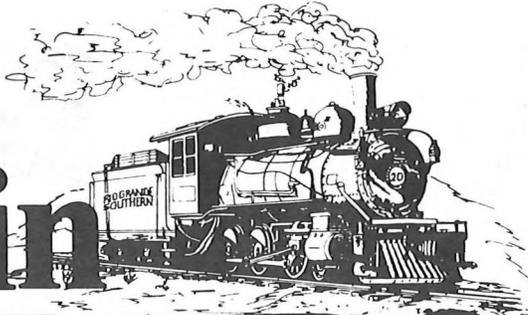


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 12, 1997 -- 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
Jim Blouch..... President
Walter Weart..... Vice President
Carolyn Blouch..... Secretary
David Goss..... 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 September, 1997 Rail Report is due no later than August 12, 1997!!

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$20.00 annual dues to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Linda Johnson, Membership Chairperson, 1935 Independence, Colorado Springs, Colorado 80920-3705. 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 \$1.75 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

August, 1997..... No. 455
Club Telephone..... (303) 979-2806
Club Website:
<http://members.aol.com/rmrrclub/index.htm>
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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, deaths, 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

AUGUST 12 PROGRAM AND MEETING

Board member, Dave Gross, will present the August program via video format of his 1991 rail excursion in South Africa on the Trans Limpopo Express. This was a last "hurrah" for South African Steam as Dave travelled from Johannesburg to Zimbabwe on African Railways.

This All-Steam adventure will also include a good look at Garratt-Class locomotives on the line from Bulawayo to Victoria Falls.

We can't imagine why anyone would want to miss this program...so, mark that calendar right NOW and join us at the August meeting for some fine entertainment by a professional videotographer!

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at P. O. Box 2391, Denver, Colorado 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, P. O. Box 2391, Denver, Colorado 80201-2391.

JULY PROGRAM AND MEETING

Once again, we were treated to a fine program by Jim Ozment. Jim started out with the CTA (Chicago Transit Authority) with shots of the famous "EL" in and about the Chicago area. From there he proceeded on to the Chicago, Aurora & Elgin, the South Shore and the North Shore interurbans. Besides an entertaining electric railroading study, we were treated to a tongue-in-cheek newsreel about rather unusual rail and other vehicles being purchased by various Club members for use in their rail-fanning. Jim's newreel offered some good laughs and was very much appreciated.

"THANKS" again, Jim, for a very good program. We look forward to your next presentation.

1997 SCHEDULE OF EVENTS

August 9 & 10	Ski Train (overnight) Trip to Glenwood Springs, CO
August 12	Regular Monthly Meeting
September 9	Regular Monthly Meeting
September 13	Georgetown Loop Railroad Freight Train Excursion
October 18	ANNUAL BANQUET
November 11	Regular Monthly Meeting
December 9	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!

NEW MEMBERS

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

Leroy W. Davault	Englewood, CO
Jim Mackenzie	Foxfield, CO

LAST CHANCE!

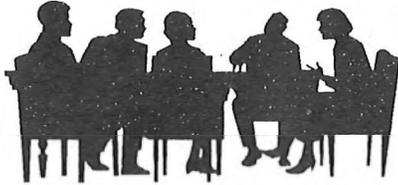
RECENT DEATHS

We have several inquiries about the dates that have been printed in regards to when some members joined the Club. The dates that have been listed in recent "death" notices came off notes on member's number cards that have been kept to determine the membership numbering system--showing the number each member received each year.

It became obvious that some of this information was incorrect, and, our Membership Chairperson, Linda Johnson, decided to offer to correct these dates (ALL 900, if necessary!) if members would send in the date that they joined the Club. We did receive just under 20 responses, but it appears that most members either did not care or didn't think we really wanted to hear from every member! We know that membership NUMBERS are CORRECT!! That was always the main concern of the membership committee! We believe that membership dates are correct since the mid-70's; however, we would still compare each and every response we receive to be sure that records are brought into a correct state. Linda has done some investigation by reviewing the membership 3x5 cards and has found that there are few dates listed prior to 1955. It would appear that someone put 1955 on any card that did not have a joining date. Since we just began giving "join" dates with death notices, this error has just recently come to the surface. Naturally, we would like to correct this error in our records, and, since Linda has graciously offered to make these corrections, it behooves each and every member to cooperate at this time. ACTION IS REQUIRED! Should you now wish to send in your "actual" or "best guess" date, your editor, if not additional volunteers, would be happy to assist Linda in checking these dates, should she now be inundated in short order! BUT...this is definitely the last time this offer will be made!! Linda's initial offer was most generous as members can image how much work this could entail! Future complaints about wrong dates will be ignored!!!!

