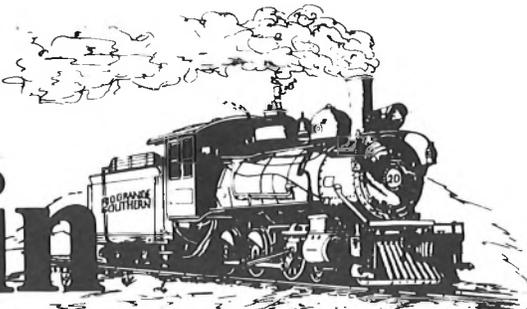


Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB



MEETING SCHEDULE:

January 9, 1996 -- 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
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226-3048.

COPY DEADLINE ALL copy for publication in the February, 1996 Rail Report is due no later than January 9, 1996!!

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
1935 Independence
Colorado Springs, Colorado 80920-3705

January, 1996..... No. 436
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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, CO 80201-2391. 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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

JANUARY 9 PROGRAM

1996 appears to be starting out with a "bang" as long-time member, Hatch Wroton, presents 16mm films by himself, and, one by Bob Richardson.

Hatch will present four films including the following:

- 1) C&S #638, showing scenes from the Rocky Mountain Railroad Club's trip to Trinidad in December of 1962,

- along with other excursions;
- 2) Union Pacific #8444 on a rare NRHS excursion to Julesburg, Colorado in 1967;
 - 3) 1968 scenes of the D&RGW narrow gauge yards in Durango in the December snow; and,
 - 4) A Colorado Railroad Museum archives film of C&S, D&RGW, and RGS narrow gauge trains, filmed and narrated by Bob Richardson, including South Park River operations and Bruce Triplett's footage of the Clear Creek Line in 1936 (or 1937).

Neither Rain, Snow, Hail, or the Dark of Night should keep members from starting the new year out right by attending the January meeting! SEE YOU THERE!!

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, CO 80201-2391 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, CO 80201-2391.

NOVEMBER PROGRAM AND MEETING

The December Rail Report was completed prior to the November meeting due to the Club's By-Laws regarding Elections and early mailing of the December newsletter. Since our Mailing Committee, by tradition, meets prior to Thanksgiving for a special mailing night get-together and dinner, the Rail Report was required to be done especially early this year. We will catch up on the November Program notes as well as such other material as the November Book Drawing results in this issue.

The November 14th program presented the 2nd Annual Video Potpourri Night. Members and guests were treated to four very interesting videos including the following Presenters and material:

RON BOOTH: Chasing the "City of Portland" 60th Anniversary Train, run on 9/15/95.

IRA SCHRIBER: Railroading in Russia aboard

a special excursion train, including footage from the Fireman's side of the steam engine's cab.

SHERM CONNERS: Modern railroading action on Crawford Hill, Wyoming, on the Burlington Northern in July, 1994.

FRANK STAPLETON: Coverage of the Trains Unlimited Tours' Steam in the Andes '95 tour of Columbia and Equador, featuring narrow gauge steam, including the last steam engine built by Baldwin Locomotive Works. [Editor's note: Frank will expand on this material at one of our monthly programs in 1996]

Our "Thanks" to Sherm Connors for his time and effort in arranging this program; a special "Thanks" to the four members who provided the video, as well as to Ronnie Bill and the Bronco football organization for the use of their Video Projection equipment.

DECEMBER PROGRAM AND MEETING

The first order of business at the December meeting, after the traditional welcome to new members and guests, was to breeze through such formalities as the reading of the roll call and reports by various officers via a motion to "for-go" these matters and get on with the election of officers and directors for 1996! [Editor's note: The treasurer, Ardie Schoeninger, did have copies of the Club's end-of-the-year financial statements for members who wished to take the time to review the Club's financial position; and, President Mike Johnson will have a message/report in the February issue of the Rail Report] Elections were quickly dealt with (results being published elsewhere in the newsletter) and we proceeded to our program for the evening.

