing of the Otto Perry Videos. A few minutes of the video footage was released last year to Mark I Videos for use in the "3967 Returns" video to commemorate the Club's 40th Anniversary Excursion in 1993 on the Union Pacific.

As for the Club's historic railroad equipment, this represents an important legacy for the Club, painstakingly acquired and maintained over the five decades by past and present Club members. For those of you not aware, the inventory consists of 7 major pieces of equipment, most of which are housed at the Colorado Railroad Museum. This inventory continues to demand much time, energy (and financial resources) while the time and energy of Club members is not keeping pace. As confirmed by responses to the Club's Questionnaire, the equipment is important to Club members (85% of respondents), but only a small percentage (15%) of respondents said that they have time to work on the equipment. Frank Stapleton, when he was Vice President in 1992, tried an "Adopt-a-Relic" program to stimulate interest by Club members, but this received no response. [Both Joe Priselac

and I volunteered to be adopted under the plan, but Frank said that was not what he had in mind.] The bottom line is that the Board has been looking at other alternatives for maintaining the Club's equipment inventory.

Rio Grande Southern Engine No. 20, which is owned by the Club and displayed at the Colorado Railroad Museum, has received some recent major attention (see the March Rail Report). Work on the cab was contracted out and has been completed within the budget previously approved by the Board. The Board has approved additional funding of \$1,000 for materials needed to begin much-needed work on the tender. The RIO GRANDE SOUTHERN Modeler's Club has offered to do this work and work should begin with the advent of warmer weather. Thanks to the RGS Modelers for their assistance!!

Renewed interest has been expressed by outside groups in our No. 22 Birney Trolley car, currently on display at the Colorado Railroad Museum. This car was the last car to run on the Fort Collins Municipal Trolley system and was acquired by the Club in 1951. The Club has recently been contacted by the Fort Collins Municipal Railway Society, expressing their renewed interest in acquiring and restoring this car as a second Birney car for their operation in Fort Collins. This follows past discussions between the Club and Fort Collins Municipal Railway. Another organization interested in restoring and operating the No. 22 is the Pike's Peak Street Railway Foundation of Colorado Springs. They contacted our past president, Joe Priselac, last year about a meeting between our two organizations. The Pikes Peak group spoke briefly to the Board at the March 25th meeting and a future meeting will be scheduled to further discuss their interest in the car.

Work continues on Interurban Car No. 25 which is now owned by the Rocky Mountain RR Historical Foundation, which is the 501(c)-(3) charitable arm of the Club. The Board approved a donation of approximately \$1,300 to the Foundation from the Club's raffle funds for continued work on the No. 25. As you know, the monthly book raffles and the Annual Book Raffle are held to benefit the Club's equipment. Also, a special raffle will begin in June to further benefit No. 25.

Additional information regarding the Club's equipment, videos and other Club-related matters will be forthcoming in future issues of the Rail Report, including articles by Darrell Arndt, No. 25 Project Chairman, and Dave Salter, President of the Foundation, who will provide a more detailed update of the No. 25 and the Foundation in the June Rail Report. (Roger Callender)



## DENVER'S GOLDEN SPIKE DAY

Wednesday, April 26, 1939

by P. R. "Bob" Griswold

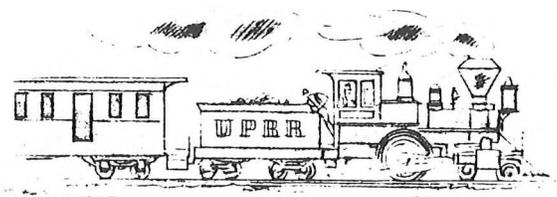
What a terrific experience Golden Spike Day was for a high school railfan! It was the seventieth anniversary of the Golden Spike Celebration at Promontory! Actually, Denver's celebration was more of an evening instead of a day, with so much excitement crammed into just four hours, to promote the greatest railroad motion picture ever--UNION PACIFIC.