AGAIN, we wish to state that membership

NUMBERS are correct! Each 3x5 membership card shows each member's number for each year they have been a member. Apparently, "join" dates were not recorded for the first twenty or so years of the Club's history. Won't you please help us to make these corrections!?! THANKS.



FROM THE BOARD ROOM

In an attempt to build awareness, interest and active participation, your Board of Directors has agreed to provide the membership with a resume of the projects currently before the board. The purpose is to keep you up to date on the accomplishments of our various committees and, perhaps, spark someone's interest who might want to serve on the board in the future.

Miscellaneous June Activities and Updates

60th ANNIVERSARY CELEBRATION

Next year, the Rocky Mountain Railroad Club will celebrate its 60th Anniversary. We would like to have some special activities for this occasion. The Board voted to form a committee, comprised of a Chairman, Board Liaison, Committee Chairs and volunteers. Some of the ideas presented so far are a HO-scale Model Refrigerated Car, T-Shirts, and Hats. The Trip Committee will serve on the Committee planning a special to Steamboat Springs, Colorado. A one or two day conference has also been suggested. If you would like to help plan these activities, please call Dave Goss at 693-9933 to get your name on the list.

CLUB TELEPHONE

The Club's telephone number has been changed to (303) 979-2806. Please make a note of this change!!

ANNUAL WORK DAY AT THE COLORADO RAILROAD MUSEUM

The entire Board would like to take this

opportunity to thank the membership for their participation in our Annual Work Days at the Colorado Railroad Museum. We had twenty-six members work during this period. These members are to be congratulated on the amount of work they accomplished in a single day.

July 8, 1997 Special Board Meeting

NEW NEWSLETTER EDITOR SOUGHT!

In an attempt to bring the Rocky Mountain Railroad Club into the 21st Century, the Board of Directors and Officers called a special meeting with your current newsletter editor, Jim Trowbridge, to outline the Board's requirements for the Editorship and changes in the actual newsletter product and its mailing. The following written and verbal requirements are presented for your information:

- + Re-design the existing 12-page newsletter into an 8-page publication (allowing for non-newsletter inserts in the mailing without additional postage costs)
- + Newsletter to be re-designed to present a more modern image using desktop publication software [requiring editor to have a computer, software, and, possibly a scanner--not to be supplied by the Club]
- + Editor, preferably to have capability to receive information by fax and/or e-mail. [This would be especially important to push the deadline further back]
- + The deadline to be extended to after the date of the Board meetings to allow for more up-to-date information [Board meetings being held between the 21st and 25th of the month, depending on the calendar]
- + Webmaster and Newsletter Editor to work closely to maximize the value of each information process
- + Newsletter should be collated prior to mailing [so members would not have to match up the sheets to have the pages in order]

As pointed out by a Board member, and, readily accepted by myself, I am olde-fashioned and have not embraced the "Com-outer Age." [Of course, by definition, anyone interested in trains is olde-fashioned; but like trains, I still manage to serve a function in our society] Nothing I do personally or in business, requires me to computerize, and, I cannot justify the expense in time or money to purchase and learn to use a computer, desktop publishing software, scanner and Fax machine for little other reason than to prepare the Rocky Mountain Railroad Club's newsletter.

My preference at this point in life regarding the "computer age," is to install a "computer" chip in my On3 [steam] locomotives to give me "command control" with "digital sound" in each engine!!

Since I cannot justify complying with the Board's requirements for their newsletter editor, we must begin to look for a replacement for me who has the necessary hardware, software, experience and knowledge, and desire to volunteer 20-plus hours a month in preparing the Rocky Mountain Rail Report. [The July, 1997 Rail Report was one of the easier newsletters to put together as four pages of text were submitted to me by Chip Sherman and Wally Weart--neatly typed and well written. That left only eight pages of text and photos to be created from scratch by myself. I kept a record of time for the Board and came up with 26 hours as Editor, prior to submitting the finished camera-ready copy for printing]

Our replacement volunteer will have to gather pertinent information, photographs and schedules; prepare 75% to 90% of the text from scratch; design the layout on disk, scanning photographs or laying in screens and sizing photographs for the printer; obtain black & white photo prints from slides from a custom lab; deliver the newsletter to the printer for printing and bindery; deliver the finished printed matter to the mailing service (or mailing committee for the time being) and be responsible for the accounting to keep the newsletter under budget.

Those desiring to apply for the editorship may contact the Board with their qualifications.

In the interim, I shall continue to produce the newsletter the olde-fashioned way until my contractual agreement with the Club runs out with the November newsletter (prepared and billed out in October--the end of the Club's fiscal year), or, until I receive a letter from the Board relieving me of my position as your Editor, or, as a result of no one stepping forth to take my place, a more, mutually, acceptable plan to make changes in the newsletter. In any event, my remaining Editor for a few more months should provide a smooth transition from the olde to the new Rocky Mountain Rail Report.

