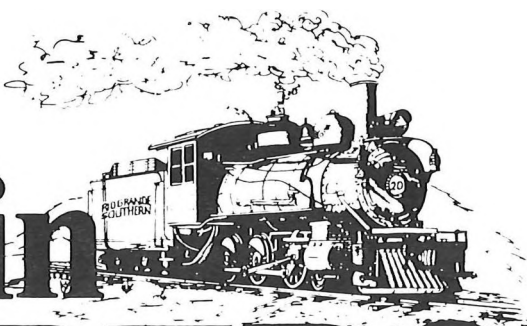


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 8, 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.

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 Mountain Rail Report, 502 South Cody Street, Lakewood, Colorado 80226.

May, 1984..... No. 296

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.

SMASH HIT!

MAY 8 PROGRAM

Our May program represents the year's most special event as it gives a great number of Club members a chance to put on their very own program for fellow members.

As has been mentioned in the past two Rail Reports, this program consists of 20 slides from various members depicting their favorite subject for the evening. Most folks have already given their slides to our program chairman, Erwin Chaim, so that he could make a title slide and have the slides in trays for more convenient showing; however, if you were unable to give your slides to Erwin ahead of time, please bring your selection with you to the meeting. If time permits, slides given to Erwin on May 8th will be shown at the end of the trays.

Every year, we are treated to a fine display of railroad topics during our potpourri night, so plan to be there!

APRIL PROGRAM

RIO GRANDE ZEPHYR!!! The name, alone, brings a satisfied smile to the face of anyone who had the pleasure of riding that beautiful train.

Erwin Chaim brought back many fine memories of trips gone by with his fantastic show, including fine slides accompanied by special music to enhance the visual effect.

Many of us in the audience were pleased to see ourselves as well as family members enjoying themselves on the numerous Club trips to Glenwood Springs. And, perhaps a tear or two were shed as we saw many Club members who have been taken in death. All-in-all, the night was a pleasant trip back in time to once again ride a very special passenger train. Thanks for the memories, Erwin.

NEW MEMBERS

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

Pat Quade	Denver, Colorado
Dave Gross	Englewood, Colorado
Michael R. Peterson	Aurora, Colorado
Bob McFadden	Lakewood, Colorado
Kenneth R. Matzick	Arvada, Colorado
Jay D. Bailey	Edgewater, Colorado

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

Ernest M. Ross	Broomfield, Colorado
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(#277)

EQUIPMENT SHED DIORAMA

Those attending the April meeting were treated to the unveiling of a diorama depicting the proposed equipment shed at the Colorado Railroad Museum.

Judging by the comments, the model was well received and presented an interesting item to view. It certainly helped to see how the Board planned to protect the Club's equipment from the ravages of our winter weather. Further information on the proposed shed is found in this month's newsletter.

THANKS, FOLKS

A number of members have been most generous in the support of the Club's equipment fund by including extra funds with their dues payments each year. This year has been no exception and we felt that a special "Thank You" was appropriate to the following Club members:

Robert L. Bartholic	Bainbridge Is. WA
Perry Becker	Morgan, MN
Foster N. Beeson, Jr.	Port Angeles, WA
Peter Berger	Luzern, Switzerland
Dean Blunk	Arvada, Colorado
Lawrence S. Brown	Putney, VT
Ronald T. Core	Twain Harte, CA
Robert H. Douglas	Kansas City, MO
Allen Eikelberger	Edgemont, SD
Lucius L. Eyler	Toledo, OH
James R. Murphy	APO, New York
Martin O'Keefe	Gloucester, England
James Sonntag	Brookfield, CT
Joe R. Thompson	Jayton, TX
Tivis Wilkins	Boulder, CO

PROPOSED EQUIPMENT SHED

TURNED DOWN

A few days prior to the April meeting, our president, Darrell Arndt, received a letter from Ronald C. Hill, President of the Colorado Railroad Historical Foundation, Inc. (Colorado Railroad Museum), advising the Club that it would not be allowed to build the proposed structure to protect and preserve the Club's equipment.

