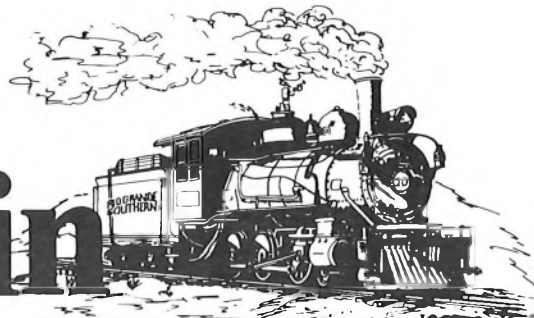


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 14, 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 July, 1994 Rail Report is due no later than June 14, 1994!!

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

June, 1994..... No. 417
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 14 PROGRAM

The June program will consist of two parts. Part 1 will be presented by Keith Goodrich, who, will present a preview of work that needs to be accomplished on the Club's equipment at the Colorado Railroad Museum. (See additional Rail Report story with some details about the June 25 & 26 workdays) Part 2 will be presented by Sherm Conners and entitled "Seeing ourselves as others see us." This will be a humorous (hopefully!) look at Railfans and the things they do in the pursuit of trains.

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.

MAY PROGRAM

As always, the Annual Potpourri Night was excellent and we wish to thank all those who participated. The following is a summary of the program content:

FRANK STAPLETON--Freight & Passenger consists, runbys on special excursion at Ely, NV, featuring steamers #40 and #93.

JIM JONES--A look at current standard gauge operations over previous narrow gauge lines.

LEE WHITELEY--A combination of then & now photos comparing the Denver & New Orleans with historic photos and the Club's recent field trip (1993).

JOE PRISELAC--Tour of light rail construction in Denver.

TOM KLINGER--Followed a D&RGW narrow gauge train from Alamosa to Chama, August, 1968.

BOB ANDREWS--A look at light rail in Vancouver, B.C.; Edmonton, Alberta; Denver; and Sacramento, CA.

CHIP SHERMAN--Potpourri selection of fine art shots of trains, BN executive train & Amtrak, as well as UP yard shots being dismantled, and, Ski Train photos

MERLE ANDERSON--Classic IL Terminal and Chicago, IL Midland Steam at Alton, IL.

ED HALEY--Coverage of Club's 8/24/58 excursion over the C&S/Burlington line from Denver to Lyons behind #646.

R. V. KOONS--Historical B&W photos from father & grandfather going back to 1914 to 1925, covering such things as Colorado Midland Wildflower Excursions, CO Springs & Cripple Creek Dist. excursions, Denver, Boulder & Western excursions, and, other vintage railroads in Iowa, Kansas & Wis.

MAT ANDERSON--Potpourri, including 1987 D&RGW, light rail (RTD) construction of Santa Fe Overpass, 1988 Erie RR, Susquehanna, Hong Kong Trolley & Yokohama Light Rail.

CARL CARLSON--1974 Black Hills Central, Hill City to Deadwood Club excursion and Club's 10/74 Manitou & Pike's Peak Cog Trip.

ROGER CALLENDER--Club's 7/17/92 Georgetown Loop excursion and ATSF's El Capitan/Chief in 1971.

RICH DAIS--1973 Amtrak coverage, showing beginnings with mixed company equipment on Amtrak trains, and, Nebraska Zephyr equipment.

KEITH KIRBY--New ATSF "War Bonnet" equipment, ATSF executive train (1994) and recent D&RGW/SP caboose train to scrapper.

A special thanks to Erwin Chaim for putting this all together and filling in for two members who were out-of-town.

VIDEO POTPOURRI NIGHT

Plans are being made to have a video potpourri program later this year, probably in November. Segments would be 5-10 minutes in length and limited to 6 or 8 participants. Many of our members are producing train videos that are unusual, unique. With summer excursions and train movements upon us, there should be some great opportunities to take interesting and informative video.

We offer the following suggestions for better video presentations: 1) Use a tripod. Shaky or unsteady video, no matter how unusual, does not wear well with an audience; 2) Do Not zoom in-and-out repeatedly. A wide angle shot to establish the setting, and then, a closer view of the subject, if necessary, is best; 3) Avoid panning as much as possible; let the subject provide the action; and 5) Watch your sound--audio (or sound) is one of the things that makes video special. Whistles, bells and horns add to the excitement of the trains.