While I hope things work out for me to continue being your editor, there is the possibility that I may not produce any further issues of the Rail Report. Therefore, I would like to "Thank" everyone who has been kind enough to provide me with material for insertion in the newsletter, whether it was text or photographs, or just good suggestions. It has been an interesting thirteen years as your Editor, and, I will miss interacting with all of you through the pages of the Rail Report; but... Progress Marches On!!!

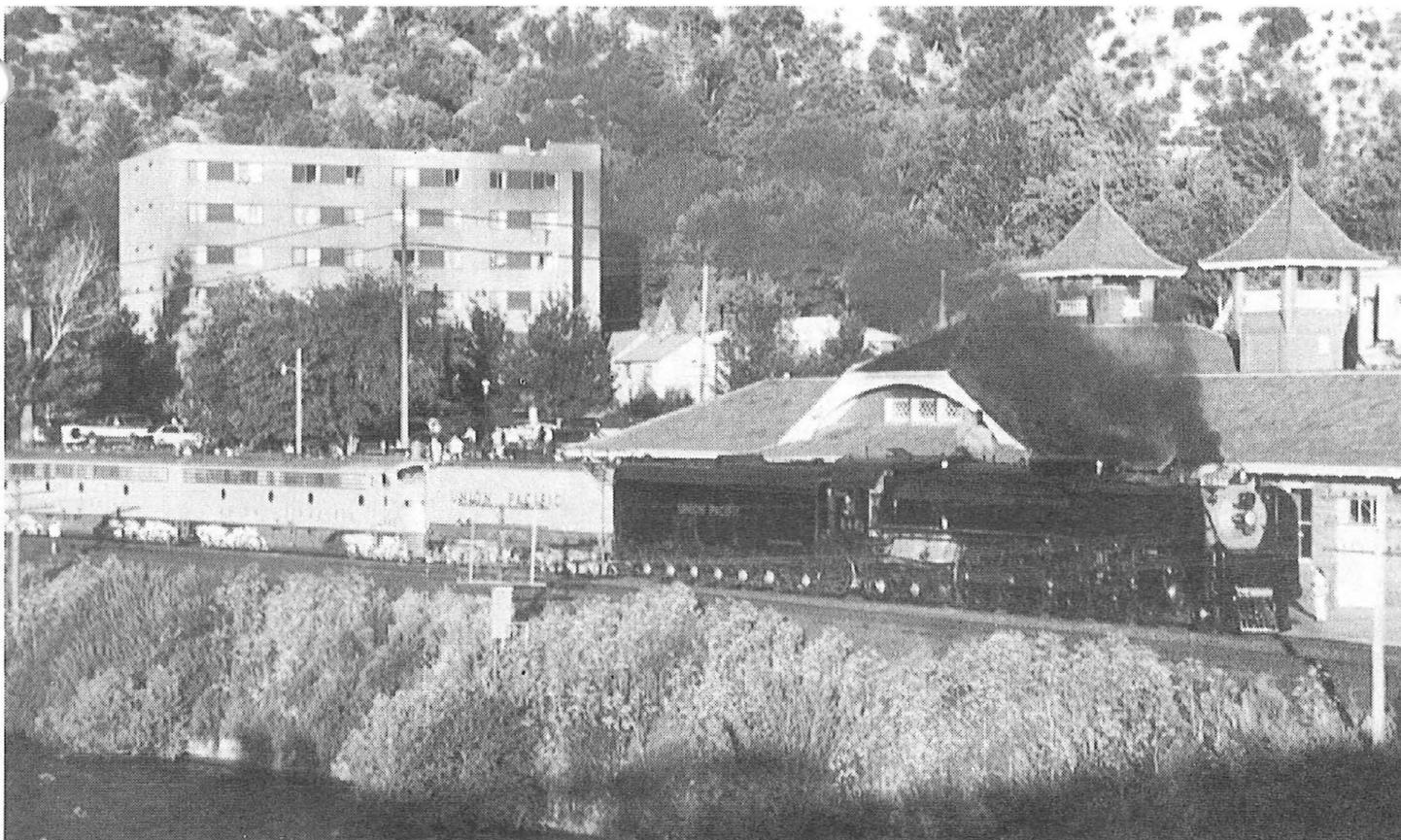
THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

By Chip Sherman

PASSENGER SPECIALS ABOUND IN COLORADO ROCKIES: UP 844 DENVER TO SALT LAKE CITY, UT, ROYAL GORGE TRIP, SUMMIT OF EIGHT NATIONS WIVES" WINTER PARK TRAIN AND AOE JULY/AUGUST TRAINS ADDED. Did you ride or chase the Royal Gorge Steam Special, operated by Union Pacific/Central Coast Chapter, National Railway Historical Society on June 21-23, 1997? It was the event of the year--and few missed it!