Mr. Hill's letter is being reprinted in this newsletter so that all of our members are aware of his reasonings for turning down our proposal.

Naturally, your officers and board of directors are very disappointed, but will continue to work with the Museum and will continue to do everything possible to preserve and protect our equipment.

The board would welcome any ideas and suggestions from the membership in dealing with our problems surrounding damage to the equipment and how we could minimize such. Your thoughts should be directed to the equipment chairman, Bill Gould, at the Club's address.

Colorado Railroad Historical Foundation, Inc.



P. O. Box 10, Golden, Colo. 80402

March 30th, 1984

Mr. Darrell T. Arndt, President
Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

Dear Darrell:

Thank you for allowing our Board of Trustees to view the excellent HO model of your proposed equipment shelter. However, the Board of Trustees continues to feel that such a structure would not be appropriate to the overall design of the museum. Moreover, its location in a relatively secluded area of the property would most likely encourage vandalism, which is sometimes a serious problem here.

It does not seem to us that that type of building would offer a great deal of protection when winds would still blow rain and snow onto and around the equipment. Even so, in our normally-arid climate (the last two winters are not typical!), moisture is not that large a problem. The sunshine does cause paint to fade, but periodic repainting is a normal part of the maintenance of railroad equipment.

The real drawback of the shelter is that it would obscure the equipment and make photography impossible for most of the year. Eastern museums which have such structures do not look at all presentable. We feel strongly that locomotives and rolling stock at our museum should be outside where they can easily be viewed and photographed year-round. One of the reasons why the Colorado Railroad Museum was established at its present location twenty-five years ago, with the encouragement and support of the Rocky Mountain Railroad Club, was that the dry, mild climate would be conducive to the outdoor display of equipment in an authentic, open setting.

We do hope to construct a two-track shop building at some future date, but funding is not currently available for that undertaking. Such a building could easily have a roof overhang on one side to shelter one or two of the streetcars during the winter months. For the present time, though, we cannot approve the construction of your proposed equipment shelter.

Cordially,

Ronald C. Hill
President

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Alexis McKinney, *Vice Pres.*
Charles Albi, *Secy.*
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BOOK DRAWING WINNERS

It was a 1-in-a-million chance that the winner of the William Henry Jackson's Rocky Mountain Railroad Album would be from out of Colorado and still be in the audience at the April meeting--but it happened!!! Thomas W. Smithers of Medford, Mass., just happened to be visiting the Club's April meeting. President Arndt had just mentioned that he hoped that the winner would be local since it would cost a small fortune to send the 17"x24" book to anyone outside the Denver area... and out pops Tom's name! Not only was Darrel surprised, but Tom was certainly caught by surprise. In accepting his book, Tom noted that he had joined us the previous April (1983) for the last run of the Rio Grande Zephyr and wanted to see Erwin's program to enjoy the memories along with the rest of us who had ridden the train. He also noted that he had bought Darrel's dinner on that last run and had reminded Darrel of that and suggested he reciprocate by pulling his name from the box to win the Jackson book. Darrell took some good-natured ribbing about that statement! We don't know how Tom got that huge book back to Medford, but one thing was certain; he couldn't wait to get his hands on the album and was last seen broadly smiling on his way out of the meeting.

The second place prize, The Memorial Edition of the Denver, South Park & Pacific was won by Eugene M. Orton of Aurora, Colorado and three copies of UP 100 Years went to Ed Roach of Plainfield, Iowa, Thomas F. Tolin of Denver and Kent Bolerjack of Englewood, Colorado.

We received a fine contribution to our equipment fund through the book drawing and we wish to thank all those who participated.

COLORADO RAILROAD MUSEUM WORK DAY

Mark your calendars for Saturday, May 12, to come out and help to repair and paint the Club's equipment. Bill Gould will be heading up the event, so if you have any questions, please call him at 666-9809.

