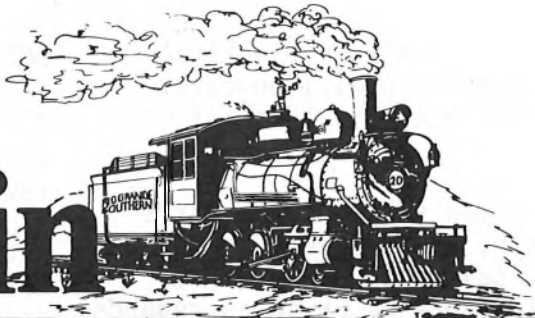


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 10, 1987 -- 7:45 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
Les Grenz..... Associate Editor
John Dillavou..... President
Rich Dais..... Vice President
Bill Gordon..... Secretary
Elbert E. Bidwell..... Treasurer

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

COPY DEADLINE -- ALL copy for publication is due no later than the 15th of the month prior to month of publication.

CLUB MEMBERSHIP

Membership in the Rocky Mountain Railroad Club may be obtained by sending \$19.00 (\$15.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. After April of each year, new members may join for a payment of \$4.00 enrollment fee plus \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year. Membership covers the immediate family unit.

March, 1987..... No. 330
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.

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships and lost newsletters to:

Chuck & Chicky Morison, Co-Chairmen,
Membership Committee
3550 South Kendall, #8-301
Denver, Colorado 80235
(303) 980-6698

MARCH 10 PROGRAM

Here it is!!! One of the most popular programs of the year! March 10th is POTPOURRI night at the Rocky Mountain Railroad Club's monthly meeting. An always interesting program, Club members are invited to present 15 of their favorite slides and personally comment on the subject matter. It's a great time for many members to participate in the monthly meeting.

Many members have already presented their slides to Erwin Chaim, but should you like to participate and haven't already submitted your slides, bring 15 clear, well-

exposed slides on railroading subjects to the March meeting and Erwin will endeavor to show them after he presents those already submitted.

[Special note: Have you sent in your cards and letters to Erwin, 560 Emerson, Denver, Colorado 80218, to save your editor from the fiendish machinations of Erwin as regards your editor's slides?]

FEBRUARY PROGRAM

As usual, Club members were treated to another great program, featuring Bob Stull. We were taken back to another era as we rode the cabs of the California Zephyr (to quote Bob, "beholding the California Zephyr in the consist that God intended") and the Yampa Valley Mail.

From Colorado, we traveled to Alaska to ride, what turned out to be, a private end-car on the White Pass & Yukon from Skagway to Lake Bennett and back.

As is normal for Bob, the photography was outstanding and commentary pleasant and entertaining. Our thanks to Bob for this delightful evening.

EVENTS SCHEDULED FOR 1987

Mar. 28	Winter Park/D&RGW Ski Train
May 2	Preservation Work Day/ Fleming, CO Depot (May 16 Alternative)
May 9	Manitou & Pike's Peak Cog Ry.
May 24	Union Pacific 3985 Excursion
May 30	Colorado Railroad Museum Work Day (June 6 Alternative)
June 13-21	Pennsylvania & Eastern US Tour
June 21	High Country RR/Heritage Square
July 25	Preservation Work Day/ Victor, CO/ Alta Vista Station, F&CC RR.
Aug. 22-23	Hagerman Tunnel Field Trip
Sept. 5, 6 & 7	Flagstaff, AZ/ Grand Canyon/ Amtrak Excursion
Sept. 19	Cadillac & Lake City RR Trip
Oct. 10	RMRC Annual Banquet

NEW MEMBERS

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

Mike Butler	Denver, CO
Charles Donaghe	Duncan, OK
Jeff Dunning	Littleton, CO
Eldon L. Elmore	Tribune, KS
Marvin Floyd	Boulder, CO
Cathy Johnson	Iowa City, IA
Paul C. Orlow	Dahlonega, GA

PRESERVATION FUND AND BOOK DRAWING

The following Club members won books or other railroad related items at the February meeting:

Tom Caldwell / Rio Grande along the Rio Grande. P. R. (Bob) Griswold
 Sherm Conners / Shay Belt Buckle
 Frank Wilson / On Memory Siding book.
 Scott Margheim* / Crystal River Pictorial
 Sundance Publications.

