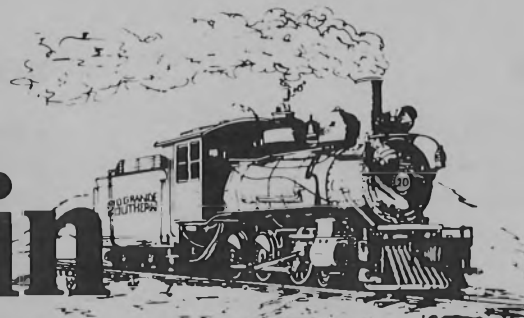


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 10, 1984 -- 7:45 p.m.

Southeast wing of Christ Episcopal Church, 2900 South University at Bates. Off-street parking at rear (east) of meeting hall. Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
Darrell Arndt..... President
Erwin Chaim..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report; Jim Trowbridge, Editor; 502 South Cody Street, Lakewood, Colorado 80226.

COPY DEADLINE -- All copy for publication is due no later than the 18th of the month prior to month of publication.

BOOK DRAWING

Drawings will be made at the April meeting for the William Henry Jackson's Rocky Mtn. Railroad Album (76 - 17"x24" sepia tone prints), the Memorial Edition, Denver, South Park & Pacific and Union Pacific--100 Years. The contributions received through this drawing are used to repair and restore the Club's equipment at the Colorado Railroad Museum. Out-of-state winners will be notified and their book sent immediately after the April meeting.

April, 1984..... No. 295
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.

APRIL 10 PROGRAM

The Rio Grande Zephyr was one of the most photogenic trains to ever ride the rails through the Rocky Mountains, or any other place for that matter. So it was, that on April 24 and 25, 1983, it made its final trip, being discontinued in favor of AMTRAK. It had lasted fifteen more years than the majority of the nation's passenger trains, offering such niceties as full dining car service. Now, it is one year later--the first anniversary of the last run of the Rio Grande Zephyr.

In honor of the memory of the Rio Grande Zephyr, Erwin Chaim is going to present a multi-media program with music and slides, entitled The Rio Grande Zephyr Revisited.

It is a "sad" show if you are (or were) in love with that beautiful train, so Erwin suggests you bring a hanky!

And..... if you haven't done so already, bring your twenty slides for the May meeting Potpourri. Look for details in your March Rail Report.

MARCH PROGRAM

Those attending the March meeting were treated to a truly great program put on by Beyer Patton, as attested to by the ovations from the audience.

Using 8mm movies and sound recordings, Beyer took us across and up and down India, showing steam in all gauges and configurations. In addition to steam, we got the feel of the country and its people, the most memorable being in Calcutta where the trolley cars teeming with passengers, came in and out of view as if the pictures were being shown in fast motion. But it was the steam that kept us in awe and who can ever forget the footage of the 2-foot Darjeeling line, north of Calcutta, especially jarring everyone in the house as we found ourselves roaring through the streets of Kurseong to the recording of its sounds!!! Thanks, Beyer, for an unforgettable night.

(By the way, Beyer is going to Turkey for most of the month of April--perhaps we'll get another fine program down the line of the trains Beyer films in this country.)

PIKES PEAK TROLLEYS

Fellow club member Morris Cafky has coauthored with John A. Haney an excellent history of the Colorado Springs streetcar system. This recently-published book was printed on heavy glossy stock by the Century Press of Colorado Springs and contains 107 photographic reproductions. There are three beautifully-delineated maps of Colorado Springs, Colorado City, and Manitou Springs showing the extent of the street railway system in 1889, 1917, and 1932. This one hundred and one page book may be ordered from the Century One Press, 2325 East Platte Avenue, Colorado Springs, Colorado 80909. The autographed, hard-bound edition is numbered and limited to five-hundred copies and sells for \$22.95. A soft-bound edition is also available but the price is not known. Morris Cafky is the well-known author of Club publications Rails Around Gold Hill and Colorado Midland and his astute research work is readily seen in this well-done history of one of Colorado's finest trolley systems. (Ed Haley)