Plans include the painting of the Club's

shop car as well as the interurban No. 25. Work will also be needed to undo the damage to the clerestory windows in the No. 25 by last winter's (did I say last winter?...will it ever end!) snows. The Birney will also need window repair.

Jim Ranniger will be at the Museum with his famous "Ranniger's Roadbed Commissary" to provide lunch for all members working on the equipment.

It is suggested that you bring a pair of gloves, if possible. Other materials will be provided. As always, we request your help and wish to thank all those participating in advance. (Should the weather not cooperate, the alternate date will fall on the following Saturday, May 19th)

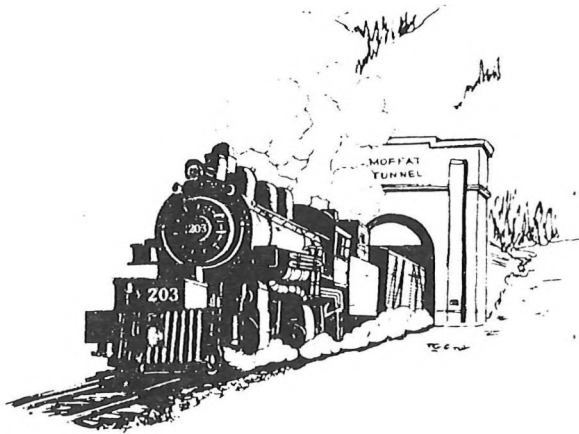
A GREAT ESCAPE

Another successful Club outing was experienced on Sunday, April 1st as we rode the Rio Grande Ski Train to Winter Park for the day. Leaving an overcast, dreary scene on the Plains, the train ascended the canyons of the Front Range and eventually penetrated the cloud cover, so that intermittent sun shown down on the gleaming "F's" and vintage coaches that made up the unique consist.

At Winter Park, the group headed in all directions, with some taking to the slopes on skis, others exploring the base facilities of the ski area, or going down into town (Winter Park), while others took snow cat rides on the ski slopes with still other more adventuresome folks heading for Rifle-sight Notch on Rollins Pass. About a dozen intrepid members of the group engaged the services of a bus and headed off for an improptue ride to Tabernash to view the Ski Train during its layover at the old helper station. An extra bonus was received in the afternoon when four Seaboard units being tested on the Rio Grande came through with an eastbound train. Even those in the group high up on the Moffat Road could tell it was foreign power from the sound of the horn.

The weather was a mixture of snow and sun throughout the day and turned out to be quite a bit more pleasant than what Denver was experiencing. Our return to Denver

brought us back through clouds and fog that all but obscured our view of the engines from the vantage point of our two reserved cars at the back of the train, but it was a memorable scene that will not be soon forgotten of a most unique rail operation.
 (Darrell Arndt)



"Vintage" certainly describes the ex-Northern Pacific heavyweight coaches that Club members enjoyed riding on the Ski Train. These cars were built in 1915, but their riding qualities are unsurpassed and the interiors are a delight to the eye!

The Club had such a fine response, that we were able to obtain two of these coaches for the trip. Everyone enjoyed themselves and a fun-filled day was had by all. The train trip was relaxing and the activities at Winter Park were invigorating. There is no doubt that everyone aboard is ready to go again next year, should the trip be repeated.



Members of the Rocky Mountain Railroad Club returned to Rifle Sight Notch in weather conditions somewhat different than experienced during the Club's summertime field trip over the same route the previous summer. The trestle makes an imposing sight to those who ventured up from the Ski Train in chartered snow cats on April 1st.



It certainly was a pleasure to see the ex-Rio Grande Zephyr No. 5771 on the point of our train this day. These "F" units seem to say: "Now this is a passenger train!"