Union Pacific managers and crews worked hard and put together not one, but two specials for the weekend of June 21st. The other train was the Summit of Eight Nations Wive's train, hosted by First Lady Hillary Clinton.

UP 4-8-4 #844 and the E-units, 949, 963B and 951, moved from Cheyenne, WY, to Denver, CO, on June 19th with their 19-car NRHS Royal Gorge train consist. The train's



UP 844 and E-Units 949, 963B and 951 are seen powering the NRHS Special Train to their Convention in Salt Lake City, UT, as it passes through Glenwood Springs, CO, on June 22, 1997. (Chip Sherman Photograph)

consist: ART LÖCKMAN, 209 (now named HOWARD FOGG), 205, SHERMAN HILL, sunshine special, CITY OF SALINA, COLORADO EAGLE, KATY FLYER, CITY OF LOS ANGELES, MISSOURI RIVER EAGLE, PONY EXPRESS, PORTLAND ROSE, CITY OF PORTLAND, power car, CHALLENGER, TEXAS EAGLE, COLUMBINE and rear end observation/dome lounge car CITY OF SAN FRANCISCO. At Denver, the train was parked on Lind's Spur, which is north of UP's 36th Street Yard, north of Interstate 70.

The steam special was not allowed to enter Denver Union Station until the First Ladies' Winter Park train departed the station on Saturday, June 21st. Thus, it missed the 10:00 a.m. departure due to security requirements, but departed Denver Union Station at 10:45 a.m. Amtrak's California Zephyr was also kept out of the station, but was on track one when the UP 844 special was on track two.

The sold-out train, 605 passengers and some 50 volunteer car hosts, departed Union Station, backing northward to Prospect

Junction. It then headed south for the first day of the three-day journey to Canon City via the Joint Line and Pueblo, CO. The train had its followers, especially along Interstate 25, south of Castle Rock, CO. Folks just driving along the interstate were slowing and stopping as the train wound its way along the Joint Line. It's rare for those large motorhomes to pull to the side, but they were there to watch the event. Needless to say, traffic was heavy on the roads near the special's route in Colorado

June 22 was a long day, with the special leaving on time from Canon City at 8:30 a.m., but slow orders eating up the day. The train arrived at Grand Junction, CO, at 10:40 p.m., two hours and forty minutes later than planned. Two photo runbys were conducted: Texas Creek and Dotsero. UP's Steve Lee noted the photo locations weren't the best, but were chosen with operational considerations and room for several hundred people in mind. Track speed restrictions kept the train's pace slower than antici-



The Summit of Eight Nations First Ladies' special train to Winter Park is shown on track five at Denver's Union Station on June 20, 1997. The UP's newly painted and lettered GP-60's #5838 and #5842 made for a handsome train consisting of the Ski Train rolling stock.

(Chip Sherman Photograph)

pated, thus the delay in getting to Grand Junction.

Intrepid traveller, Darrell Arndt, chased the train on its entire route, having not obtained onboard seats (he's not on the Internet). He and private car owner Dante Stephenson would "leap frog" the train to different photogenic locations. His prior planning paid off, and he avoided some of the slow moving chasers. Dante joined the train at Grand Junction, CO, and rode it into Salt Lake City the third day.

The National Convention of the NRHS was held in Salt Lake City, UT, this year, and this was a remarkable way to kick it off! With Union Pacific closing the Royal Gorge/Tennessee Pass route this summer, it was the last opportunity to ride this line-- and the Union Pacific did a terrific job of

showing it off.

SUMMIT OF EIGHT WIVES' 9-CAR SPECIAL TO WINTER PARK. Amid plenty of Japanese and American Secret Service protection, the 9-car Denver to Winter Park, CO, First Ladies Special operated June 21, 1997. Numerous security requirements brought the BNSF and the Union Pacific Moffat freight train operations to a standstill in advance of the special's move. Switches were spiked and officials were at strategic points along with police agencies along the route.

Two hi-rail vehicles preceded the train, followed by two pilot engines: UP GP-60 5836 (ex-Southern Pacific 9737) and UP SD40T 4551 (ex-SP 8286), and then the special. UP GP-60's 5838 and 5842 (all locomotives were recently painted and washed) were the power. The train was all

Rio Grande Ski Train equipment: power car 253 JOSEPH G. HARRIS, parlor/club COLORADO SPRINGS, coach/snack car PYRAMID PEAK, cafe/lounge NORTH PARK, parlor/club NORTH PARK, cafe/lounge WINTER PARK, Anschutz -owned dome sleeper CALIFORNIA, lounge UTAH and business car KANSAS.