The time and format (or formats) for submission will be announced in a future issue of the Rail Report. Any questions should be directed to the Club's program chairman, Sherm Conners. (Sherm Conners)



Pictured are some of the 500-plus traction fans who attended the April 30, 1994 RTD Light Rail Tour inspecting brand new car No. 106 after taking "The Ride" north to Colfax Avenue and back. In the foreground are fellow Club members, Darrell Arndt and Tom Peyton, who are probably discussing how the Club's No. 25, Denver and Intermountain interurban car, now under restoration, would look plying these tracks. (Joe Priselac Photograph)

RAILFANS TAKE "THE RIDE" ON NEW DENVER RTD LIGHT RAIL VEHICLES

On April 30, 1994, over 500 rail and traction fans were given a SNEAK PREVIEW of modern light rail commuter transportation in the Denver metro area, scheduled to go into revenue service in October of this year.

The tour was sponsored jointly by the Rocky Mountain Railroad Club, the Intermountain Chapter of the NRHS, the Colorado RR Museum and the Denver Rail Heritage Soc. The fans were treated to rides aboard LRV's numbered 101 and 106, coupled together, provided by the Regional Transportation District (RTD) who is constructing the 5.3 mile central corridor, Metro Area Connection, called MAC. Also available for in-

spection were the Operations facility and additional LRV's on the property. Of the 11 initial car sets ordered from Siemens Duewag of Sacramento, CA, 10 have been delivered. Nine are participating in "shake down" tests and operator training, and, one which had only recently arrived, was still shrouded and aboard a SP rail flat car, scheduled to be unloaded May 2nd. The final car set is scheduled for arrival in June.

The demonstration rides took place from the 7th and Mariposa Street facility, north to just south of Colfax viaduct, which, is presently used as the test track and operator training facility. Participants marvelled at the comfort, smoothness of ride on the welded rail and concrete ties, and the rapid acceleration. Although only one

grade crossing was experienced at 13th Avenue, just west of Osage Street, there will be many more on the unfinished portion of trackage into Downtown Denver and to the South. Everyone seemed to be very satisfied and we can now boast at being among the first to have ridden Denver's "New Light Rail."

Our thanks to John Claflin, General Superintendent of Light Rail Operations for RTD and his staff for accomodating our desires to "check out" the system. They were very gracious and patient with a bunch of dedicated railfans interested in how everything works. Once, again, a big "Thank You" to Kenton Forest of the Intermountain Chapter of the NRHS who arranged the tour with RTD and handled the printing of the tickets, flyers and handout commemorative lapel buttons, and, also a "Thank You" to the Club's ticket chairman, Hugh Alexander, who processed the 304 tickets ordered through the Club. (Joe Priselac)

**OLD NO 25--
WE CAN ALMOST SMELL THE OZONE!!!**

After six years of work on Car 25, we are beginning to see dramatic visual changes with the car. Siding is now being applied, the canvas roof is going on, the pilots are being assembled, the remaining three doors are being built, glass and window frame work is under way, wiring work is starting again, and a myriad of other details being pursued. Work on the car is accelerating at a time of the year when, typically, it slows down due to the many summertime "diversions" that impact all of us, including our No. 25 volunteers. So,

why is our small group of volunteers trying to squeeze more time out of their personal schedules for this effort? Well, we have recently been informed by John Claflin, General Superintendent of RTD's MAC (Metro Area Connection) light rail line, that No. 25 would be welcome to join in the opening festivities of the MAC this coming October. For our organization and the No. 25 to participate in this historic event would be a great honor and certainly a wonderful way to celebrate the completion of No. 25's restoration.

Although we have come a long way on the project, much remains to be done in a four month time period. Fortunately, the response to a request for an increased effort to finish the car has been gratifying. Our "regular" crew is giving additional time, some volunteers that have not participated for a while are back and we even have some new folks that are making an important impact in areas of need. It will be quite a challenge to complete the car in time, but definitely worth the effort. With the persistent efforts of our people, we can reach this new goal.

If you feel that you might be able to make "a difference" furing this last big push, please feel free to call Project Chairman, Darrell Arndt, at 797-8444. There are still some selected "mini-projects" that could be "adopted" by individuals and taken to completion. (Darrell Arnst)

[P.S. We are in need of an "airless" paint sprayer for a period of time with which to paint No. 25. Contact Darrell if you know of one that could be loaned to the Club]



Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

NAME _____

NAME _____

ADDRESS _____

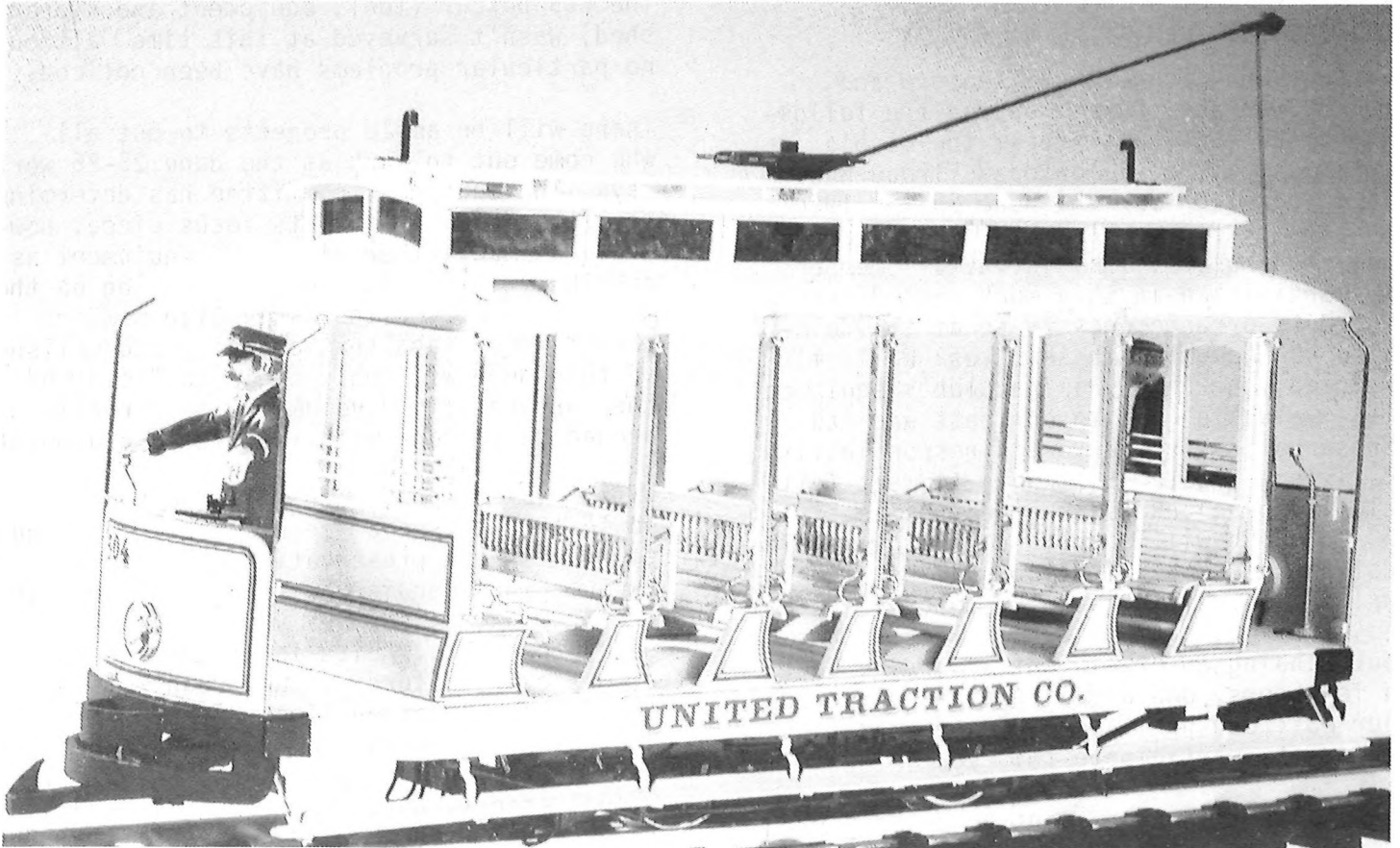
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Please Print or Type. Winners need not be present to win. Drawing at Sept. meeting.

Please Print or Type. Winners need not be present to win. Drawing at Sept. meeting.



Bachmann's Open Streetcar to be raffled off at the September meeting. This great little motorized, G-Scale vehicle was donated by Caboose Hobbies of Denver, Colorado, to be used to raise additional funds to restore Denver & Intermountain interurban No. 25. Our thanks to Caboose Hobbies for their generous donation. (Bachmann Trains Photograph)

PROJECT "25" RAFFLE

Caboose Hobbies of Denver has graciously donated a Bachmann G-Scale Streetcar (\$100 suggested retail value) to the Club with a raffle in mind to provide additional funds to the Club's Interurban #25 Project. The Club has budgeted close to \$60,000 of its funds to this project, but costs continue to rise and every additional contribution is welcomed.