NEW MEMBERS

Edward Sands	Rifle, Colorado
Weston B. White, Jr.	Maplewood, NJ
Ted Burkett	Colorado Springs, CO
James L. Banning	Colorado Springs, CO
Omar Quade	Denver, Colorado
Jess David Lee	Englewood, Colorado
Barbara Sausa	Denver, Colorado
Alma E. Frank	Denver, Colorado
John Linssens	Littleton, Colorado
Linda L. Granberg	Fort Collins, CO
Donald Meeker	Aurora, Colorado
Jack A. Udick	Arvada, Colorado
Bill Helmcamp	Thornton, Colorado
Paul F. Samples	Arvada, Colorado
T. G. Palmieri	Imperial, PA
Carl K. Hammergren	Denver, Colorado
John F. Fisher	Sand Springs, OK
Edwin F. Legawiec	Fairfield, NJ

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

The Club regretfully announces the passing away of the following members:

William N. Gillette	St. Petersburg, FL
(#265)	
Galen D. McCulloch	Denver, Colorado
(#810)	

RGZ DOME CARS TO ALASKA RAILROAD

The Alaska Railroad has purchased the three dome coaches formerly used on the Rio Grande Zephyr from Amtrak. For the present, Amtrak will retain the regular coaches and diner.

These three cars plus another three Super Dome cars originally built for the Milwaukee Road and obtained from Via Rail Canada, will bring the total of Alaska RR passenger cars to 58, including 13 dome cars.

Tourist traffic has grown on the ARR and this summer the daily express train to Fairbanks will include a full service diner, lounge-snack car, several flat top coaches, three or four dome coaches and one or two Super Dome coaches. And if they acquire the El Camino train from California, they'll add ex-CZ dome-observation car 375.

CLUB'S BOARD PROPOSES EQUIPMENT SHED AT COLORADO RAILROAD MUSEUM

The Rocky Mountain Railroad Club is fortunate in owning and displaying six irreplaceable pieces of equipment at the Colorado Railroad Museum. In the past, Club members had the foresight to acquire and preserve this equipment. The current officers and directors are again attempting to insure these valuable pieces of rail history will be here for future generations to enjoy.

The Club's equipment preservation problems are caused by Colorado's weather. As the equipment is displayed in the open, it is a never-ending task to paint, patch, caulk, shore up, and replace wood and metal damaged by the elements. The sunlight at Colorado's altitude causes rapid paint fading and cracking, wood warping and pulling loose, along with roof seam opening. Rain and snow enter through these openings and will eventually cause major structural damage. The average age of the wooden equipment is 86 years, and two are just over 100 years old. Every time a weather-damaged window frame, a piece of flooring, or an end sill is replaced, a historical part of the equipment is lost forever. Currently, the weather damage is gaining on the volunteers' ability to repair it.

Realizing that leaving the equipment exposed to the elements would cause irreversible damage, the Club's officers and directors have voted to put our equipment under a protective cover. The Club has presented a request to the Colorado Railroad Museum's Trustees to be allowed to erect a steel, 120'x50', open-sided building on the east end of the Museum grounds, between the narrow gauge mainline on the north, and the standard gauge traction line on the south. Both narrow and standard gauge Museum trackage would connect with the building's trackage, allowing our equipment to be moved or displayed on Museum trackage, when needed.

To insure that the equipment is readily accessible for viewing or photographing, the building's eave height will be 14' above the railheads, allowing the entire height of any piece of equipment to be

visible.

Hopefully, the Club will be granted permission to erect this building on the Museum grounds. This will negate the weather damage, as well as the high repair expense, and insure that our equipment will be around to be appreciated by generations to come.

The following is a listing of features and specifications of the proposed equipment display structure:

The building will be an all steel Stanley-type building. The dimensions are 120' long, 50' wide, and 14' high from the top of the railhead to the eaves. All four sides will be open. This building will require only 5 support columns per side. The entire 50' center span will not require any support, leaving the center unobstructed. This type of building meets all Colorado state and county building codes. The building will be erected by a professional contractor, not by volunteer labor.

In order to make the equipment accessible for viewing and photographing, the roof will have a series of translucent skylights, and the underside of the roof will be painted white. The entire height of any piece of equipment will be visible. At 14', the roof edge will not extend below any piece of equipment.

The entire building will be prepainted by the manufacturer in whatever color (s) the Museum considers compatible. The immediate area will be landscaped.

In addition to the trackage inside the structure, 244' of 3' gauge track, and 200' of standard gauge track will connect to existing Museum trackage.