The program was entitled "The Trolley--By Golly." This 16mm film (in color) gave a first-hand history of how trolley systems began in the late 1800's and continued to expand from horse drawn trolleys to the modern electric trolleys we knew, loved and used through the fifties. While this story was viewed from the perspective of a young boy, remembering his early encounters with trolleys and trolley-men, the history paralleled the trolley's development in towns and

cities all across the United States. The movie was fun, entertaining and educational. Our "Thanks" to Roger Callender for securing this film at the last minute when the scheduled program was unable to be shown, and, "Thanks" to Erwin Chaim for running the 16mm projector.

The evening was completed with a presentation of a "Lifetime" membership card to Secretary, Bill Gordon, who has become member No. 10 with the death of fellow member Ernest S. Peyton in October of this year. Food and fellowship followed as is tradition at the December meeting. Our additional "Thanks" to all who helped in the kitchen and on the serving line.

ELECTIONS - THE RESULTS

Rich Berens presided over the Elections of officers and directors for the 1996 leadership of the Club. Rich and fellow hold-over board members, Art Ives and Ron Keiser presented a fine slate of candidates and this slate was accepted by the membership by unanimous motion and vote. The results are as follows:

President -- Mike Johnson
Vice President -- Roger Callender
Secretary -- Bill Gordon
Treasurer -- Ardie Schoeninger

[Editor's note: We will not have to provide biography for these men as they have served well in 1995 as well as previously; however, members will probably want to know something about our new board members; and so, we offer the following information:

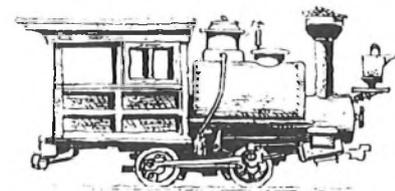
Jim Blouch -- A long-time member of the Club, Jim was raised in a railroad family, growing up next to the tracks in a Rio Grande Railroad section house. Jim has worked for the Rio Grande/Southern Pacific railroads for 38½ years. Jim is an avid railfan and collects "everything" connected with railroads.

John Hallinan -- John has been a member of the Club since 1978. John is a painter by trade and lives in Mt. View with his wife Kenda and two girls, Jacque and Jeanine. John also grew up in a

railroad family with over 150 years of service with the Colorado & Southern Railroad, including his great grandfather, grandfather, father, great uncle, uncle and cousins! John is an avid collector and history buff.

Don Zielesch -- Don became a RMRRRC member in 1974 and has participated in Club activities, especially excursions over this time period. Don's greatest interest is in riding trains, especially unusual trains to unusual destinations. Besides Amtrak, Don has ridden extensively in Germany and Austria, and to a lesser extent in Poland and Switzerland. Some of the more unique trips included riding across Australia on the Indian-Pacific and across New Zealand on the Tranzalpine Express. Don would like to work on extending the RMRRRC more to new members and prospective members and incorporating the Club's regular membership into Club activities.

As Mike Johnson related at the December meeting, the Club wishes to "Thank" the out-going board members, Keith Goodrich, Bill Gould and Chip Sherman for their service to the Club and hope that they continue to participate in Club activities.



ANNUAL NEAL MILLER PHOTOGRAPH

As has been Neal's personal tradition since 1952, he handed out his annual "Christmas" present to all who attended the December meeting. This year's photograph is of the Union Pacific No. 9000 at Cheyenne, Wyoming on March 11, 1956.

A copy of this photograph is printed in this issue of the Rail Report for members outside the immediate Denver area who are unable to attend the meetings.

Out "Thanks" to Neal.

ANNUAL BOOK DRAWING

The Annual Book Drawing, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Prizes to be awarded at the April 9, 1996 meeting are as follows: 1st Prize--*David Moffat's Denver, Northwestern and Pacific* (Rky. Mtn. RR Club), P. R. Griswold; 2nd Prize--*Georgetown and the Loop* (Rky. Mtn. RR Club), Griswold, Kindig & Trombly; 3rd Prize--*Never on Wednesday--The First Decade of the Rio Grande Zephyr*. [All books are new!]