*New member night of meeting
 Henry Putnam, Jack Morison, Dick Ross, Mark Schultz, Tom Caldwell, Jim Earhart, Keith Jensen / 1987 UP Calendars
 Don Webster / Broncos be Good audio tape
 donated by John Dillavou

Our thanks to Bob Griswold for donating a signed copy of Rio Grande along the Rio Grande.

If anyone has railroad books or artifacts that they might wish to donate, please contact Tom Lawry at 2013 So. Elkhart St., Aurora, CO 80014 or (303) 750-2697. ALSO, those members who cannot attend meetings but would like to participate in the drawing, contact Tom and he will send a letter explaining how you can participate!

DENVER UNION STATION TOUR

Bud Lehrer, trip chairman, announced that the Club is going to make arrangements for another tour of Denver's Union Station later this year to accomodate those who could not get in on the first tour February 7th. Details will be announced in the Rail Report. Again, this tour will have to be limited in numbers.

50th ANNIVERSARY CELEBRATION

Have you read and acted on the flyer about the 50th Anniversary Celebration for the RMRRC? If not, get out your February newsletter and check out the flyer that was sent with it. April, 1988 will be here before you know it. We would like to encourage all members to participate in helping to make this a grand celebration!



UP 3985 EXCURSION

As of this writing (February 17th), the Club's UP trip is half sold out! This leaves about 120 seats available. If you desire to be on board May 24th, be sure to get your reservations in today!!!

The cost is \$165.00 and includes a box lunch. A flyer was sent with the February newsletter which gives complete details.

Send you check or money order to: The Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

UP DIVESTING ITSELF OF PASSENGER EQUIPMENT

As you already know from the Club's UP 3985 Excursion, the UP is reducing the number of passenger cars on excursions. The railroad is selling much of its equipment to the Mexican railroads. Three business cars, five coaches, a dome coach, a diner and a lounge car will be sold this spring. The UP is installing head-end-power (HEP) to its remaining cars. Unfortunately, gone are the days of 14-car excursion trains! This appears to be just one more good reason to get your tickets for the Club's 3985 trip this May.

Bulletin

MEMBERSHIP CARDS ENCLOSED WITH THIS NEWSLETTER

PLEASE, be aware that your 1987 membership card is enclosed with this newsletter. If you find no card, then you have not paid your 1987 dues. Technically, the membership chairman is to remove your name from the membership rolls after April. At that time, you lose your number and must "re-join" the Club. While the Club does everything possible to avoid removing members' names, including sending reminders, it is up to members to see that their dues are paid. Please do not delay in sending in your dues!

SUMMER'87—OUR PRESERVED RAIL HERITAGE

The Club's 19-day extravaganza to the eastern US this June should prove to be a most spectacular trip. Details were mentioned in the February newsletter, but a flyer is now available and can be obtained from Alpine World Travel, 1555 South Havana, Aurora, Colorado 80012, telephone (303) 752-0900. Our contact is Al Miller.

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.

FROM THE PRESIDENT

AN EDITORIAL

When I was growing up, I was always asking my Dad to take me to see some trains or a railroad yard someplace, generally in Des Moines, Iowa, near where we lived. Gas rationing did not help travel at the time and my Dad was like a lot of others saying "don't worry if we miss it today, it will be there tomorrow." Unfortunately, that was not the case. Over a period of time we have seen a lot of railroad items come and go--things we never expected to disappear and, of course, things we did not want to see go.

I have learned the hard way, just like others, that you had better take those pictures now if you want to record on film, any locomotive, car, railyard, passenger train, and even cabooses, which we never expected to see disappear. I also learned the hard way that buying that one special camera and a whole bunch of lenses was not necessarily the right way to go either. You can not take pictures with 5 different lenses if all of a sudden you press down and the shutter does not activate. So when that camera was in the shop (for 3 months) I found that I needed to take all kinds of photos. So I went out and bought another exact model camera body and, believe me, that was the best investment one can make.