The narrow gauge equipment will be displayed outside from June through September. Traction equipment will also be pulled out for display during this period on a selective basis. October through May, the equipment will be covered. The building is not intended to be used as a major overhaul/rebuilding facility.

Night lights will be installed inside and outside. (Bill Gould)

SECRET PROJECT UNVEILED

Club members, Darrell Arndt, Bill Gould, Don Meeker, Jim Schwingle and Jim Trowbridge have been meeting at ye olde editor's home for some weeks to build a scale diorama in 3.5mm=1 foot (H0). The diorama was built in response to the Club's desire to build the equipment shed at the Colorado Railroad Museum as previously explained in this month's newsletter.

All of the Club's equipment was either purchased, kitbashed or scratched to show how it will look in front and under the shed. Of course, the shed is the main focal piece as we wanted people to have a visual idea of what it will look like as erected on the Museum's property and how it will not only protect the equipment during the winter months, but allow for photographing and inspection of the equipment by visitors to the Museum, all year round.

A great deal of time and talent went into this display and those who worked on it deserve our thanks, but we also want to express our gratitude to Caboose Hobbies in Denver for supplying many of the materials used on the display at dealer cost. It was of a great benefit to the Club.

The diorama was presented to the Board of Trustees of the Colorado Railroad Museum at their March Board Meeting, along with additional information on the proposed structure. The Board is currently taking the Club's proposal under advisement and will have an answer for our Board of Directors in the near future.

Naturally, we expect our members to be greatly interested in this proposal and so we are arranging to have the diorama at the April meeting for all those attending to view the model and see, first hand, what the Club's Board wishes to do to preserve our irreplaceable equipment. So, please be sure to attend the April meeting and become informed on this most important endeavor.



The overall view in this photograph shows how the Club's building would fit into the Museum grounds. The narrow gauge trackage would feed into the currently existing bit of track that the RGS No. 20 now rests on, i.e., where the two freight cars are spotted.



This view gives an idea how well one can inspect the equipment when it is under the cover of our shed. Note how high the eaves are located and how far apart the main support columns are placed. Also note the skylights.



The view looking northeast. As you can see, catenary will be installed right into the building so, eventually, our electrics can be run.



Looking southeast on the narrow gauge side of the structure.



Jim Schwingle (left) and Darrell Arndt are busy modeling various items for the display. Jim is creating the poles and arms for the catenary, while Darrell is drawing the templates for the steel beams that make up the roof supports. Did you note the donut next to Schwingle? Horses need oats, cattle need hay, but model rail-
roaders run on donuts!



Don Meeker is about finished here and is touching up the paint job on the Club's Birney. This was an extremely difficult piece to "kitbash" and paint, but Don did a great job. Don also painted the PCC car.



Jim Trowbridge (left) and Don Meeker. Jim is modeling the Denver & Inter-Mountain Railway Car No. 25. Don is still touching up the paint job on the No. 22.

EQUIPMENT SHED DIORAMA

The diorama pictured in this newsletter took about six weeks and approximately 300 man-hours to complete. The size is 2'x5½'. The basic contours of the Museum property are modeled as well as existing track and major buildings. Ballast, ground cover and rock are a mixture of natural and manmade products. A variety of brass, plastic and wood kits and supplies were used to model the engine, rolling stock and buildings. Track is code 70, hand laid on individual ties.

Darrell Arndt modeled our proposed shed and provided drawings of buildings at the museum for others to model off of. Bill Gould drew track plans and building location and put the display framing together. Don Meeker built the FCMR No. 22 and painted it and the Los Angeles P.C.C. car as well as laying some rail and painting the sides of the rail. Jim Schwingle modeled the D&RGW Caboose No. 0578, built several buildings and catenary poles and arms. Jim Trowbridge hand laid the track, built the D&IM No. 25, produced the scenery and kitbashed the water tower. Other items, including painting the RICO, modeling the switch stands and the other generic rolling stock was spread between all five men.

GLENWOOD SPRINGS TRIP

Eighty-one Club members and friends were treated to a grand weekend on the Club's annual excursion to Glenwood Springs on February 25 & 26th.