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!*



ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ROCKY MOUNTAIN RAILROAD CLUB
1996 Book Drawing - April 9, 1996

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ANNUAL DUES

We would like to encourage members to renew their membership as soon as possible. Dues for 1996 are \$20.00 for Regular memberships and \$10.00 for Associate memberships.

If you have misplaced your dues wrapper from the November issue of the Rail Report, please use the following form:

DUES RENEWAL

NAME _____

ADDRESS _____

Zip _____

(9-Digit)

PHONE () _____

NAME _____ [] Spouse

NAME _____ [] Child

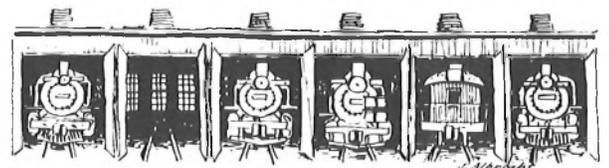
NAME _____ [] Child

1996 Membership Renewal \$ 20.00

1996 Associate Membership

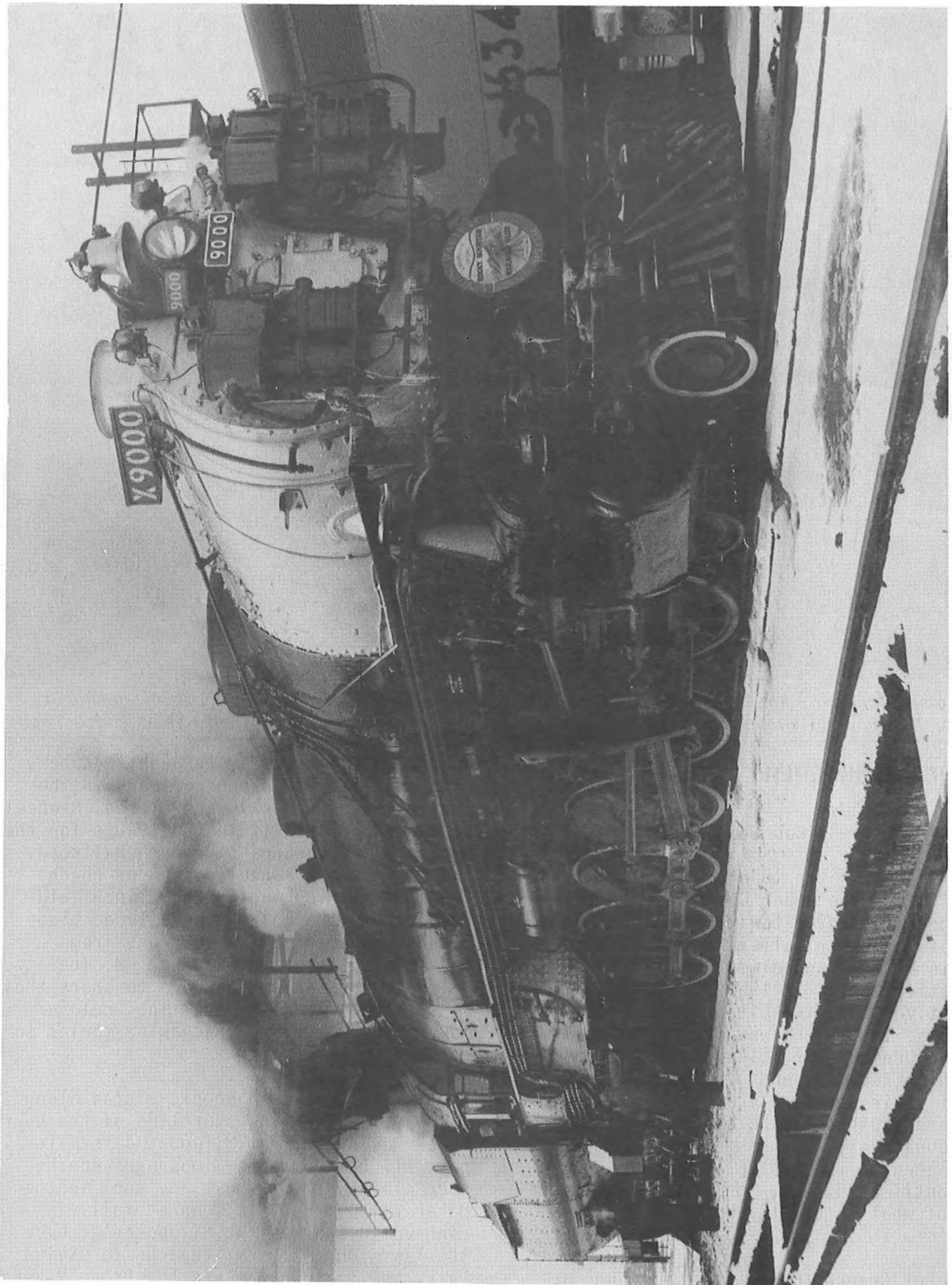
@ \$10.00 each [] _____
Number

Total payment enclosed... \$ _____



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 80226-3048.



Cheyenne, Wyoming

March 11, 1956

U.P. No. 9000

Neal R. Miller



The Heber Creeper, #618, a 2-8-0 Consolidation, is shown plying the rails of the Heber Valley Railroad between Heber City and Vivian Park, Utah. (Bob Stone Photograph)

THE HEBER CREEPER

By Bob Stone

Over in the Wasatch mountains of Utah, Number 618, "The Heber Creeper," makes her way up Provo Canyon toward Heber City, the home of the Heber Valley Railroad. Ole #618 is a 2-8-0 Consolidation-type steam locomotive, built in 1907 by the Baldwin Locomotive Works in Philadelphia, Pennsylvania. The engine was originally built for the Oregon Short Line, a subsidiary of the Union Pacific, and, the UP used it as one of their standard freight engines in Utah and southern Idaho until 1958 when they donated it to the state of Utah. It was placed in the State Fairgrounds from 1958 until 1970, and, in 1971, it became part of what is now the Heber Valley Railroad.

The Heber Creeper makes the trip down to