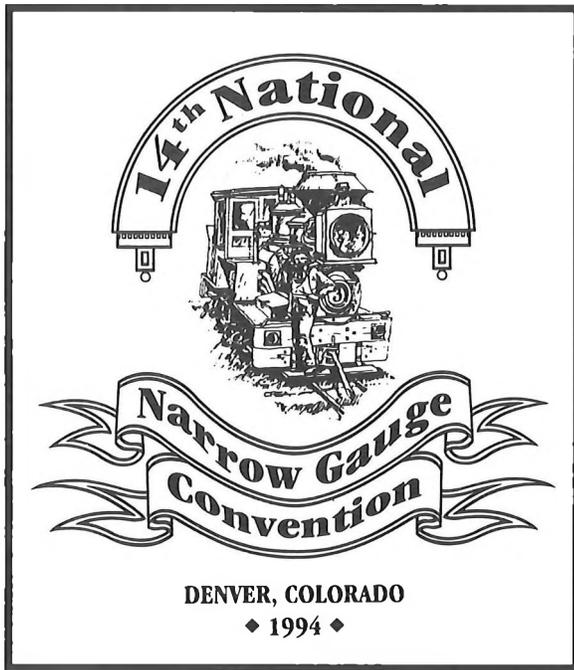
Eight hundred people crowded into the Lincoln Room of the Shirley Savoy Hotel to meet the stars of the Patamont Pictures classic. Was I ever lucky to be among those at the 6:45 p.m. banquet sponsored by the Denver Chamber of Commerce! I attended with my cousin Edward from Los Angeles who was twice my age. Thank goodness, he knew his way around as movie stars were nothing new to him. Up at the head table was Margaret Roach (Hal's daughter), Governor Ralph Carr, Henry C. Van Schaack (retiring Chamber of Commerce President), Union Pacific President William M. Jeffers, Richard J. Osenbaugh (new Chamber of Commerce President), Cecil B. de Mille, Senham Theater Manager B. D. Cockrill, Mayor Benjamin Stapleton, and Mrs. de Mille.

The movie stars sat at other prominent tables, and the seating arrangement was so that each of the guests could see the celebrities. After the tasty dinner came the introductions of all the important people including many of the Hollywood stars. Joel McCrea, Lynne Overman, Robert Preston, Akim Tamiroff, Bryan Donlevy were all present, but Barbara Stanwyck was conspicuously absent. The list of Hollywood personalities went on and on; George Raft and Evelyn Keyes who weren't even in the movie were there to promote Union Pacific. Most of the starlets who had the minor parts as the saloon girls sat together, and Cousin Edward got to flirting with one of the cuties; that was fun when the speeches became a little lengthy.

After the banquet, we drove to Union Station to see the special Union Pacific train on track #1 before it left for Omaha at 10:00 p.m. Much of the rolling stock from the movie was in the train, including an old 4-4-0 locomotive numbered 58, properly equipped for its role in the movie. Private car #10, used by Gen. Grenville M. Dodge and Ulyses S. Grant, and an ancient coach were also in the consist. The train, which came from Los Angeles, was pulled by a new steam-electric turbine locomotive trailed by a string of Pullmans for the Hollywood celebrities. The station platform lights were not the best for viewing the antique rolling stock, but still, it was a treat to see some of the railroad stars of Union Pacific. As the unique train left for Omaha, its speed was limited to thirty-five m.p.h. because of the very old rolling stock. The train kept a steady pace so that it arrived in Omaha late the next day for the really big Golden Spike Celebration and the premier showing of Union Pacific.

Here in Denver, the doors of the Denham Theater, over on Eighteenth Street, opened at 9:30 a.m. the following Saturday for the local premier showing of Union Pacific. Of course, I was there to spend most of the day viewing this Paramount Pictures epic--twice!





The annual narrow gauge convention will return to Denver for the first time since 1986. The convention runs from Wednesday night, August 31, 1994 through Saturday night, September 3, 1994 at the Holiday Inn, I-70 and Chambers Road. Included in the activities are twenty or more outstanding narrow gauge layouts, numerous programs and clinics directed toward narrow gauge modeling, history and prototype railfanning. In addition, the convention center's convention rooms will host up to 200 manufacturer's tables and numerous modular layouts. Registration is \$65.00 (\$75.00 after 7/15/94). For registration or information, contact: Jim Wild, Registrar, P. O. Box 7182, Loveland, CO 80537-0182, Phone (303) 667-4522, FAX (303) 667-0959.