Then after 14 years, those cameras began to go, and suddenly I found that you could no longer buy the same old 35mm camera you once did. I was thrown into the world of the automatic, the programmed, electronic camera age of the 1980's. After two years, I still am finding things on the camera I did not know they could do (yes I did buy two identical bodies). Screw base lenses are out and bayonet bases are in. All types of new films are now at our command as well as flash for fill in and lenses for effects. Soon, I suppose, all we will have to do is tell our cameras just exactly what to take by voice command.

I think that Kodac can thank its profits from the railfan. No place else, other than by a professional photographer, is probably

more film taken than that of a train. With all of the changes today, such as mergers, the selling off of units to now shorter new rail lines, railroads being brought alive that were once bankrupt, changes in paint schemes, etc., the desire for taking more photos does not decrease. Each time you take a photo you have just recorded a moment in history that cannot be repeated. There are many times I wished I had bought some Kodac stock years ago with as many rolls of film I even take in a year's time period.

When we are out there taking these railroad photos, let's remember some other basics. BE COURTEOUS! When you go out to take those photos, remember where you are taking those photos from and on whose ground you are walking on. If possible, let people know you would like to go in and take photos from a point on their land. I find that often times the best photos I get are from parking and walking to a site if I know I am not going to be in the wrong. Believe me, I am just as guilty as the next one sometimes for being in a place that perhaps I should not be without permission. I find that just driving up to a railroad crossing can give me some of the greatest pictures without creating problems for a landowner or the railroads. One error by any of us can lose any other railfan an opportunity to take a photo at the same location. Keep your hands off items laying around. They belong to the property owners or to the railroads unless you bought it from them.

So, to sum this up, let's go out and take those pictures, doing it safely and doing it right. We need to record what is going on today in the railroad industry because in 5, 10 or 15 years it may be history and you might be the only person who recorded it at a particular time. "Take only pictures, leave only footprints" is a good rule for every photographer everywhere.

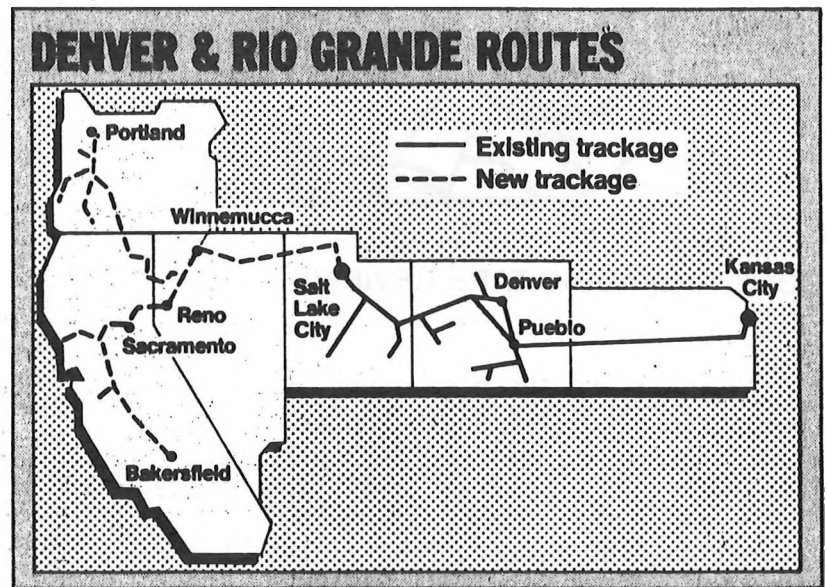
(John Dillavou)





RIO GRAND GAINS

WEST COAST ROUTES



The Denver Post / Eddie Thomas

The Denver & Rio Grande Western Railroad has told federal regulators that it has reached an agreement with Santa Fe Southern Pacific Corporation to gain access to the West Coast. The accord could pave the way for the Interstate Commerce Commission to reverse its rejection last summer of the proposed Santa Fe-Southern Pacific merger. The accord also ends Rio Grande's three-year fight to get exclusive rights to bring freight traffic from the West Coast, across the Rockies to the Midwest.