Vivian Park daily, May through October, with two or three passenger cars in the consist. #250 and #270 are closed, 8-wheel passenger cars built in the 1920's for the Delaware, Lackawanna & Western Railroad, and #248 is a 12-wheel passenger coach originally belonging to the Clinchfield Railroad in the East. The railroad also offers a number of special runs from November 25 through December 28. The friendly conductors, anxious to share their historic knowledge of the line, relate many interesting and enjoyable stories to railfans.

The trip offers many scenic vistas along the way, passing the shoreline of the Deer Creek Reservoir from Milepost 4 to Milepost 11. Famous Mount Timpanogos can be seen clearly from almost any spot in the Heber Valley, but, is seen at full view high up to the west at Milepost 12. Over the last four miles of the run to Vivian Park, the train parallels the Provo River

NOVEMBER BOOK DRAWING FOR PRESERVATION FUND

The winners and prizes at the November 14, 1995 meeting were as follows:

- Tom Peyton / Set of miscellaneous employee timetables
Terl Robinson / Set of miscellaneous post cards
Erwin Chaim / Engineer's cap
Ralph Fowler / Southern Pacific Crew Pack
Keith Goodrich / SP Crew Pack
Bob Stone / SP Cab Forward Belt Buckle
John Lyle / A Mile High & Three Feet Six Wide
Lee Whiteley / Set of miscellaneous booklets
Bob Tully / The Maine Scenic Route
Jim Ehrenberger / The Official Railway Equipment Register of the U.S., Canadian and Mexican Railroads, 7/70
Bud Lehrer / TRAINS magazines, 1972 Complete
Don Zielesch / Railroads of North America
Darrell Arndt / Ride the Big Red Cars
Wilson Ruid / 1996 Great Model Railroads



PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the December 12, 1995 meeting were as follows:

- Mel Schockner / Greenberg's Price Guide to Lionel Trains
Gene Roller / TRAINS magazines, 1986, complete
Gene Martin / The Nickel Plate Story
Lloyd Crews / North American Railways
Jim Ranniger / Set of Post Cards
Ronnie Bill / A Mile High & Three Feet Six Wide

Steve Subber / Traction Fan's Directory
Keith Goodrich / Colorado Memories of the Narrow Gauge Circle