In conjunction with the 14th National NG Convention, Jim Trowbridge has arranged a special Mixed Freight Train on the C&TS RR on Tuesday, August 30, 1994. The road engine for this special train will be the newly refurbished K-27, #463, along with helper, K-37, #497. In addition, the UTLX tanks cars will grace the consist. The cost is \$125.00 per person, including lunch and snacks and beverages. Flyers are available. Contact: Jim Trowbridge, 502 So. Cody St., Lakewood, CO 80226, or, phone (303) 988-2267. If you want to make it a full week of narrow gauge convention and trains, Jim's 2-day C&TS excursion is also available on Saturday & Sunday, August

27 & 28, 1994, as well as an excursion aboard the private business car "NOMAD" on the D&SNG RR on Monday, August 29, 1994.

## QUESTIONNAIRE UPDATE--PART V

QUESTION NO. 10: "How would you classify your rail-related interests?" Respondents gave the following answers: Photographer (135), Preservationist (88), Railfan (176), Modeler (66), Daisy-Picker (21), and, Other (22)...mostly stating "Historian" or "Author." "Railfan," the general catch-all term, seemed to appeal to most respondents as might be expected. The second largest response, "Photographer," would indicate that many consider this to be a very important aspect of their hobby as "railfan." The Club has always taken this aspect into consideration when planning trips and outings so as to provide ample time and opportunity for photography, and, will continue to do so. The RMRR Club hasn't particularly been known as a modeling group; so it is quite interesting to note that about a third of the respondents are modelers. It would appear that modeling does go hand-in-hand with membership in the Club as many modelers can keep up with their favorite Colorado prototypes through the Club.

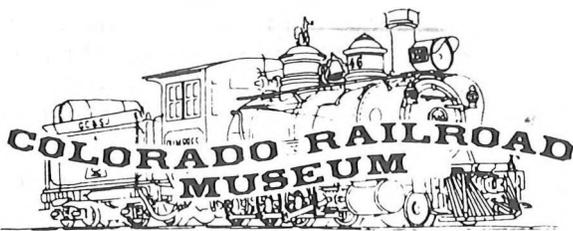
QUESTION NO. 11: "Do you like the Club's Newsletter; and, What suggestions would you make to improve it?" With almost half of the respondents residing outside of Colorado, or, at least the Denver Metro area, it would appear that the Club is only as good as its newsletter, with 195 respondents stating that they like the Rail Report. Some of the constructive criticism received is stated here:

- 1) Smaller pictures and more news.
- 2) Delete "ho-hum" book raffles--Who cares? Separate trip notices onto separate, removable pages.
- 3) Cut out "grandkids" stories.
- 4) Have more on current happenings on the railroads of Colorado; and, do not pick up material from the Denver Post.
- 5) Is there any "proof reading?"
- 6) The Club does a good job--the efforts of the Club's nucleus are much appreciated.

QUESTION NO. 12: "Do you attend the Annual

Banquet; and, If, not, what are the key reasons that keep you from attending?" 53 respondents said that they have attended, while 76 had not. Given the number of out-of-towners, the number one reason given for not attending was "distance." "Quality of food, location, weather and cost" rounded out the remaining responses.

Next month, we'll finish up our review of responses to the QUESTIONNAIRE, beginning with Question No. 13 which asks availability of time and talent to help preserve and restore the Club's historic railroad equipment. (Mike Johnson)



## NEWS FROM THE COLORADO RAILROAD MUSEUM

The Colorado Railroad Museum's fund-raising efforts received a major boost with announcement by the prestigious El Pomar Foundation of a \$100,000 grant. The Colorado Railroad Historical Foundation, owner and operator of the Museum, received notification of the grant in a letter from El Pomar Foundation, which has been in the forefront of foundations making grants for education and cultural advancement.