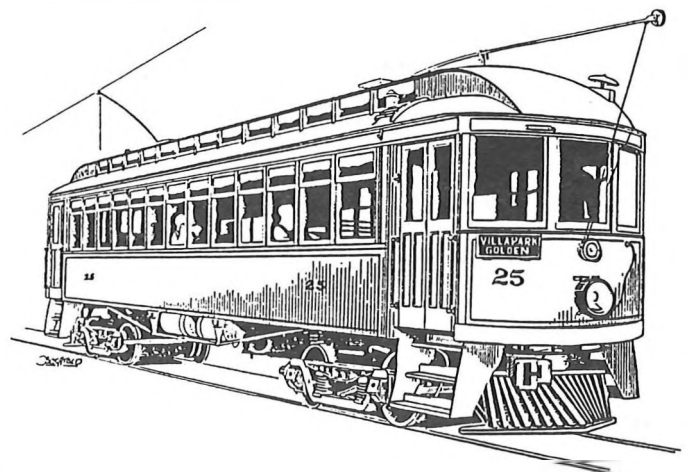
The Bachmann trolley (Walther's #160-93938) is the "open streetcar" version and is painted and lettered for the "United Traction Company." This car is a beauty and can be used as a conversation piece, desk or mantle decoration as well as an operating railroad vehicle.

Raffle chances are \$1.00 each. You may enter as many times as you wish, using the entry coupons provided, or, photo copies

of similar sized sheets of paper with all information filled in on each coupon.

The drawing will be held at the September 13, 1994 meeting of the RMRR Club.

Entries should be sent, along with remittance to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Trolley Raffle, P. O. Box 2391, Denver, Colorado 80201.



ANNUAL EQUIPMENT WORKDAY-- COLORADO RAILROAD MUSEUM

Co-chairmen, Doug Van Valkenberg and Keith Doodrich, have prepared the following report on the state of the Club's equipment at the Colorado Railroad Museum in preparation for the June 25-26, 1994 Annual Workday Weekend at the Colorado Railroad Museum. They invite all members to participate in this much needed event. Why make arrangements to be at the Colorado RR Museum on these dates? Well, 1) We need your help, 2) The Club's equipment is a valuable link to our past and its preservation is everyone's responsibility, 3) It's a great opportunity to meet fellow Club members and railroad enthusiasts, 4) The Club will supply lunch, and, 5) The Colorado RR Museum will be having a steam-up! Surely, all those Club members who enjoy the regular monthly meetings with such outstanding entertainment, can give back a few hours, one day a year, to preserve our railroad heritage!! Please, make an effort to participate this year.

Doug and Keith have spent a considerable amount of time over the past few months trying to assess the condition of the Club's equipment. They used a list that was prepared by Frank Stapleton in 1990 as their starting point. Much to their chagrin, they found that the equipment has deteriorated even more from Frank's survey. The RGS 20's cab is the only item that has been improved since the original 1990 survey, along with some roof work on the RICO.

At this point, the major problem confronting the Club's roster is the "A" end of D&RGW caboose 0578; specifically the roof. There are signs of major leakage and water damage. The roof will have to be replaced, at least partially if not entirely. The "B" end will also need some attention, but, overall, it seems to be in decent shape.

The PCC Trolley's roof is leaking, causing interior roof damage. Also, some window glass need replacing.

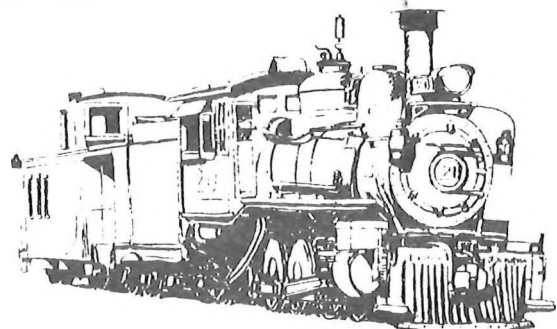
The Birney car #22, overall, seems to be in reasonable condition and can wait for attention, especially should the Board of Directors decide to lease it back into service.

The C&S boxcar (tool, equipment and storage shed) wasn't surveyed at this time, although no particular problems have been noticed.

There will be ample projects to put all who come out to work at the June 25-26 workdays. The equipment committee has determined that the 0578 will be its focus piece; however, as many other pieces of equipment as possible will be included, depending on the turnout. Whatever the case, Club members should understand that anything accomplished this June will only begin to "scratch" the surface of the volume of work really needed to be done with the Club's equipment.

With this in mind, both Doug and Keith would like to see a "regular" program begun to address the preservation problem created by the Club's equipment. If you cannot make the June dates, perhaps you can volunteer some other date. Keith is at the Museum almost every Saturday, and, Doug will be available most other times. As part of an "on going" preservation program, year-round, Doug and Keith are open to not only individual effort, but, if a group of members (2 or more) wish to work on a specific piece of equipment (such as the RGS Club and the #20), arrangements can be made to provide materials and help in organization and expertise as well as all tools needed to accomplish the work.