Chris Larscheid / Locomotives of the Rio Grande

Ruth Koons / Early 1900's Quad Maps:
Leadville, Georgetown, Boulder
and Silverton

Mike Johnson / 1996 New Zealand Railway
Calendar

Erwin Chaim / 1996 New Zealand Railway
Calendar

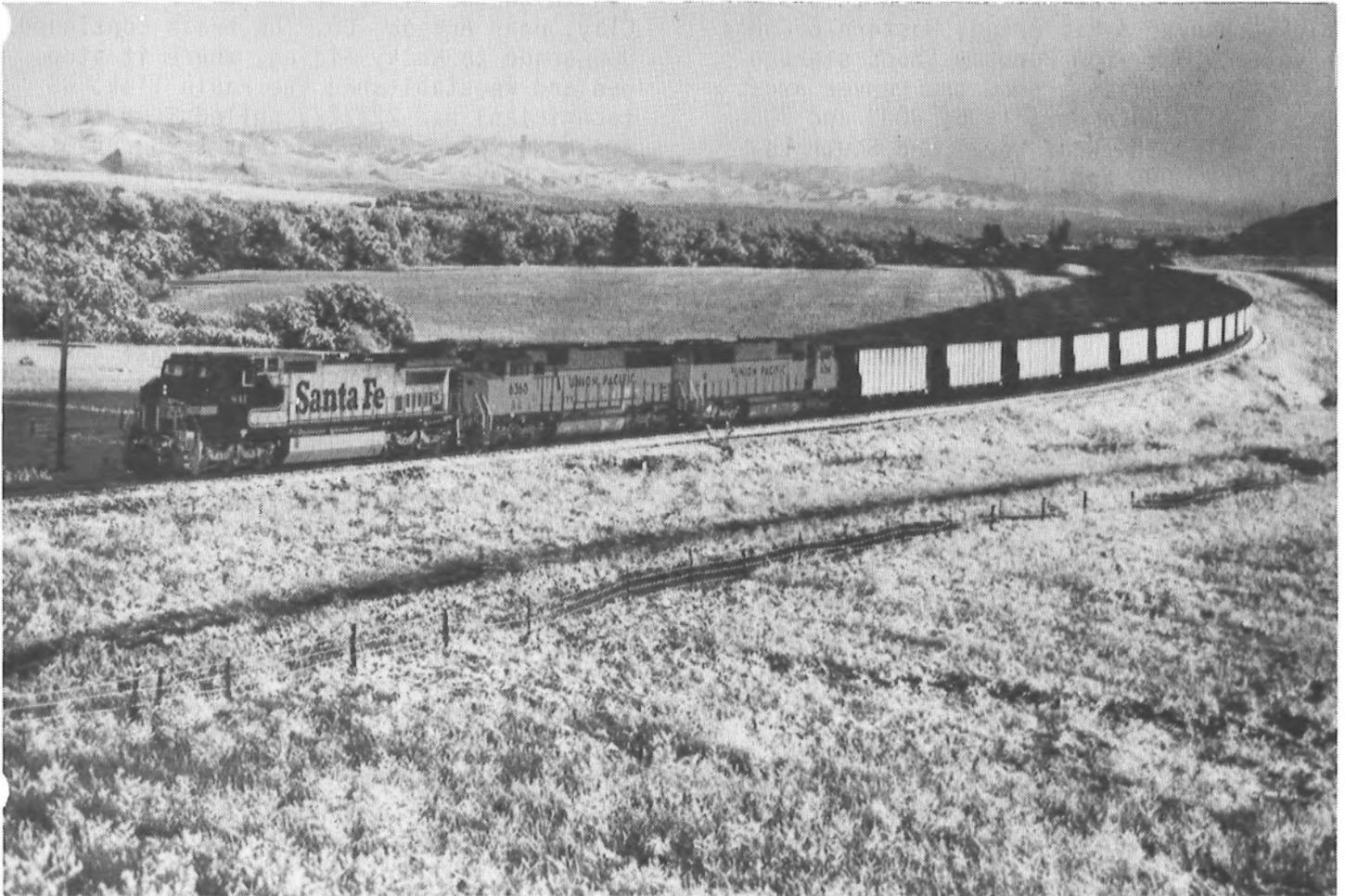
Don Vancil / Pullman Conductor hat

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 the Club meetings, or, at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