SCHEDULE CHANGES ON THE

"SILVERTON"



The Durango & Silverton Narrow Gauge R.R. will be making some major changes this year. Operations on the "Silverton" ran through November 22nd last year, but will terminate on November 4th this year, due to lower ridership. The first morning train will depart at 7:30 a.m. rather than the 7:00 a.m. schedule, resulting in new northbound departures of 7:30, 8:30 and 9:30 a.m. The first train will consist of seven cars, the next two having thirteen cars each, with an overall capacity of 1,356 passengers. Four or five additional cars will be added in 1985 and many more in 1986, which will eventually permit a new 10:00 a.m. train out of Durango. The one thing not changing this year will be the \$24.95 adult fare.

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.

FOR SALE: (1) Rails Around Gold Hill, Book No. 2088 (of 2750)...\$300.00. (2) Pictorial Supplement to the Denver, South Park & Pacific, Book No. 1531 (of 4000)...\$275.00. (3) Colorado Midland, Book No. 1391 (of 6000)...\$200.00. Mrs. Paul Tourney, 1151 South Steele St., Denver, CO 80210. 303-722-5327.

FOR TRADE: Mason builder's plate from DSP&P locomotive. This plate came from the collection of the late Mac Poor. Will trade for Pre-Alco or unusual steam locomotive number plates. Ray Kenley, 11378 W. 73rd Ave., Arvada, Colorado 80005. Phone: 303-420-6509.

WANTED: Strombecker wooden engines, cars in various scales. Also, artwork by Evelyn Curro. Bart Kister, 7560 Morningside Dr., Indianapolis, IN 46240. Phone: 317-251-1381.

JOIN US ON THE "EL"

As Chicago area Club members most likely noticed, the announcement about the Chicago trip in June mentioned one of the activities to be an excursion on the Chicago Transit Authority's rapid transit lines. We will be chartering two 1922 vintage "Cincinnati Heavyweight" cars that have been retored for use on special runs. The six-hour trip will begin at 9:00 a.m. on Monday, June 11th, from the Howard Terminal and include the Dempster Street and Linden Avenue lines, the inner Loop, and the Ashland, Kimball and Harlem Terminals.

As the capacity of the equipment exceeds the size of the group from the Denver area, we are going to extend a special invitation for Chicago area members and their families and traction friends to come down and join us for the excursion. Tickets are available from the Club at \$10.00 per person. Also, you may bring your own lunch or include \$5.00 with your ticket request for a box lunch. To expedite handling, please send all orders (for these tickets only) to the Club's Vice-President, Erwin Chaim, 560 Emerson, Denver, Colorado 80218.



NEW UNIT RECEIVED BY THE MANITOU & PIKE'S PEAK RAILWAY

Another Swiss articulated unit arrived at the M&PPRY on April 1st. The new unit is similiar to those now in service, however; the interior is far more deluxe. The train is 120 feet long, carries 216 passengers, and is powered by four American-made, 300 HP diesels. The unit was shipped from the port of Houston and had to be disconnected with each of the units being placed on long AT&SF flat cars. The train was unloaded in the Santa Fe yard and placed on low-boys for the trip to Manitou.



Railroad Excursion a la 1920's. Bob Griswold sent this photo, taken by Carl Blaurock in August, 1920. The event was put on by the Colorado Mountain Club and shows their train northbound in the Animas Canyon on the D&RG. Mr. Blaurock is the only surviving charter member of the Colorado Mountain Club. He is also ninety years young!

NEW LOCATION FOR LITTLETON DEPOT

The Denver & Rio Grande Western depot in Littleton has been moved to a new location about half a mile away to make room for the railroad depression project now underway. The 180-ton stone structure did not go without a fight, however, and it moved only 20 feet the first day it was given a shove. Its weight and the soft ground in the area necessitated additional power to pull it.

THE COLORADO SPRINGS/LIMON ROUTE

The proposed Freight/Steam Excursion operation between the Springs and Limon has received additional support from yet another Colorado County, El Paso. Along with Kit Carson, Cheyenne, Elbert and Lincoln, the idea continues to exist to purchase 60 miles of track from the trustees of the bankrupt Rock Island Railroad from Limon to Falcon, Colorado. It would also require lease arrangements with the Colorado & Eastern RR Company, which owns the next 3 miles of track, and the Denver & Rio Grande Western Railroad, which owns the last 7 miles of track leading into Colorado Springs.