If you are interested and want to make a real contribution in preserving our railroad heritage, please feel free to contact either Doug Van Valkenberg at 934-1414, or, Keith Goodrich at 360-6936. WE WOULD, PARTICULARLY APPRECIATE knowing, in advance, who will be at the June 25-26 workdays so as to plan out the work and know how many to expect for lunches each day. Please call the Club's telephone, Doug, Keith, or, let them know your intent at the June meeting! WE THANK YOU in advance for your participation!!!!



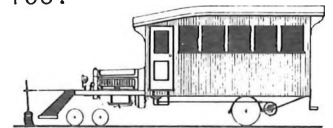


The ex-McCloud River Railroad #19, a 1915 Baldwin 2-8-2, ran again on its home rails in McCloud, California, on the weekend of April 30-May 1, 1994. The #19 was the star of the movie Emperor of the North, with a supporting cast of Ernest Borgnine, Lee Marvin, and Keith Carradine. The locomotive is now owned by the Yreka Railroad, also in Northern California. It was featured by Trains Unlimited Tours in a two-day fan trip. As usual, the trip was sold out and thoroughly enjoyed by all who attended. McCloud is situated at the base of Mt. Shasta and near the spectacular double loop of the Southern Pacific RR. (Frank Stapleton Photograph)

FROM THE EDITOR

It was a difficult choice for your editor this month to determine what to put into the June issue of the Rail Report and what to put off for a month or two. It would have been no effort to have produced a 16 or 20-page newsletter this month. In particular, I have had to put off a very nice historical piece by Irv August; however, it will get in soon and I am sure you will enjoy the article. This merely points out that your editor has been receiving some nice help from members of late and I would like to thank all who send in material for the newsletter. It makes my job easier and

a lot more fun. THANK YOU!



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.



THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS

by Chip Sherman

SOUTHERN PACIFIC TESTS LATEST IN LOCOMOTIVES. SP's Moffat Line, Denver to Dotsero, CO, became the SP's demonstration line for the latest locomotives from General Electric (GE) and Electro-Motive Division (EMD) the first week of May, 1994.

GE moved their newest test locomotive, a model 4400AC brute numbered GEAC 2000 into Colorado via Grand Junction from California. SP train GJDVM, on the morning of May 2nd, had the #2000 leading with its test car, Genesis 90. The GE prototype 4000 horsepower alternating current (AC) traction unit has been barnstorming the West with tests on the Chicago & North Western, Union Pacific, and Southern Pacific.

The GEAC 2000 is painted silver with black trucks. It has a large GE logo on its nose, with a red and blue lightning design that starts on the cab and sweeps up its long hood behind the cab.

EMD's SD70MAC, 4000-horsepower model, was represented by Burlington Northern 9402. It arrived at SP's North Yard on Sunday, May 1st, with an EMD test car.

SP ran the EMD and GEAC 2000 units together on May 2nd. The lashup was BN 9402, EMD test car, SP SD40T-2 8340, GEAC 2000, and GE test car Genesis 90.

The GEAC 2000 continued to perform May 4 with high altitude static testing at East Portal, CO. GE project Manager, Joe Snider, was proud to watch the GE perform tests with virtually no exhaust smoke visible. His crew revved the engine as another GE technician videoed the successful tests.

With the testing completed, the SP swing helper/test unit moved west through Moffat Tunnel to Tabernash, CO. It was put on an eastbound coal load and helped it back into Denver. At Denver, the GE unit and test car

90 moved to Union Pacific, and was moved east, back to Erie, PA, starting May 4th. (The Colorado Zephyr, The Super Chief, Don Zimmerman and C. W. Edinger)

SP's NEW GE C44-9CW's ARRIVE LATE MAY, 1994. Beginning in late May, Southern Pacific will have 100 GE Dash 9's, SP numbers 8100-8199, arriving on the property. Watch for them to work the westbound taconite train from the Wisconsin Central to cross Colorado via Pueblo, CO, Tennessee Pass, and Grand Junction, CO, enroute to Provo, UT. This train then is loaded with coal and follows the same route to the Midwest to Kansas City, KS.

SP now joins the Chicago & North Western, Santa Fe, and Union Pacific in purchasing the new model Dash 9-44CW, six-axle, 4400-horsepower units. (Bruce Black, Todd Rollheiser, Don Zimmerman)

BURLINGTON NORTHERN ACCEPTS THREE PASSENGER CARS FROM RADER RAILCAR. Rader Railcar has repainted and retrucked three ex-Transisco, ex-Southern Pacific bi-level cars that now enter BN's executive train service. The cars now sport BN's executive paint scheme of dark Pullman green, cream white, and red pinstriping.