Amtrak was 25 minutes late in arriving and so we left about 25 minutes late, but this could not dampen the high spirits of those in attendance. The first thing we noticed was the extremely friendly manner of the Amtrak crews, the kitchen crew greeting all those who passed them to board our private cars. The Train was made up of the new Superliners plus one ex-El Capitan bi-level car from the Santa Fe Lines.

The diner would be very busy this morning as we had over 500 folks aboard the train. As it turned out, it took until 11:57 to get to the last call for breakfast; however it should be pointed out that Amtrak served all who wanted breakfast, before they prepared for lunch. (Because of the demand for diner service, Amtrak is considering adding a second diner car to the train between Denver and Oakland) We did manage to pick up some time and arrived in Glenwood at 1:15, only 15 minutes late.

We arrived in a blowing snow storm, but, as promised by the trip committee, the snow abated in about ten minutes, the sun came out and warmed up to almost 40°!!! Can you imagine that? Pity the poor Club members who stayed in Denver for a tremendous ice/snow storm that Saturday night. We enjoyed warm temperatures both Saturday and Sunday and arrived back in Denver as all the snow was melting.

The group tracked on over to the Hotel Colorado, only to find that our rooms were not ready. It seems that the Hotel was resold this year and the new owners are keeping costs down by hiring only one (1) maid per floor! However, the Hotel personnel were quick to come to our aid by providing a "changing" room for those who wanted to go swimming immediately. So, as many went off to the hot springs pool, others headed for nearby restaurants, while still others visited downtown Glenwood and some remained in the Hotel's lobby to "grade" the infamous QUIZ.

At 6:00, we were all ready to sit down to a great dinner, served in the remodeled Roosevelt Room. After enjoying a fine meal, we proceeded to the Colorado Room for the evenings program by Oscar McCollum, former Mayor of Marble, Colorado and currently the curator of the Marble Museum. Oscar presented a delightful program of slides and live commentary on the railroads in and out of Marble and the problems associated with snowslides, fires and changing economic conditions. The program was enjoyed by all and then we proceeded to give out the awards for the winners of the QUIZ. Keith Kirby and Cyndi Trombly MC'd the event and refused to take blame for the tricky questions on the QUIZ. April and John Sherman took first place, winning a copy of Portrait of a Silver Lady (a history of the California Zephyr), while Mary Lois and Jack Schoeninger came in second and Larry Lombard came in third. Most folks then retired for the evening, but a few harty souls went back to the pool, while others headed for the Palms Room for dancing and what ever else one does to quench their thirsts.

Next morning saw many return to the Hot Springs Pool for that last dip before the train arrived. Breakfast and lunch were enjoyed at the many restaurants available in the area and then we met at the station for the 3:00 p.m. departure, then 4:00 p.m. departure, then the 5:00p.m. departure and finally, the real 5:30 departure. Having boarded the train, we found that lunch was just being ended in the diner and so Dick Lawrence made reservations for 8:00 p.m. dinner for those wishing to eat in the diner. We will have to admit that Amtrak's diner serves good food (although not in the same class as the Rio Grande Zephyr) and it is priced reasonable; however, their lack of organization continues to show through. Entrees are fixed by groupings; therefore, if a family of four orders four different items, number one son eats first and as he finishes, number one daughter receives her meal, then comes mother and, finally, poor old dad receives his meal. This process takes 1½ to 2 hours and dad is abandoned by the children, but mother sits patiently as dad gets to eat his meal (but then, that's what dad deserves for ordering steak, right?) Now, does one give a tip, or what????!! We believe that Amtrak will improve this and we look forward to future dining on Amtrak.

The new Superliners are quiet and smooth. Everyone enjoyed the ride and look forward to next year's trip; however, nothing can match the dome cars on the Rio Grande Zephyr. It appears that we will have to arrange a trip on the Alaskan Railroad to once again enjoy those cars (see story on this in another part of this newsletter).

A trip like this just doesn't "happen". It takes a lot a planning and work to bring everything about smoothly. So it is that we wish to thank Tom Caldwell for coordinating the trip, Keith Kirby, Tom and Phylis Caldwell for preparing and typing the QUIZ, Cyndi Trombly and Ardie Schoeninger for arranging the program on Saturday night, Dick Lawrence for arranging the train and hotel rooms, and the many other folks who helped in so many areas along the way.