The Museum is raising funds for the construction of a library building to house a collection of railroad history that has been described by the Smithsonian Institution's transportation curator as the most complete in the United States. In addition, the Museum plans to construct a building in which to restore and refurbish its collection of historic railroad equipment. This Museum's plan calls for the start of the new construction later this year or in early 1995. (Charles Albi, CO RR Museum)

## NATIONAL TRANSPORTATION WEEK

Celebration of National Transportation Week will be held from May 15-21, 1994. With all the new construction at Denver

Union Terminal, this year's celebration will be somewhat limited as the railroads will not be able to bring in equipment for display; however, an effort is being put forth to keep the event going through this year with bigger and better things to come in the following years. Some of the events planned as of this writing (but not necessarily set in concrete yet) include:

**RAIL HERITAGE DISTRICT TOUR:** Conducted by Charles Albi and Kenton Forrest (authors of DENVER'S RAILROADS), daily from 10:00 am to 2:00 pm (or later). Itinerary: "Doodlebug", Moffat Station, Rice Yard & turntable, UP Freight House, Wazee Market, etc. Contact: Ira Schreiber at 375-9933) Hourly Tours.

**RECEPTION:** DUT Terminal Mezanine Level. Date and other information to be announced.

### DISPLAYS:

- 1) "CHERLYNN" horsedrawn streetcar.
- 2) Digitized High-resolution Rail Heritage Photographic Collections
- 3) LoDo Model
- 4) Coors Field
- 5) Moffat Station
- 6) UP Freight House

We hope to have more detailed information at the May meeting. Pencil-in these dates on your calendars. (Dave Schumacher)

## "ON BOARD" VOLUNTEER PROGRAM-- RIO GRANDE NATIONAL FOREST

Are you retired...or a school teacher off for the summer...or have some other reason to be available to ride the narrow gauge all summer or part thereof?

Then, the Rio Grande National Forest needs You! They're looking for a few good men or women to be "On Board Volunteer Hosts" on the Cumbres & Toltec Scenic Railroad. Into its third season, this program offers many positions, some with stipends, no-frills housing, training, supervision, and limited transportation.

What does an "On Board Volunteer Host" do? Basically, a Host walks the train during the day, answering questions about the history of the area, including the train, geology, plant identification and wildlife in the area. It's a chance to meet thousands of folks in a relaxed atmosphere and converse about many interesting subjects. AND, you

get to ride the narrow gauge...a lot!

Interested? Well, then, contact either Connie Knapp, Volunteer Coordinator, Rio Grande National Forest, or, Carolyn Keller, Volunteer Coordinator, at: Rio Grande National Forest, 1803 W. Highway 160, Monte Vista, CO 81144, or phone (719) 852-5941.



### TIDBITS FROM MEMBERS

**RAILROADS SEEK TO ABANDON PUEBLO UNION DEPOT TRACKS.** The SP/D&RGW and ATSF have asked the Colorado PUC to be allowed to abandon track and switches that join main lines to trackage behind Pueblo's Union Depot, thus effectively cutting off use of the depot for trains in the future.

The railroads owned the depot until 1983 and the city hasn't had passenger service since then. In their petition to the PUC, the railroads argue that "If in the future, it becomes possible to restore passenger service to Pueblo and to reopen Pueblo Union Depot as a passenger station, (the Depot's) remaining tracks would provide adequate rail access to the station."

Not so, according to Tim Miller, current owner of the PUD. "Once those switches and track are gone, they're gone forever. Any train would have to back in to the depot and AMTRAK will not back into the station."

As part of the redevelopment of the Pueblo Union Depot, owners have been working to obtain a Rollinf Stock Railroad Grant to create a railroad car museum behind the depot, and, there has been a move afoot to try to create an excursion train through the Royal Gorge. That excursion train would also use the depot as a station, Miller said. (Al Knicklebine...The Pueblo Chieftain, 4/3/94)