The cars were rebuilt from Southern Pacific bi-level commuter cars for the ill-fated Transisco Tours Sierra 49er Express. This San Jose, via Oakland, Sacramento, CA, to Reno, NV, -rain was to offer three day, two night mini-vacations. Unfortunately, the short-lived, deluxe train was forced into bankruptcy. To everyone's surprise, along came BN which purchased three of the cars.

BN#	Car Name	Amtrak #
BNA31	Fox River	800531
BNA32	Flathead River	800534
BNA33	Skagit River	800533

The FOX RIVER is a lounge, bar, and dance hall-configured entertainment car. The Skagit River and Flathead River are coaches. The cars were moved from Rader Car at its Aurora, CO, plant via Union Pacific to BN, and into Denver Union Station on May 9th. Amtrak's train #6/36, the combined California Zephyr/Desert Wind, was then used to move the cars from Denver to Galesburg, IL. The cars then moved onto Kansas City. Accompanying the three cars were BN sleeper DESCHUTZ

RIVER (four state bedrooms and lounge) and business car CANADIAN RIVER. (The Colorado Zephyr)

BN PRESIDENT & CEO JERRY GRINSTEIN ARRIVES IN DENVER IN STYLE. Railfans were surprised to hear BN1 called for BN's 31st Street Yard, May 5, 1994, from the Littleton, CO, area of the Joint Line. Rolling north with F9-2BN1 and BN2, was a five-car BN executive passenger train!

BN's Jerry Grinstein was aboard, completing a journey from St. Louis, MO, via Dallas, TX, and finishing his trip at Denver, CO. The train backed into Union Station, track 3, disembarked its VIP's, then laid over at 23rd Street Diesel Shops. That evening, it deadheaded east, back to Kansas City and its Overland Park base.

The cars on the special from the headend were: JEFFERSON PASS, a seven-bedroom sleeper, STAMPEDE PASS, a three-bedroom sleeper/power car, COLUMBIA RIVER, a two-state rooms, one-bedroom with a queen-size bed, a crew room for two and a small kitchen with a dining area for six, RED RIVER, a business car with two bedrooms with queen-size beds, and, MISSOURI RIVER, a business car with three staterooms, large observation lounge, a crew room and kitchen. The dining room seats eight. (C. W. Edinger, Steve Rasmussen)

QUESTIONNAIRE UPDATE FINAL--PART VI

QUESTION NO. 13: "Do you have any free time that you could give in support of the restoration of Interurban 25, or any of the Club's equipment at the Colorado RR Museum?" Answers to this were Yes (37); No (124). "Is the Club's collection of equipment important to you?" Yes (132); No (19). In additional comments, almost half of the respondents said that they were "preservationists," but only a very few are actively involved in such. With such a limited pool of volunteer help available, and, only a small prospect of help, it is the belief of the officers and Board that the Club will not be able to continue to maintain its entire fleet of equipment. Further comments were as follows: 1) Keep equipment out of the

weather; 2) Let's not have static displays; let's have everything operational; 3) I used to be a volunteer at the Museum, but got tired of the bickering.

QUESTION 14: "What trips or events would you like to see the Club offer?" We received many good ideas that would take too much space to list and we will have to depend on the Trip Committee to implement these suggestions; however, one response seemed to put things in perspective: "The Club should provide the GROUP the opportunity to see, do and learn things that are not always possible to INDIVIDUAL railfans."

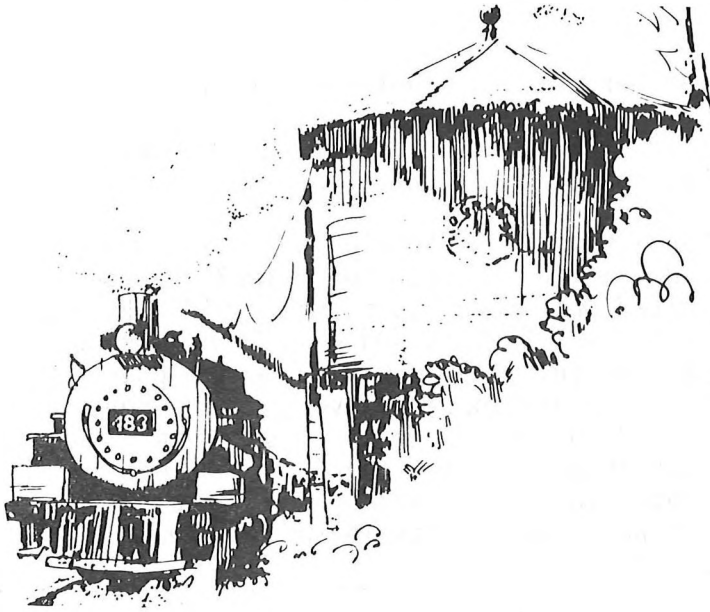
QUESTION NO. 15: "Are you comfortable with the price of Club trips and events?" Yes (105); No (23). It would appear that Club members are happy with the current price levels that the Club is able to provide.