Keith Kirby and Tom Caldwell handing out the infamous QUIZ. Keith is again explaining that he cannot be blamed for the contents of the QUIZ.



Jim Trowbridge enjoying a popular sport of rail buffs, watching from and taking pictures from the open vestibule door.



Arriving in Glenwood as the snow comes down. Notice the looks on Irma and Jack Morison's faces. They can't believe the weather based on the trip committee's promise for sunshine--but just wait ten minutes, Jack, the sun will come out and shine down on you.



Many headed straight for the Hot Springs Pool. Boy, is that water nice and warm!



Various folks helping to grade the QUIZ, including Cyndi Trombly, Mary Carlson, Tom Caldwell and members of the Kirby party.



Jim, Mary and Christy Trowbridge. "Get this over with, Dad, so we can get at the food!"



Darrell Arndt, Erwin Chaim, April and John Sherman. It has just been announced that the Club now knows how many hundred rolls of undeveloped film is really in Darrell's refrigerator at home (478 or something like that. It was one of the tricky questions on the QUIZ) April and John won first place on the QUIZ, perhaps getting the number of rolls of film from Darrell to get the edge over their competition.



"Caught you, Carl" Does this man look like he got his hand caught in the cookie jar? Olde "what's her name", Mary Carlson, as Carl likes to affectionately call her can hardly believe Carl did whatever he did.





Oscar McCollum, our guest speaker and great program-giver. His description of railroads in Marble was well received.



The new look outside the Hotel Colorado. The landscaping and patio area with its fountains is very appealing. The inside renovation is also impressive.



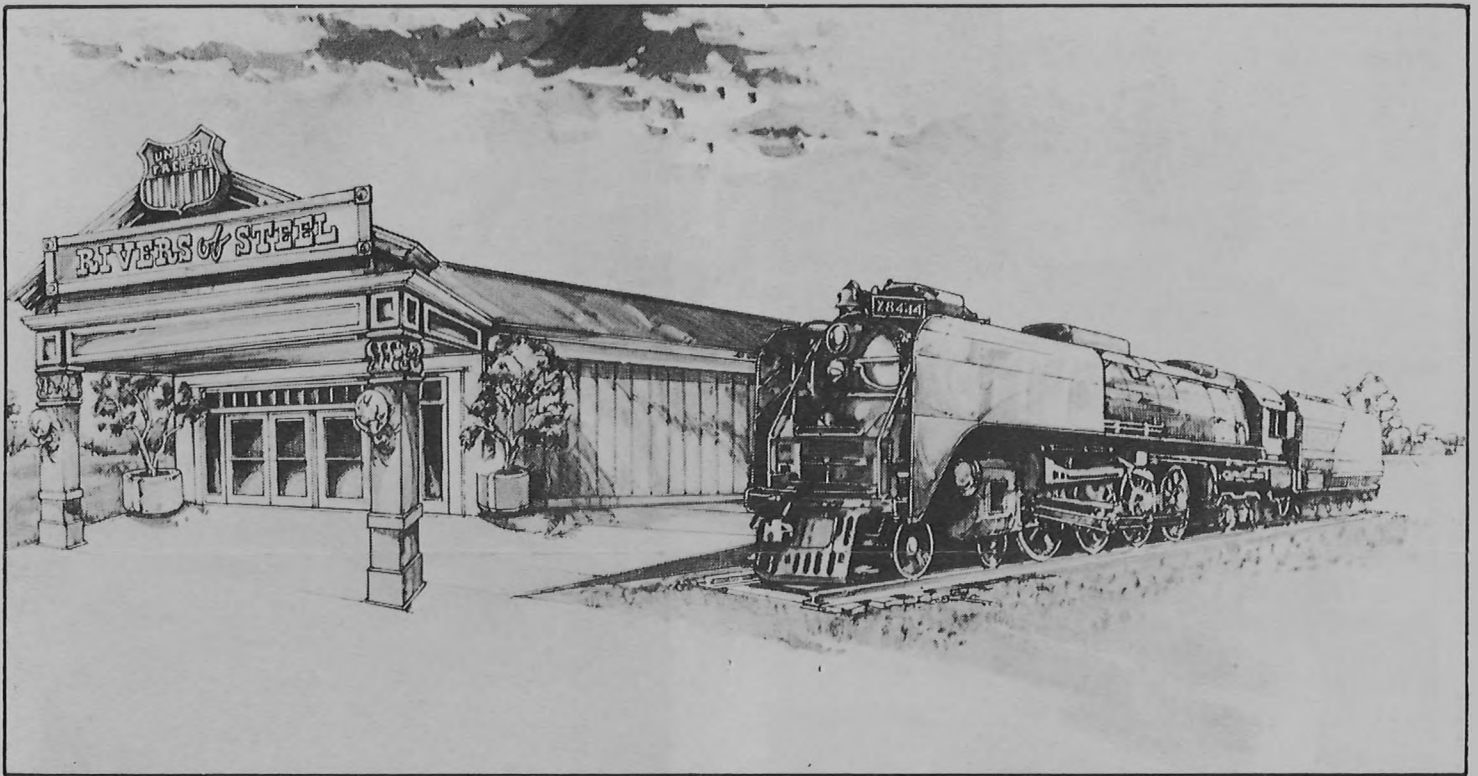
Homeward bound as Amtrak arrives from Salt Lake City a bit late. Another fine Glenwood Springs trip comes to a close.



NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits,

use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the attention of the Editor, Rocky Mtn. Rail Report, 502 S. Cody Street, Lakewood, Colorado 80226.



The famous Union Pacific steam Locomotive No. 8444 will be on hand next to the UP System exhibition building at the New Orleans World's Fair in the Crescent City from May 12 through November 11, 1984.

--Drawing from Union Pacific System--

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 items.

AUCTION: The autographed railroad books of deceased Club member Walter Steenstra of Gilmanston, New Hampshire will be sold this spring in a write-in auction. Anyone wanting a list of Walt's collection of books and details of the auction should send a self-addressed envelope bearing 37 cents postage to his daughter-- Ms. Muriel S. Robinette, P. O. Box 306, Gilmanston, New Hampshire 03237.

FOR SALE: Bound Official Ry. Guides, '91, '14, '20, '33, '35, '41, '45, '49, '52, '56, '61, '68(100years) and '73. Locomotive Engineering Bound, '97/'98, American Wonderland (500 Jackson Photos). History of Moffat Tunnel (2 Vol. Deluxe). D&RG Annual Reports 1873-1881, etc. Send SSAE

for complete list and prices. Robert A. LeMassena, 1795 S. Sheridan Blvd., Denver, Colorado 80226.

QUERY: (1) The U.S. Portland Cement Co. started to make cement at Concrete, CO, in 1906. It bought engines 4-7 in 1915-23; but the identity of nos. 1-3 are unknown. Does any member know what they were? Also, is there a photo of no. 7 (0-6-0) at the Ideal Cement Plant at LaPorte, CO? (2) What were the road numbers and model-designations of the diesel-electric units (3?) at the Test Center near Pueblo? Robert A. LeMassena, 1795 S. Sheridan Blvd., Denver, CO 80226.

COLORADO RAILROAD MUSEUM STEAMUPS

We were in error on the March 31/April 1 steamup listing in our March Newsletter. We apologize for any inconvenience. The following is an updated listing of steamups at the Museum: April 14/15, June 2/3, July 14/15 (Railfair), September 22/23 (4th Nat'l Narrow Gauge Convention), October 20/21 and December 1/2.

GEORGETOWN LOOP

The Colorado Historical Society plans to open the mining displays and the new visitor's center for the Georgetown Loop on Colorado Day, August 1, 1984. It is being billed as a grand birthday present for the State (August 1st is Colorado's anniversary for statehood).

Over \$828,000 is available to build the Center (location to be near the base of the rebuilt High Bridge), the funds coming from \$600,000 in grants as a result of a \$200,000 two-to-one challenge grant from Atlantic Richfield Foundation which was matched by a \$400,000 grant from the Gates Foundation. These private funds generated release of \$228,935 in state appropriations, but another \$400,000 must be raised to complete the first phase of park construction.

It sounds like an exciting summer for all who have been following the rebuilding of the Georgetown Loop. In connection with the reopening of the Loop, the Board of Directors has authorized a new publication to retell the original building of the Loop, its use and abandonment, the placing of the historical marker and, finally, the complete story of the rebuilding of the Loop. Watch for further information in the Rail Report.