The Colorado Council of Governments (made up of the above mentioned county representatives and other local representatives) would sell the operation to two firms who have shown interest in the project, GW 75 Railroad Co. of Denver, which will operate the excursion trains, and Cadillac and Lake City Railroad Co., of Michigan, which would operate the freight line.

The promoters estimate that 41,000 people would ride the excursions in the first year and that ridership would jump to 273,000 over the next 10 years--an average annual increase of nearly 25 percent.

The Denver Post editorial of April 16, 1984 thought those projections look pretty unrealistic in light of the recent leveling-off in Colorado's tourist traffic. The Post further stated "And they seem dreamy indeed compared to the 5 percent increases recorded last season by the two most popular excursion lines in the state, the Durango & Silverton Narrow Gauge RR and the Cumbres & Toltec Scenic RR."

Since major repair has to be made to tracks west of Falcon, plans call for the excursion route to be between Limon and Falcon, a rural community 6 miles east of the Colorado Springs city line.

An additional point of interest made by the Post editorial went on to say..."Faced with the choice of riding up Pike's Peak on a cog railway or taking a two-hour ride down the Big Sandy, how many tourists would pick the latter, and what would they do once they got to Limon?"

FT. COLLINS TROLLEY LINE POSSIBLY IN TROUBLE

After a number of years of fund raising, contracting with the city of Ft. Collins, securing material donations, completely rebuilding a trolley from the rails up, and putting in hundreds and hundreds of volunteer hours, the Ft. Collins Municipal Railway Society now faces a lawsuit from home owners along the route of the trolley line.

While the suit probably cannot actually stop the trolley line, it has brought the project back before the city council to determine whether the contract should be continued or broken.

The trouble started three years ago when the railway society signed a contract with the city to reconstruct a historic trolley route in northwest Fort Collins. The Society plans to run an electric trolley car along the route on summer weekends as a "living history" exhibit.

Although opposition to the trolley has been simmering for some time now, the controversy has come to a boil now because further construction will require the relocation of trees on the median in the path of the trolley tracks.

The trees will survive if they are moved within the next three weeks, said Ft. Collins City Manager, John Arnold, but further delays will mean that the trees would be moved at a bad time of year or would be too large to survive transplantation.

The suit was brought by 18 property owners along the route and they say the trolley would be a nuisance that would lower property values and ruin the appearance of the landscaped median now covering the old trolley route.

If no compromise is found, the City Council will be forced to decide between letting the construction proceed along the proposed route or stopping the project entirely. The problem seems to boil down to the fact that people would like to see a trolley running, but they would not like to see it running

in a residential neighborhood, especially theirs.

While the City Council has discussed the matter at council meetings, as of this writing, no decision has been made and probably won't for some time, perhaps hoping that the whole mess will fade away.



GEORGETOWN LOOP BOOK PROJECT

Your board of directors has authorized the publications committee to proceed with preparations for a quality book to commemorate the rebuilding of the Georgetown Loop. Rather than to publish a small, inexpensive book, directed toward the tourist market, your officers and directors decided that a more substantial publication was in keeping with Rocky Mountain Railroad Club tradition and directed toward the interest of the true railfan and historian.

To accomplish this, the Club needs the participation of as many members as possible. In your collections of historic railroad material, perhaps you have an old timetable or some advertising about the loop that you could share. Some of you may have personal connections with folks at the UP or the Colorado & Southern that would lead to some unique material. It is our goal to find as much material, as possible, that has not been previously published. So, please check your collections of photos and other railroad "goodies" to see if you have something that would add to our book.