QUESTION 16: "Would you like to see more family oriented activities?" Yes (35); No (36). We are not sure what to make of this response, so, here are some comments we received; we will let you decide for yourself: 1) Kids--Bah humbug!; 2) Though not important to me, family activities might be good for the Club's health; 3) I'm single, but, I think it is wise to include members' families whenever possible. I think it would help to strengthen the membership; 4) We should have day events that kids can participate in; 5) Picnics at railroad sites--other than Palmer Lake; 6) I feel that we already offer ample family opportunities.

QUESTION NO. 17: "For members under 30: What interests of yours are not being met by the Club?" Regretfully, of the four members who responded, none answered this question directly!

So ends our coverage of the 1992 Questionnaire. I wish to thank everyone who worked long and hard on this survey. I hope that this brief look at the survey results was informative. If you have some additional input about the results or whether the Club has acted on membership input, please feel free to call the Club's phone or drop the Club a line to my attention, or, see me at the Club's monthly meetings.

(Mike Johnson)



NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

Just as your editor was putting this Rail Report to bed, I and Frank Stapleton were called out of town on an emergency...We had to cover the opening of the C&TS line by Rotary Snow Plow and witness the steamup of three (3) classes of K-locomotives in Chama for the first time in well over 30 years!! For our viewing pleasure, OY, #463, #484, #488, #489 and #497 were steamed up and moving around the yards and on the mainline, Wednesday, May 18, 1994. Perhaps, with Board approval, we can cover this and many other recent events in an extended newsletter in July.

NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

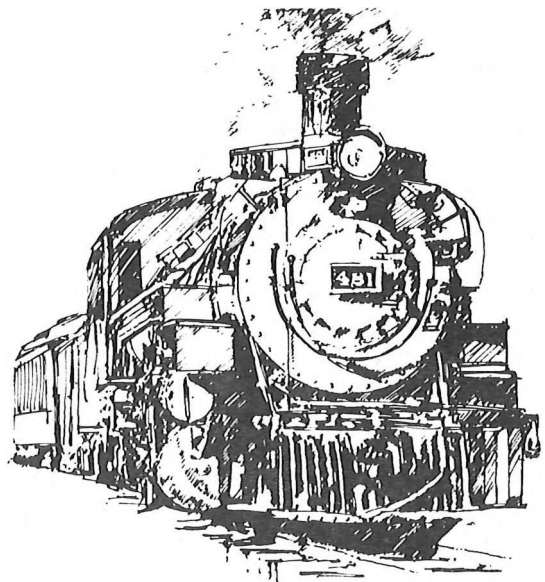
Durango, Colorado -- As is typical of the off-season, employees of The Durango & Silverton Narrow Gauge Railroad kept busy this winter with a variety of projects. D&SNG locomotive 473 returned to service in March after an extensive overhaul. In addition to general repairs, the K-28 received a new flue sheet and flues, new driver tires, and major firebox work. The 473 is also sporting a new tender, which was fabricated in the railroad's welding shop. Engine 482 also received new tires, as well as piston rods and crosshead guides and had its cylinders bored. Winter maintenance work on other locomotives ranged from staybolt inspections and re-

placement to drivers being turned on Engine 481 and new flues for No. 476.

The big news from the D&SNG car shop was the installation of the new paint booth, which will make the painting of cars and equipment a much safer and efficient operation. The private car CINCO ANIMAS will be the first piece of rolling stock to be painted in the new facility. Meanwhile, Durango & Silverton carmen have been busy with annual inspections of all the railroad's passenger cars, and the interior of the parlor car ALAMOSA has been completely refinished and the new carpet installed.

The Maintenance-of-Way Department replaced ties and stringers on the high bridge near Tacoma, and constructed a new bridge over Grasshopper Creek, near Tall Timber Resort. Work trains provided concrete for this project, moving the large ready-mix trucks to the site on flat cars. With much less snow in the area this winter that last, the snow plow crew has had a much easier time opening the line. Future projects for the track crew include the relocation of a short stretch of track at MP 482.6, near the Hunt Slide.