The ladies were chauffeured to the train at Denver Union Station, track five, and arrived from the west side, away from the station. Once aboard, the train departed at 10:00 a.m., and travelled to Winter Park. Aboard were Hillary Rodham Clinton, U.S., Daniele Binot Santer of the European Union, Cherie Blair, England, Kamiko Hashimoto, Japan, Naina Yeltsin, Russia, Aline Chretien, Canada, Flavia Prodi, Italy, and Rita Kok-Roukema of the European Union.

The small town of Tolland turned out, waving flags for the various nations: Japan, Italy, France, Great Britain, Russia, United States, Germany and Canada. Their efforts were reported in the newspapers.

Once in Winter Park, the ladies went to the Sunspot Restaurant--a large log and stone building atop the Colorado Rockies Continental Divide, elevation 10,700 feet. The entourage had their group photo taken and then returned to the train, which had been wyeed at Tabernash.

The train returned via the scenic Moffat line, arriving Moffat in Denver at 4:30 p.m. What a day it was! And, the group still had events scheduled for that evening. (Joe M., Louie, C.W.)

UNION PACIFIC/COLORADO CHANGES, JULY, 1997, INCLUDES REOPENING BOND, CO, CREW CHANGE. Union Pacific (UP) heralded several significant changes in operations, starting July 1, 1997: new seniority districts, creation of new hub and spokes, selection of single collective bargaining agreements for each hub, reopening Bond, CO, crew change, and train operation changes. When completed, the Denver and Salt Lake City, UT, areas will be the first fully consolidated train operations on the UP-Southern Pacific system.

Train routing changes, yard changes, changes in some crew change locations and intermodal operations have taken place due to this decision. UP train operation changes:

- *UP line from Granger/North Platte, NE, to Ogden, UT, +10 trains per day
- *SP causeway lines west of Ogden, UT, to Alazom, NV, + 8 trains per day
- *UP Lakeside line (ex-Western Pacific) west of Salt Lake City, +8 trains per day
- *SP/ex-D&RGW Tennessee Pass route from Grand Junction to Provo and Salt Lake City, UT, -12 trains per day, leaving one local, Amtrak, coal trains, BNSF trackage right trains
- WYOMING & COLORADO line changes:
 - *UP North Platte, NE, to Cheyenne, WY, +2 trains per day
 - *UP Cheyenne, WY, to Rawlins, WY, route, +7 trains per day
 - *UP Kansas City, KS, to Denver, CO, +10 trains per day
 - *UP Denver to Cheyenne, WY, +11 trains per day
 - *SP/ex-D&RGW Tennessee Pass line, Pueblo to Dotsero, CO, to Grand Junction, CO, -11 daily trains

These are UP estimates of train changes, based on current (June, 1997) traffic patterns. Actual changes may differ from these figures.

Crew changes were eliminated at the Minturn (Tennessee Pass line), CO, and Oakley (Kansas Pacific line), KS, crew change points. New crew change points are established at Bond (Moffat Tunnel line) and at Sharon Springs (Kansas Pacific line), KS. At Bond, the old Denver & Rio Grande Western crew dorm has not been reopened. Crews change there, but, Denver-based crews are vanned to Phippsburg (near Steamboat Springs, CO) and Grand Junction-based crews are vanned to the Minturn, CO, location/dorm.

Yard changes in the Salt Lake City, UT, hub:

- *SP's Roper Yard becomes an industry support yard
- *UP's North Yard will become the predominant intermodal facility. Currently, both UP and SP intermodal facilities remain operational
- *Ogden, UT, and Provo, UT, yards remain in operation

In the Denver Hub:

- *SP's North Yard intermodal facility will close. Traffic moves to UP's 36th Street facility



Ex-Pennsylvania Railroad E-8A #5794 and ex-Long Island Railroad commuter cars sit at the Denver Railway Car Company's site in Englewood, Colorado, on June 20, 1997. They are being prepared for NBC's future production "Atomic Train." (Chip Sherman Photograph)

*SP's auto business will be moved from North Yard, eventually to UP's Rolla facility. (The Internet)

During the July 4th weekend, traffic had been reduced over Tennessee Pass, and one set of helpers moved from Minturn, CO, back to Denver. (Steve)

AMERICAN ORIENT EXPRESS PLANS SEVEN TRIPS BETWEEN DENVER AND SALT LAKE CITY, UT, IN JULY AND AUGUST, 1997. Anyone interested in riding these trains or future trains may contact Amtrak at 1-800-321-8684.