Thus far, response has been terrific, but we need more of our members to participate in the project. If you have anything distinctive about the Georgetown Loop, please contact Bob Griswold, 2700 S. Kearney St., Denver, Colorado 80222. Phone: 756-7814.
(Bob Griswold)

GREAT LITTLE RAILWAYS

Beginning Sunday, May 20th and running through July 1st, KRMA-TV, Channel 6, will present the series entitled "Great Little Railways." The acquisition of this series was made possible by a grant from Club member, David Schumacher, Account Executive for Boettcher & Company, Inc., Denver. The following is a listing of dates and programming:

May 20 -- The Gold Rush Line. Covers the White Pass and Yukon Railroad.

May 27 -- The Other Poland. Covers two little lines including one near Warsaw and the other on the Czechoslovakian border.

June 3 -- Slow Train to Olympia. This line runs from Athens to Olympia.

June 10 -- Steam Dragons of Sugar Island. Action takes place on the remote tropical island of Negros (The Phillipines) during the sugar cane harvest.

June 17 -- Lines of Dreams. Covers the steam line in Rajasthan (India) that runs from Jodhpur to Jaipur.

June 24 -- Journey to the Land Behind the Mountains. The narrow gauge systems in the Douro Valley (Portugal).

July 1 -- The "Good and Quick." An excursion over the Guayaquil--Quito Railway (Ecuador).

SANTA FE TO LAY TRACK?

The Colorado Midland Rails reports that rumor of rumbles from the Santa Fe concerning relaying rail to double track the Joint Line 5.2 miles between Monument and Palmer Lake in 1984. This venture would ease the bottleneck that has existed since the Santa Fe tracks were removed between Crews and Palmer Lake in 1974. If this is done, it will ease the problem somewhat, since the steepest grade on the current single track is the 1.5% from Pring through Monument to Palmer Lake.

TRAGEDY AT WIGGINS

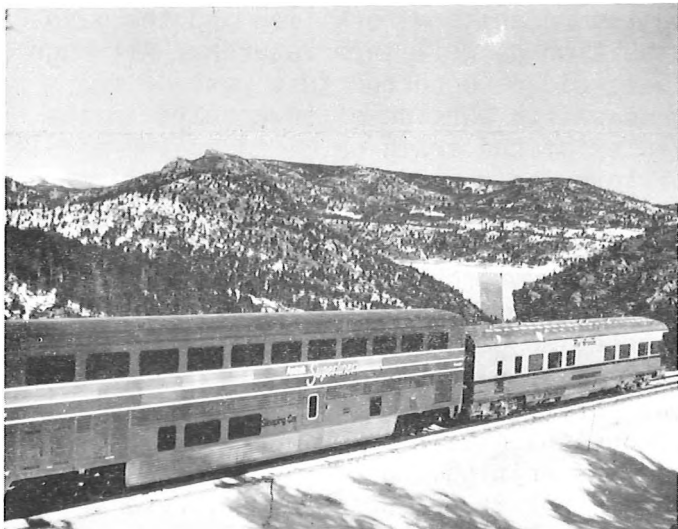
Tragedy struck the Burlington Northern early on the morning of Friday the 13th at Wiggins, Colorado, when an eastbound, 77-car freight that had slowed to 10mph to enter a passing track was struck head-on by a westbound, 72-car freight traveling at 55mph. In the ensuing derailment and fire, approximately 43 cars were damaged or destroyed, seven of the ten engines were demolished, one of the three crewmen on the eastbound units and all four men in the westbound units were killed and the main-line tied up well into Saturday. Although the accident occurred just west of the west switch outside of town, cars in the center of the train derailed in the middle of town and caused additional complications. Railroad crews moved in immediately and reportedly had the main line opened on Saturday. The rerouting of Amtrak service incorporated the use of the Brush to Union connection between the BN and UP lines and resulted in the unusual scene of the California Zephyr backing eleven miles across the plains of eastern Colorado. As of this writing, no cause has been determined, but it appears the westbound train ran signals it should have responded to, possibly as a result of the westbound crew being under the influence of alcohol. Of particular interest in this event, the BN has already filed a \$10 million lawsuit against the conductor of that train; an unusual action for a railroad to take after such an accident.