The D&SNG ticket office now accepts major credit cards, and the numbers of advance reservations already on the books indicate another banner year for America's premier passenger railroad. (Press Release--D&SNG Railroad, Jay M. Slauter, Marketing/Traffic Manager)



PRESERVATION FUND AND BOOK DRAWING

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

- Chris Larscheid / Rio Grande Rules Book
Steve Guymon / The Run of the 20th Century
Alan Wise / Railroad Maps
Steve Guymon / Mr. Lincoln's Military RR's
Bob Stone / Official Guide of the Ry's-3/71
John Lombard / GM&O North
Warren Hidahl / The Belle Epoque of the Orient Express
Truman Young / Set of Misc. Postcards
John Lombard / Set of Misc. Timetables
John Lombard / Set of Amtrak Timetables
John Bowles / Complete set of TRAINS magazines--1971
Charles Klein / Complete set of PASSENGER TRAIN JOURNAL--1979

Dick Pfretzschner, Mike Capra, Douglas Van Valkenberg, Vance Hester, Steve Guymon, and Hugh K. Wilson / 1994 UP Calendars

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

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: Pictorial Supplement to Denver South Park & Pacific, 1959. Complimentary & signed by authors. No dust jacket. New, perfect condition. \$150.00 or best offer. Colorado Midland, 1965. Complimentary, signed by Cafky. No dust cover. Perfect condition, new. \$150.00 or best offer. Two Feet Between the Rails, Vol. 1, by R. C. Jones. Hardbound bottom front edges slightly damaged--no damage to pages. Make

offer. No dust jacket. Contact Fred Hall, (303) 426-1585.

FOR SALE: Large collection of railroad books and magazines. Rails Around Gold Hill, Pictorial Supplement to Denver, South Park & Pacific included. Many Beebe books and much more. Lowest prices on magazines either by the year or by the issue. Large SAE for complete list. Carl R. Bogardus, Jr. Phone (405) 751-4215. 3224 Lamp Post Lane, Oklahoma City, OK 73120.

FOR SALE: 35-year Railroad Collection at Auction, Saturday, June 25, 1994, 10:00 am, Carlsbad, NM. Locomotive bells & whistles, lanterns, semaphore, crossing light, switch stands, locks & keys, Rare books & timetables, coach lights, switch markers, caboose lights, marked tools, track gauges, watches, etc., from Midwest and Western railroads. For free brochure or further information, call Tom Parker Auctions at 1-800-748-3948, or, Walter N. Dixon, (505) 354-9131.

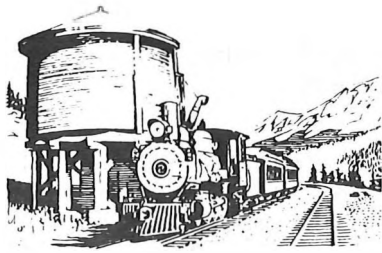
BRANCH LINE BITS

by Jim Jones

WYOMING-COLORADO. The Wyoming-Colorado (WYCO) F-units have received their Rock Island-influenced paint scheme and, reports Steve Rasmussen, look great. This year's tourist train will go to Lake Owen and return. It is also understood that WYCO's freight operations to Saratoga, Wyoming, will run twice weekly this summer--usually Tuesday and Thursday.

UNION PACIFIC. The UP boys in LaSalle tell me that the rails are ripped up between Monfort, east of Kersey, and Fort Morgan, on the old Julesburg Subdivision. The line, along the Platte River, was the prettiest Union Pacific right-of-way in Colorado. The ties are going to be used for track improvements on the Ft. Collins branch.

BURLINGTON NORTHERN. The BN is running six days a week, this summer, on the Lyons Branch. The rock-hauling line started out as the Denver, Utah & Pacific, more than a century ago.



1994 SCHEDULE OF EVENTS

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

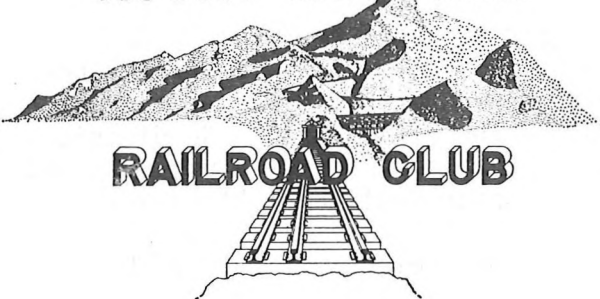
*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

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.

ROCKY MOUNTAIN



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