**HISTORIC RAIL LINE FACES UNCERTAIN FUTURE.**

The SP, since its merger with the D&RGW has been evaluating the continued use of the Royal Gorge Route. This has affected railroad jobs in Pueblo. Currently, there are approximately 150 employees in Pueblo, a figure that is down about 30% since the merger. Concern surrounds the abandonment of the Line in the near future, effectively wiping out every railroad job in Pueblo as Denver crews would be manning Joint Line trains. A recent five-year contract with the Wisconsin Central RR and the SP may help the situation as the WC has agreed to transfer shipments of iron ore from Minnesota to Chicago, where the SP will pick up the trains and take them on to Vineyard, Utah. The cars will then be filled with coal from Utah and Colorado's Western Slope to feed power plants in Wisconsin. In making this announcement, SP said it plans to use the Royal Gorge Route rather than going up through Denver and competing for trackage with the other railroads to move these trains. (Al Knicklebine...The Pueblo Chieftain, 3/27/94)

### APRIL PROGRAM

The two-part program was informative with John Peacock of Front Range Railroad discussing his organization's concept for mass/speed passenger service from northern Colorado cities to DIA. Tico Embry covered the need for alternative modes of transportation in the metro area. Our thanks to both men for sharing their time and ideas.

### NEW MEMBERS

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

Peter Northrop	Highlands Ranch, CO
Carter Osborne	Amarillo, TX
Robert Stone	Broomfield, CO
Jack Ward	Denver, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Russell F. Treptow	Springfield, MO
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### PROJECT "25"

Denver & Intermountain Interurban Car No. 25 work sessions take place weekly on Saturday mornings and Wednesday evenings in Bldg.

78 at the Denver Federal Center in Lakewood. Anyone who wishes to help on a regular basis or even infrequently, please contact Darrell Arndt at 797-8444. Every hour contributed means the car will be finished that much sooner.

### ANNUAL BOOK DRAWING RESULTS

Our congratulations to the following members for winning the prizes given out on the annual book drawing:

Bette & Mike Kirby, Mixed Train Daily

Chip Irwin / Rail/Pen Set

Elton H. Freeman / Georgetown & the Loop

Our thanks to all who participated in this year's Annual Book Drawing. Funds generated will go a long ways in equipment preservation.

### PRESERVATION FUND AND BOOK DRAWING

Ronny Bill / Set of Misc. Postcards

Rich Kent / Set of Misc. Timetables

Michael / Set of Amtrak Timetables

Steve Mason / Railway & Locomotive Society Bulletin #100

Lee Whiteley / Official Guide to the Railways, August, 1971

Sherm Conners / History of the Illinois Central Railroad

Jim Ehernberger / Katy Northwest

Gary Ellison (NY) / The New Haven Railroad

Ed Gerlits / High Road to Promontory

Bob Griswold / Passenger Train Consists of the 1970's

Carl Carlson / Illinois Central--Monarchs of Mid-America

Bob Fryml / 5:10 to Suburbia--Chicago Chicago's Suburban Railroads

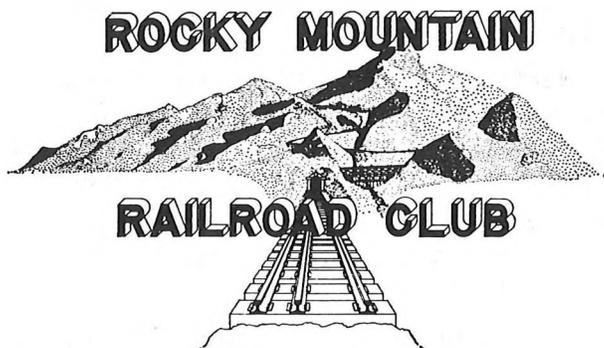
The prizes and winners at the April, 1994 meeting are as follows:

### MISCELLANEOUS

LAKESIDE AMUSEMENT PARK RAILROAD TRIP...The Club will have an outing at Lakeside Amusement Park on Saturday, May 28th. We will see the steam locomotive being fired and will be able to ride the first trains of the day.

Tickets will cost \$5.00 per person and will be available at the May meeting, or, may be ordered from Mat Anderson, 1117 So. Clayton St., Denver, Colorado 80210. Please enclose a SSAE for your tickets.

VIDEO POTPOURRI NIGHT...Plans are being made to have a video potpourri night later this year, probably in November. Segments would be 5-10 minutes in length and limited to 6-8 participants.



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