Roger has asked if there is (or are) any members who attend most of the Club's monthly meetings that could help him out with the book raffle by manning the prize table and selling tickets prior to the meetings. Perhaps there are several members who could help out with this function. Why not give Roger a call, today?! This function takes little time or effort, but is most important and frees Roger up to take care of the program arrangements prior to the meeting. May we count on YOU?

In addition to the above mentioned prizes, Jim Ehrenberger was able to secure enough 1996 Union Pacific Calendars through the gracious efforts of Richard Hartman, Assistant to the President, Union Pacific Railroad, to give everyone who participated in the book drawing a copy. Our "Thanks" to Jim and Mr. Hartman, and, the Union Pacific.

Roger also mentioned that we have had more than ample prizes because of the generosity of Club members. We hope to continue with this project as it has been very beneficial to the Club's preservation activities. The Club wishes to "Thank" all who have donated materials in the past and encourages members to continue their support in the future.



Chip Sherman sent his Christmas card along with his article for the January newsletter and I thought members might enjoy the photograph as much as I did (even if it wasn't narrow gauge in nature). Unfortunately, we cannot duplicate the color in the Rail Report, but the red and silver paint scheme of the ATSF unit in front of the yellow UP units against the lightly snowed-covered ground was spectacular. This was a southbound ATSF/UP joint operation moving coal from the Wyoming Powder River Basin to an Amarillo, Texas, power plant over the Joint Line on September 22, 1994. The scene was taken at Sedalia, just south of Denver.

(Chip Sherman Photograph)

THE COMBUSTION CORNER – CURRENT RAILROAD HAPPENINGS

by Chip Sherman

SP DENVER TO SALT LAKE CITY PASSENGER SPECIAL. The Southern Pacific (SP) operated a four-car train for Ford executives aboard on November 19, 1995, between Denver, CO and Salt Lake City, UT. SP GP-60 #9776 was clean as a whistle when it departed Denver, CO, going west via Moffat Tunnel, Dotsero, and Grand Junction, Colorado. The train tied up in Salt Lake City, UT, the evening of November 19th. It had leased cars and one SP business car; sleeper/kitchen car GLACIER PARK, 8-double bedroom sleeper-lounge BELLA VISTA, dome-coach-

lounge SILVER LARIAT (ex-Denver Zephyr), and to wine and dine Ford executives was SP business car SP 150 SUNSET. The train departed Denver Union Station at 7:00 a.m. SP is trying to win Ford traffic back onto its rails.

Darrell Arndt, Ardie Schoeninger and Andy Wirth found the train moving at maximum track speed on the Western Slope of the Colorado Rockies. They paced the train to Yarmony, CO, under mostly sunny skies.

At Salt Lake City on November 20th, the SP 9776 was placed on the point of Amtrak #5 and the four passenger cars on the rear for their return to California.

SP PUTS RIO GRANDE GP-30's BACK INTO SERVICE. Denver & Rio Grande Western GP-30's have returned from Burnham Shops storage to active service around the Denver area. Starting in November, 1995, 3003 and 3008 again ruled the West Local and South Locals. The 3006 and 3007 are assigned to the Belt job. These original GP-30's were operating Mars nose headlight are believed to be the last unrebuilt GP-30's operating on a Class I railroad.

The West Local operates on Tuesdays and Thursdays from SP's Denver North Yard west, to Rocky siding west of Arvada, CO. The South Local operates on Mondays, Wednesdays and Fridays from North Yard, departing between 10:00 and 11:00 a.m., going south on the Joint Line to Sedalia, CO. Switching is done in Sheridan at Military Junction (South Santa Fe Drive and West Oxford Avenue), Littleton, and Blakeland siding (Chatfield Dam). The train returns north in the late afternoon.