Last summer, the commission rejected the merger of the Southern Pacific and Santa Fe, saying the deal could reduce competition in the West. Santa Fe sought the merger with financially ailing Southern Pacific, saying the consolidation would allow one healthy carrier to emerge in the deregulated rail-freight business. Rio Grande, one of the smallest of the major railroads, raised a key stumbling block, saying the merger would allow one company to dominate both the northern and southern routes from California to the nation's heartland.

Rio Grande has said it now hopes the ICC will reopen the case and approve the merger, a procedure likely to take a number of months. One concern raised by the ICC was that Rio Grande's current tracks end at Ogden, Utah. Without an agreement from Santa Fe and Southern Pacific, Rio Grande argued that it could be shut out of its

transcontinental route known as the central corridor route. The ICC, in its rejection, sided with the Rio Grande.

In September, Rio Grande entered into a preliminary agreement with Santa Fe-Southern Pacific Corp. to extend its routes to the West Coast. The final accord, announced Wednesday, January 28, 1987, gives Rio Grande a 50-year exclusive lease on tracks running from Ogden, Utah, to Roseville, California. The lease payment will be \$8 million a year. Rio Grande will also receive non-exclusive track rights to Portland, Oregon, and as far south as Bakersfield, California. This agreement has been backed by 600 shippers. (Denver Post and Rocky Mountain News)

MODEL RAILROAD DISPLAY

A model railroad display, presented by the Garden Railway Society, will be exhibited in March at the Lakewood Municipal Center, 445 S. Allison Parkway (just west of the intersection of Wadsworth Blvd. and W. Alameda Avenue on Alameda Avenue).

The model village (circa 1885) will be available for viewing 8:00 a.m. to 5:00 p.m., Monday through Friday, in the City Clerk's office. (March 2-6, 1987).



BOOK AND AUDIO TAPE REVIEWS

RIO GRANDE ALONG THE RIO GRANDE, by P. R. (Bob) Griswold, 3470 South Poplar Street, #310, Denver, Colorado 80224. Softcover, illus., 244 pages. \$22.50 plus \$1.50 postage.

Longtime Club member, Bob's latest book since Colorado's Loneliest Railroad: The San Luis Southern deals with a very special area of Colorado, the great San Luis Valley, and describes the important role of the Denver and Rio Grande Railway in developing Rio Grande County. The book contains dozens of distinctive photos, maps and drawings and should be of interest to modeler and railfan alike. Besides covering the Rio Grande's role, Bob also includes a complete history of Monte Vista's own railroad, the San Luis Central. Bob made ample use of Jack Thode's collection for D&RG photos and many have been previously unpublished. An added reason to obtain a copy from Bob is that he'll autograph your copy! *Jim Trowbridge*

Pictorial Supplement to Denver South Park & Pacific

Abridged edition, reprinted 1986
Trowbridge Press
502 South Cody Street
Lakewood, Colorado 80226
416 pages, 8½ x 11, softbound
price: \$39.95

C&S fans rejoice! Now you can have a copy of this great work without spending hundreds of dollars for a rare original. Well reproduced and copy-dotted, quality is here at an affordable price. Softbound the old-fashioned way with wire staples and library binding tape, this makes for a sturdy book.

Over 630 photos, rosters, text and an index make this a very valuable book to both the C&S modeler and railroad historian. This book is a great value considering current ads for 400+ page R.R. books are now reaching the \$90 range. Anyone who likes Colorado narrow gauge even a little should have this book! *James S. Eakin, Short & Narrow Rails Magazine, February, 1987.*

GEORGE L. BEAM AND THE DENVER & RIO GRANDE, VOL. I, by Jackson C. Thode, Sundance Publications, Ltd., 250 Broadway, Denver, Colorado 80203, 1986. Hardcover, illus., 280 pages, \$22.00.