NBC E-UNITS MOVE TO CALIFORNIA. BNSF moved the two ex-Spirit of Tennessee E-units to California, starting June 25th, on the Denver to Barstow, CA, train. They had been stored in Englewood, CO, since June 3, 1997. NBC is planning to use the units in its production "Atomic Train."

The units are Santa Clarita Valley Railway (SCRX reporting marks) 5794 (ex-Pennsyl-

vania RR E-8A) and 9913 (ex-Chicago, Burlington & Quincy RR model E-9A, ex-BN). The units were used on the Spirit of Tennessee for that state's celebration in 1996. They departed still wearing a modified Louisville & Nashville blue with yellow wings with a red separating stripe.

Denver Railway Car Co., Englewood, CO, was doing contract work for NBC Productions at the old General Iron Works plant. Along with the locomotives, five ex-Long Island commuter cars were being prepared for the NBC production, currently titled "Atomic Train." Filming is planned to occur in northern California. (Darrell & The Colorado Zephyr)

Departing Denver, the train's power was ATSF 815, ATSF 548, BN 4087, SCRX E-units 5794 and 9913. It departed the early morning hours of June 26th.

UNION PACIFIC SELLING SOUTHERN PACIFIC BUSINESS CAR OREGON. UP has decided that

Southern Pacific's business car OREGON is excess to UP passenger fleet requirements and has placed it up for sale. OREGON was built by the Pullman Company in 1926. The car needs heavy maintenance due to many years service on the SP. Replacement of carpeting, furniture and upholstery are items mentioned. The trucks and draft gear also require extensive work. Minimum acceptable bid is set at \$150,000. (UP RR)

PRESERVATION FUND AND BOOK DRAWING

The winners and prizes at the July 8, 1997 meeting are as follows:

- Jackie Pockrandt / Santa Fe RR Cross Tie Nails
- Hugh H. Wilson / Set of miscellaneous timetables and maps
- Bob White / The Skunk RR: Ft. Bragg to Willits
- Bill Hoover / Collecting Model Trains
- Rich Berens / Electric Railway Journal: 7 issues
- Darrell Taylor / Big Blow--UP's Super Turbines
- Jim Ehernberger / TRAINS magazines, Vol. 37, bound
- Chris Larscheid / UP 844 framed print
- Tom Klinger / UP patch
- Dick Oldberg. / Set of large postcards
- Lorin Weed / Stress Relief Train (Toy)
- Dick Oldberg / Storage Tin: Train Cover
- John Dolan / UP Big Boy Video (Video Rails)
- Ardie Schoeninger / Hawaiian Railroads

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.

No. 25 UPDATE

Jim Ozment's July program was a wonderful reminder of our country's colorful and interesting traction heritage. Relating to streetcar history here in Denver is un-

common since it has been gone so long. Hence, all the more value to the restoration efforts on D&IM Interurban No. 25 by the Rocky Mountain Railroad Historical Foundation--the Club's sister organization. For those new members who may not be familiar with this project, perhaps a brief review is in order. The 48-foot, standard gauge car was one of two cars built in Denver in 1911 by the Woeber Car Company for service on the Denver-Lakewood interurban line. Our Club purchased the car from the Denver Tramway Company in 1950 when the streetcar system closed and subsequently ran the car on special trips on the freight-only line to Golden until 1953. The car was eventually moved to the Colorado Railroad Museum for display until moved to the Denver Federal Center in 1988 for restoration. The intent was to repair the car, protect it from the elements and operate the car so the general public can experience "rail history in motion." Hence, our goal is to see No. 25 operate on Denver's Light Rail System for special events and other activities.

Rehabilitation work includes motor and electrical system reconditioning, new wiring, new roof, new window glazing, some new windows, new doors, new varnish, new exterior paint, new ceiling, body work on deteriorated sections, including new siding and air brake system work.

Currently, work has focused on the clerestory window area, some exterior body work and platform areas. Rebuilding of the number one end platform and bumper area is now complete. Soon, the new ceiling panels will be removed and transported to Aurora for addition of artwork and the clerestory windows varnished and glazed. It is hoped that we can get the car painted before winter.

We could use some additional help on several future projects on the car that would be conducive to off-site work. The main windows need to be varnished and glazed. A company needs to be located that can redo the rattan seat coverings. Window shades need to be redone by a company with appropriate expertise. Some casting and polishing work is needed for small parts on the car. So... the invitation is extended to our members and friends to consider helping in one of these specific areas. Please contact Darrell

Arndt at 797-8444 if you would like to see the car and/or make a contribution toward a wonderful restoration project. (Incidentally, monetary contributions are tax deductible!) We are also in the processes of applying for a state historic designation on the car which will hopefully open avenues for funding grants to help complete the project.