The Belt job works weekdays from North Yard and goes east to UP Junction. This was the Rock Island's line to Rio Grande's North Yard prior to Rock Island's demise on March 28, 1980. GP-30's 3006 and 3007 currently work the Belt job.

In mid-November, Burnham Shop forces put D&RGW 3015 back on the road. It was seen at North Yard on November 25th. Late November, the 3008 was down for electrical problems and sent to Burnham. The 3015 was pressed into service with the 3003. (C.W., Mark Bau and Jon B.)

SP STARTS MID-TRAIN REMOTE HELPER SERVICE USING AC4400CW'S. SP began testing the Distributed Power Unit capabilities of their new General Electric model AC4400CW's in late October, 1995. The two trains using remotely controlled power; one or two units on the point, two unmanned units mid-train, and one or two unmanned units on the rear include the Public Service of Colorado (Denver) Cherokee Power Plant and Colorado Springs, CO, Nixon/Drake Power Plants unit train (lettered CSDU).

The tests have been successful, but some glitches have occurred. November 26th, the Drake loads (train symbol EYDKC-25) bound for Colorado Springs, CO, lost its radio

link with the mid-train units, 222/223, at Clay, near Arvada, CO. The train continued downgrade to Rocky Siding, where it stopped and reestablished the radio link. GE technicians had 222/223 pulled from the train November 27th and sent to Burnham Shops, Denver, CO, for radio antenna modifications.

CONGRATULATIONS STEVE RASMUSSEN AND CHIP SHERMAN ON THEIR TRAINS MAGAZINE ARTICLES/PHOTOS. Two Club members had items published in Trains Magazine this past year. Steve Rasmussen's "Hard Road to Alamosa," was a major eight-page feature in the August, 1995 issue. The outstanding article on this remote standard gauge line was accompanied by fifteen excellent photos. Way to go, Steve & Pam!

Four photos by Chip Sherman appeared in the December, 1995, Trains Magazine--Is that a record for one photographer in one month? Chip had captured the American Orient Express passenger special and the CSXT AC4400's testing on Burlington Northern through Denver earlier in 1995. Chip notes that it was an exciting year around Colorado; passenger specials, new power and new remote mid-train operations on the SP, all set amongst the Colorado Rockies. Where else does one find such variety?

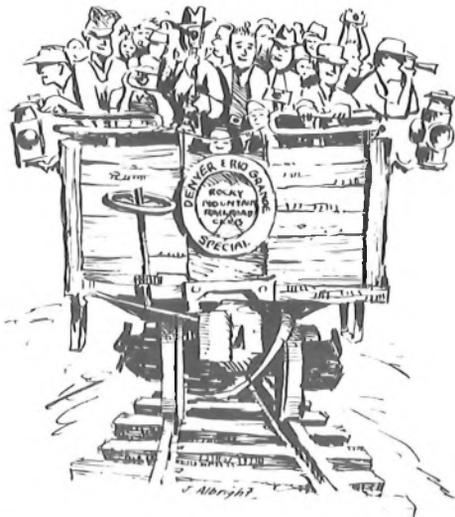
NEW INFORMATION OFF THE "EUREKA" ARTICLE

On page 5 of the November Rail Report, your editor quoted a handout that was received aboard the Eureka excursion that the Eureka was among the only "three" remaining 4-4-0 locomotives in the U.S. Well, even your editor should have known better; however, such a statement certainly brought one member alive to write and mention a number of other 4-4-0's still in existence. Robert A. Brandon, of St. Louis, MO, writes the following:

"Please let me add my comments to many that I suspect that you will receive on your statement in the 'Eureka' article on pg. 5 of the November Rocky Mountain Rail Report that "--only three remaining (4-4-0) locomotives known to exist in the United States--." Actually, many 4-4-0's still exist. To start with, there are the General

and Texas of Civil War fame, both in Georgia. [Editor's note: I believe that the General is in Tennessee, outside Chattanooga; but, alas, I have been wrong before!] There is a PRR 4-4-0 in the museum at Strasburg, PA, and the New York Central 999 of speed record fame that still exists albeit with smaller drivers. The Wm. Mason is in the B&O museum at Baltimore and there are four in the National Museum of Transport here in St. Louis: B&A 39, C&NW 274, DL&W 952 (a camelback), and M-K-T 311. Way out west are the V&T Reno and I think also the Inyo. I strongly suspect that there may be more considering the number used on Southern hort lines and the tendency for these locomotives to wind up in small town parks; but, those listed above are the ones I could remember for sure."