NEW SANTA FE BRANCH

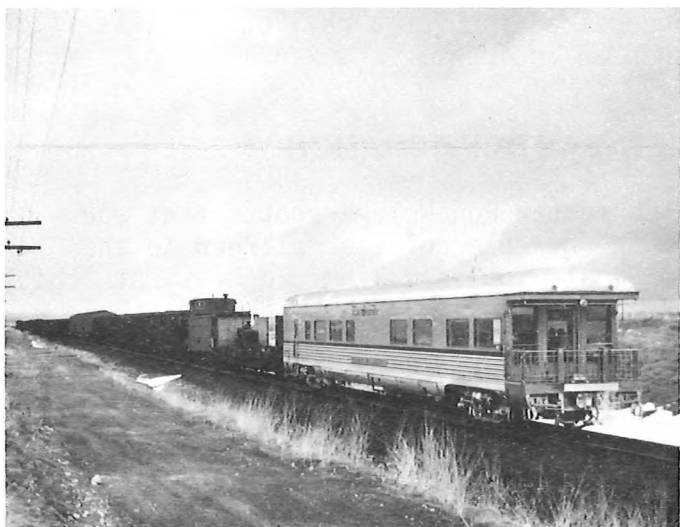
Club member Ron Welch reports that work on the new branch line railroad to the Lea Coal Mine is making progress. At Pruitt (railroad station name of "Baca") the new wye is in service. Rail is being unloaded and welded into 1,660-foot lengths at this site. New ties are also being stock piled. Grade is all complete with work on bridges and culverts taking place. A private company is building the track and grade. Peter Kewit from Oklahoma City has opened up a gravel pit some 3 miles east of Pruitt so ballast and roadbed base can be hauled and spread. Ron believes that the coal contract states that trains will have to be rolling by November 1st to the power plants.

UNUSUAL MOVEMENTS

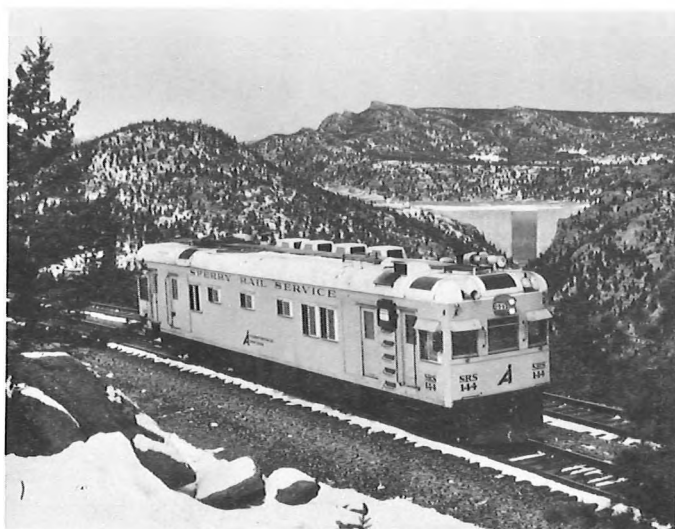
Although operations on Colorado's railroads no longer offer the variety of trains and facilities that they once did in the days of steam and passenger trains, there still are occurrences taking place that digress from the norm and add a little extra interest over and above the "routine." We thought we would show a sampling of some recent "events", most of which relate to only one road, the D&RGW. (Darrell Arndt)



On March 10th, the Rio Grande's business car "Wilson McCarthy" rode west behind the California Zephyr. It is seen here just west of Crescent on a beautiful winter morn.



Traveling behind the caboose of Rio Grande freight trains is nothing new for the "Wilson McCarthy". Here we see the business car and freight approaching Leyden on its return to Denver on March 3rd.