(Darrell Arndt)

A WEB PAGE UPDATE

by Chris Wolf

The Club's home page has been up and running for almost two months now. I checked the site just before writing this article and there have been over 200 visitors! The home page will expose the Club to a wider audience than has ever before been possible. I wanted to report on some things that I have done with the site:

The first thing is a slight change in the address. Based on information received from a friend of Dave Goss's, the last extension was changed from "default.htm" to "index.htm" The address is now:

<http://members.aol.com/rmrrclub/index.htm>

The site will still be accessible using the "default.htm" extension, but I hope to eliminate this soon.

I have added a member's photo page and hope to show some of the great photographs taken by members to THE WORLD! I know a lot of people take slides and I haven't figured a way to convert them to a format that can be used on the page. If you have regular photographs though, you can send them to me and I will scan then into a format that can be posted on the site. If you would like the photo returned, please enclose an SSAE. The photos can be sent to: Chris Wolf, 1621 Haywood Pl., Ft. Collins, CO 80526. Please include information about where and when the photograph was taken and what is depicted. My hope is to receive so many photographs that I can change the page on a monthly basis.

Many people are finding the page through links on other pages. The page is listed on Railserve (<http://www.railserve.com>), The Webville and Hypertext Railway (<http://www.>) and Cyberspace World Rail-

way (<http://www>). I consider these to be the big three of railroad listings. They each list about 1,200 different rail related home pages. The page is also linked on the home pages of the Colorado Railroad Museum, the Georgetown Loop Railroad, The Intermountain Chapter, NRHS, and the Friends of the Cumbres & Toltec Scenic Railroad.

I know not everyone in the Club has access to a computer. If you don't, but would like to look at the page, you can always syop by your local library. Most libraries have terminals that allow patrons to "surf the web." There are printed instructions and people that will help you get on your way. Who knows, you might enjoy it so much you'll go out and spend some of that hard earned money on a computer. I must warn you though, it really cuts in on the funds available for rail-fanning, but, I have managed to do both.

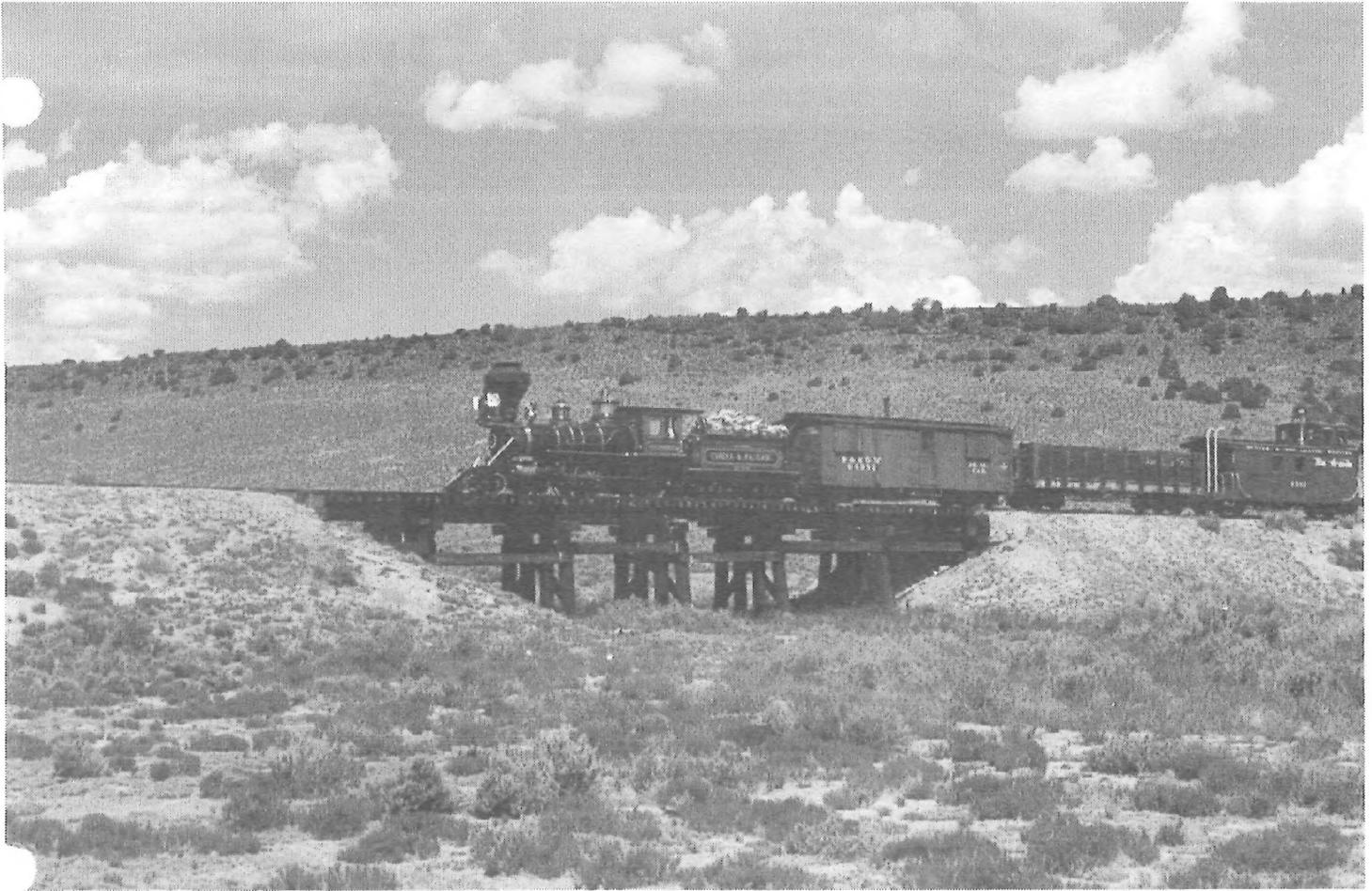
I hope you will visit the site and give me some feedback. I can be reached by e-mail (RMRRCLUB@aol.com or Wolfcop@aol.com), telephone (970-223-1485), or snail mail (that's a term used by computer geeks because after experiencing E-MAIL, the U.S. Postal service will never be the same). I hope to make the Club's home page one that you can be proud of!