Well, actually, Bob was the only person I heard from on this subject! But, I do appreciate his taking the time to write and add something positive to the newsletter in the way of correction. My "Thanks" to Bob.



1996 SCHEDULE OF EVENTS

January 9	Regular Monthly Meeting
February 13	Regular Monthly Meeting
March 2 (or) March 9	Rader Rail Inc. Field Trip/ Plant Visit
March 12	Regular Monthly Meeting
March 31	Rio Grande Ski Train Trip
April 9	Regular Monthly Meeting
April 20	Coor's Railroad Tour

May 14	Regular Monthly Meeting
May 18	Denver Tramway Historical Sites Excursion/Field Trip
June 11	Regular Monthly Meeting
June 15	Ft. Collins Trolley/Picnic/ Swetsville Zoo Excursion & Field Trip
June ?	Colorado Railroad Museum/ RMRRRC Equipment Workday
July 9	Regular Monthly Meeting
July 20	Denver Post/Cheyenne Frontier Days Special Train Excursion
July ?	Private Car Excursion: Grand Junction-to-Denver/D&RGW-SP- Amtrak
August 10	Colorado Springs Field Trip: Western Mining Museum, Colo- rado Springs & Manitou Traction Company
August 13	Regular Monthly Meeting
September 10	Regular Monthly Meeting
September 29- October 12	Great Britain Rail Trip
October 12	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	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!

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 goods.

FOR SALE: 1947 Locomotive Cyclopedia. 85% of this book is devoted to steam locomotives \$250.00 postpaid. Rocky Haimowitz, 11779 E. Asbury Ave., Aurora, CO 80014. Phone: (303) 750-6574.

FOR SALE: Modern Locomotive Construction, by J. G. A. Meyer, 1899 Edition. (Over-size book) A 600+ page book devoted to aspects of locomotive design. Many illustrations.

Sound binding. \$95.00 postpaid. Rocky Haimowitz, 11779 E. Asbury Ave., Aurora, CO 80014. Phone: (303) 750-6574.

WANTED: Book, Smoke Over the Divide (Union Pacific, Wyoming Division) by James Ehernberger. Please write or call Robert Clegg, 1616 West Greenough Dr., Missoula, Montana 59802. (406) 549-2595.

[Editor's note: I have been inserting the Swap 'N Shop ads twice before pulling them from the newsletter. Members with ads are requested to notify the editor if the items are sold or found prior to the second listing so as to reduce unnecessary copy and not waste other members' time/money in contacting sellers or buyers when goods have been sold or have been acquired. Thank You for your cooperation]

THE WYOMING/COLORADO RAILROAD TO SHUT DOWN

The Casper Star Tribune of Sunday, November 5, 1995 reported that high maintenance costs and a short operating season had forced the Wyoming Scenic Railroad to shut down.

The excursion operation had been running for five years, but Wyoming's long winters and the inability to draw riders caused the business to lose money, according to railroad officials. The diesel-powered train seated 306 people per trip and had

been averaging about 12,500 passengers the last few years. In 1992, the numbers topped 20,000 passengers, and, officials have said that if the company could attract those kinds of numbers each year, the operation might be able to continue.

In a news release and phone interviews with company officials, the Tribune was told that maintaining the track for a short season and for a limited number of riders was not profitable; in fact, the train operation had lost money in all but one of its five years of operation.

The train departed from Wyoming Territorial Park and turned around at Lake Owen--20 miles north of the Wyoming and Colorado border. The trip usually lasted more than five hours. The last general excursion ran on October 21, 1995. The railroad had one charter scheduled for November 10th. After that trip, the operation was to be shut down indefinitely.



ROCKY MOUNTAIN



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