As part of the Rio Grande's routine maintenance procedures, Detector Cars of the Sperry Rail Service Company periodically travel portions of the system inspecting the track for rail defects. Here, with Gross Dam seen across the valley, one of these interesting cars approaches Crescent on February 11th.



The driver of this car probably experienced more than one kind of movement when her vehicle was struck by westbound Rio Grande helper units at Lamar St. on February 12th. The two units, traveling light, struck the auto in the front and twirled it one complete revolution. The driver left the scene with no apparent injuries, somewhat miraculous considering it took the engines several hundred yards to stop after the impact.



Occasionally, a private car is seen trailing the California Zephyr. Most recently, the Otto Kuhler was part of the consist on April 8th. Back on March 3rd, the Yerba Buena returned to California after a visit to Denver and is seen here about to enter the Moffat Tunnel.

During the blockade of Glenwood Canyon by snow and rock slides, Amtrak returned to the rails of the Union Pacific between Denver and Utah for several days. Here, the westbound California Zephyr passes the boarded up Greeley depot on March 18th.



For about a one week period in March, the Rio Grande tested four SD-50's from the Seaboard System over several of its lines. The units involved Nos. 8502, 8507, 8510, and 8521 which are equipped with a new system for improving traction, and, it is heard that four of the units can do the work of five regular units. The engines are shown here, approaching Winter Park with 71 cars in tow on March 25th.

Each year the Rio Grande adds the Silver Shop and a dome coach to the Ski Train to accommodate City of Denver officials who make a one day visit to the City's ski area. This year, the railroad's one remaining dome coach, Silver Bronco, was sidelined with mechanical problems, so the Silver Sky was substituted. Consequently, both cars were put on the rear of the train on March 24th, resulting in a most unusual consist.

MORE INFORMATION ON THE EX-D&RGW ZEPHYR CARS

Club member, Jack Heiberger, of Woodland Park, Colorado, wrote to tell us that he recently had occasion to visit with relatives who work in the AMTRAK Beech Grove shops in Indianaplois, Indiana. These shops were once part of the Penn Central RR shops and date back to 1904-18 period. Amtrak rebuilds wheels, cars and other equipment here. While Jack saw all kinds of equipment, including Washington DC Subwaycars to Amtrak fleet cars, the highlight of his visit was seeing and walking through the ex-RG Zepgyr cars in storage there. He says the visit brought back many fond memories as did our April program for us back in Denver, although he says that they had already picked up a musty smell from the humidity.

In connection with this observation from Jack, it has been announced that as soon as the work on the AUTO-TRAIN cars is completed, the Beech Grove shops will begin renovating the ex-D&RGW cars for conversion to HEP. The equipment has already been assigned new Amtrak numbers (and those dome cars that have been sold to the Alaska Railroad also have additional numbers). Here is the numbering as it now stands:

Car Type, RG-Zephyr Name & Number, Amtrak Number and Alaska RR Number.....

Dome-Chair-Car, Silver Colt, RGZ#1106, Amtrak#9446, ARR#7000; Silver Mustang, RGZ#1107, Amtrak#9447, ARR#7001; Silver Pony, RGZ#1108, Amtrak#9448, ARR#7002; Flat Top Car, Silver Aspen, RGZ#1120, Amtrak#4840; Silver Pine, RGZ#1121, Amtrak #4841; Dining Car, Silver Banquet, RGZ #1115, Amtrak#8530.

POLKA TRAIN

On Sunday, May 13th, a special excursion is being conducted over the Great Western Ry. It has been dubbed the "Polka Train." Plans are to have ex-Great Western No. 51 steamed up and running.

The train will leave Loveland at 1:30 p.m. and arrive at Sererance at 2:20 p.m. A three hour layover will allow for food and dancing to a Polka band. The train will leave at 5:30 and return to Loveland at 6:30 p.m.

Cost of the trip, including food and entertainment is \$19.95 per person. Information can be obtained as well as tickets by calling either Al Holman at 667-9501 or Dennis Holman at 339-3840. (John Sherman)

ROCKY MOUNTAIN



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