[A note from Wally Weart: If you would rather not send your photos, I have access to a scanner through the Newsletter which my company publishes. If you give them to me at the monthly meeting, I will return them to you at the next meeting. Both Chris and I would appreciate a brief note stating that we have your permission to scan and post your pictures.]

NEW PHONE NUMBER FOR THE RMRR CLUB



Please note: THE CLUB HAS A NEW PHONE NUMBER. With the Club's phone answering machine being transferred to the Blouch household from Bud Lehrer's [Bud has moved out of the Denver Metro area], a new phone number was obtained. Please make the change in your phone directory. The new phone number is: (303) 979-2806.



The Eureka, the beautiful 1875 Baldwin Locomotive product, was back in Colorado for a visit on the Cumbres & Toltec Scenic Railroad. There were many trips scheduled (some out of Antonito to Osier and back; some from Chama to Osier and back; some just up to Cumbres), but your editor was privileged to ride across the whole railroad from Antonito to Chama with twenty-four other riders on Thursday, June 19, 1997. The country out of Antonito was especially homelike to the Eureka and our three-car train was "heaven" to a railfan! This shot caught the Eureka crossing Ferguson's Trestle. (Jim Trowbridge Photograph)



**GEORGETOWN LOOP
FREIGHT TRAIN EXCURSION**

The July, 1997 issue of the Rail Report contained all the information about this trip. Please refer to that issue, and, remember: Tickets limited to 100. We must have 60 tickets sold by August 15th or the trip will be cancelled. Send your payment to: RMRR Club, c/o Hugh Alexander, 700 So. Elizabeth St., Denver, CO 80209. You **MUST** enclose a SASE with your order. If the trip is cancelled, your money will be refunded.

Georgetown Loop Railroad Excursion

TICKET ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

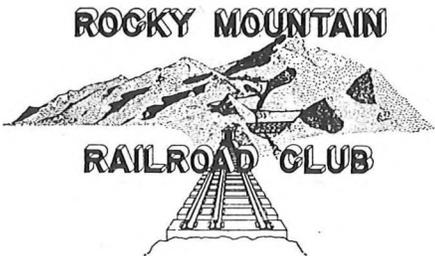
TELEPHONE () _____

Please PRINT or TYPE Information

_____ Tickets @ \$50 each...Total \$ _____



Owner, restorer, engineer, Dan Markoff, and Earl Knoob and the C&TS personnel put on quite a show for rail buffs during June! We certainly appreciated the C&TS bringing this unique little engine back to Colorado; and, we especially appreciate Dan Markoff's preservation of this locomotive and sharing it with us!! While every photo runby was special, your editor especially appreciated this little train crossing Cascade Creek Trestle where it was dwarfed by the scenery. [For more information about this locomotive, see the Rail Report of November, 1995] Your editor is looking into using the Eureka as part of his 1998 narrow gauge trips which will correspond with the 18th Nat'l NG Convention. (Jim Trowbridge Photograph)



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