BOULDER'S LAST OPERATING RAILROAD STATION CLOSED

At 12:00 noon, March 15, 1984, another piece of railroading shut down. The BN depot at 3300 Bluff Street, Boulder, CO, was Boulder's last active railroad station. It was closed on orders of Burlington Northern because the amount of train traffic no longer justifies a manned station.

The station, built in 1957, will not be torn down, according to a railroad spokesman, but will probably be rented as office space. (Stu Anderson)

UP

The Union Pacific has sent "F" unit No. 951 to Omaha for shop work as it will replace UP 8444 in the annual Aksarben (Nebraska spelled backwards) excursion which is held in connection with the State Fair. (Neil Reich)

MORE MERGER TALKS

With the Union Pacific-Western Pacific-Missouri Pacific merger, it meant the end of what we know today of the Western Pacific lines. Recently we saw the merger of the Frisco into the BN system and soon no more red and white units will be around either. Today a pending merger of the Santa Fe and the Southern Pacific is one the horizon. So, what does that do to our local railroad, the Denver and Rio Grande Western?

Rio Grande stock has been going up now for several months, yet rumors abound as to what will really happen. All of the western railroads have seen an upswing in traffic lately and all these are getting more and more power hungry as they need more units in operation over their lines. At this time, of course, the SP is delivering traffic to the Grande in Ogden, as well as the UP. On the east end, the Grande delivers that traffic to the SF, UP or BN for shipment further east. In many cases, there are more trains with Grande power on it east of Pueblo on the MP than there are MP trains on the line.

Another merger currently being rumored is that once the SF-SP merger is accomplished, that company will look at an eastern merger with Conrail. Considering all these things, it makes one wonder what the railroad picture is going to look like.

(John Dillavou)

GOING DOWN

Work progresses on the multi-million dollar railroad depression project in Littleton. Preparations are underway to excavate for the 1.6 mile long, 35-foot deep "Littleton Ditch" which will allow room for two railroad tracks and two light rail tracks, should RTD ever decide to venture into that area of transportation. The old Littleton, D&RGW depot is to be moved and preserved for public use at a nearby location. Five grade crossings will be eliminated and the noise from the approximately fifty-five trains per day through the town should be substantially reduced.

PROBLEMS

March was not a good month for two of Amtrak's western, long-distance passenger trains. As a truck was colliding with, and derailing the Empire Builder in Montana, on March 15th, causing many serious injuries as well as heavy equipment damage, a rock slide catching the westbound California Zephyr in Glenwood Canyon. The debris from the slide caused damage to at least one car, a sleeper, and created some excitement among passengers as metal bent and glass broke.

Since dozens of slides were taking place in the canyon, knocking out signals and rock slide fences, the CZ was rerouted through Wyoming through the following weekend, although freight service was apparently resumed earlier through the famous chasm. The eastbound CZ was arriving in Denver around 7:00 p.m. during the rerouting since the UP route is faster. Passengers destined to, and from Colorado points had the "pleasure" of experiencing bus travel through the mountains. (Darrel Arndt)

ON THE ROAD

Union Pacific 8444 left Cheyenne as "advertised" on March 9th for New Orleans. Some pretty good coverage was seen on at least one of Denver's TV stations as well as a number articles in the Denver Post.

WHITE PASS & YUKON "OPERATED" IN 1983

The April issue of Pacific News advises "not to believe everything you hear". Despite stories to the contrary, a White Pass & Yukon Route "train" did operate during the summer of 1983.

On August 20, 1983, there is a notation in the U.S. Customs train register at the border that a "train" ran from Fraser, B.C., to Skagway, on that date.

It was an 1890-style handcar with muscle power only, making the 28-mile run by the book, carrying the proper flags and being a "train" by definition. The register shows, "No. 00013, handcar, 5-man crew, August 20, 1983." Steve Hites, a regular WP&YR employee, was conductor, and others in the crew were members of Soapy Smith Show cast at Skagway, including Jim Richards who plays the role of Soapy.

To date there is no further word on future operations on the railroad. All Union contracts, with the exception of the one with UTU 1787 (Trainmen and Engineers) have expired and that one will end in July, 1984, leaving things wide open for negotiations with all concerned for future operations. (Howard Clifford)



ROCKY MOUNTAIN



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