Due to the efforts of Jack, Sundance is virtually giving this volume away at the \$22.00 price. It is due mainly to Jack's desire to let the world know about George Beam and his photography and, in my opinion, Jack deserves a standing ovation! Many of us have had the pleasure of seeing Mr. Beam's work at the Club's meetings as Jack presented a program of slides made from prints. Beam's photography is nothing less than magnificent! Whether standard gauge, narrow gauge or townscapes, Mr. Beam turned the ordinary into the extraordinary. Some books you just glance at the photographs, in this book you study them! In addition, the text is easy to follow and clearly written by Jack. His captions and introductory remarks are full of facts about Colorado in the heyday of steam railroads. To miss this volume, especially at the price, would be criminal. Jack, when can we expect volumes II, III, etc.? *Jim Trowbridge*

THE MARCH TO CUMBRES, VOL. I "The San Juan Express." Earl Knoob, P. O. Box 541, Chama, New Mexico 87520. 60-Minute Cassette. \$7.95.

Perhaps you are like me and have not purchased much in the way of train sound. I picked up a copy of The March to Cumbres, Vol. I because it was done by Club member Earl Knoob on a trip I and Jim Schwingle chartered in 1985. I was pleasantly surprised how infectious this sound can be. Earl taped it in Dolby from the cab of K-36 No 484, recording the working engine up 4% grade to Cumbres with good selection of whistles for grade crossings, curves, yard limits, etc. You also get the sounds of starts and stops on the hill for the photo runbys. All-in-all, I can enthusiastically recommend this tape for playing on your car stereo while charging through rush traffic or while laying new track on your model railroad, or, just about any other time you want to enjoy some good narrow-gauge steam engine sound. *Jim Trowbridge*



June 10 - 28, 1987

Join

YOUR FRIENDS IN PENNSYLVANIA.

AND DELAWARE, AND MARYLAND AND WASHINGTON D.C. ...

Plan now to join us this summer on an exciting exploration of our rail heritage. The Rocky Mountain Railroad Club is planning an extensive tour of Pennsylvania and the East coast.



WE PLAN TO TAKE THESE TRAIN TRIPS:

- *Amtrak's Pennsylvanian
- *East Broad Top R.R.
- *Shade Gap Electric R.W.
- *Strasburg R.R.
- *Gettysburg R.R.
- *New Hope Steam Railway and Museum
- *Penn's Landing Trolley
- *Norristown High Speed Line
- *Amtrak's Metroliner
- *Wilmington and Western R.R.
- *Amtrak's Cardinal



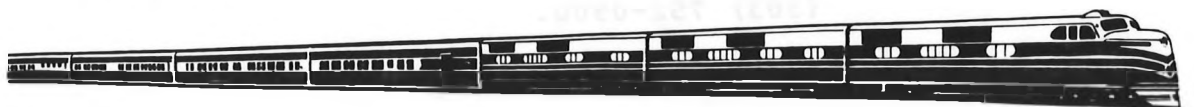
WE WILL BE VISITING THESE MUSEUMS:

- *Railroaders Memorial Museum in Altoona, PA.
- *Railroad Museum of Pennsylvania - Strasburg, PA.
- *Toy Train Museum
- *The Franklin Institute, Philadelphia, PA.
- *Baltimore and Ohio Railroad Museum, Baltimore, MD.
- *Smithsonian Institution, Washington, D.C.
- *Steamtown USA, Scranton, PA.



ALSO INCLUDED ARE THESE EXCITING ATTRACTIONS:

- *Horseshoe Curve
- *Gettysburg Battle Site
- *Overnight in an authentic railroad caboose
- *Independance Mall Historic Area, Philadelphia
- *USS Olympia - Philadelphia
- *Baltimore's famous inner Harbor
- *Frigate Constellation, Baltimore, MD.
- *Air and Space Museum, Washington, D.C.



Reading Railway System



ROCKY MOUNTAIN

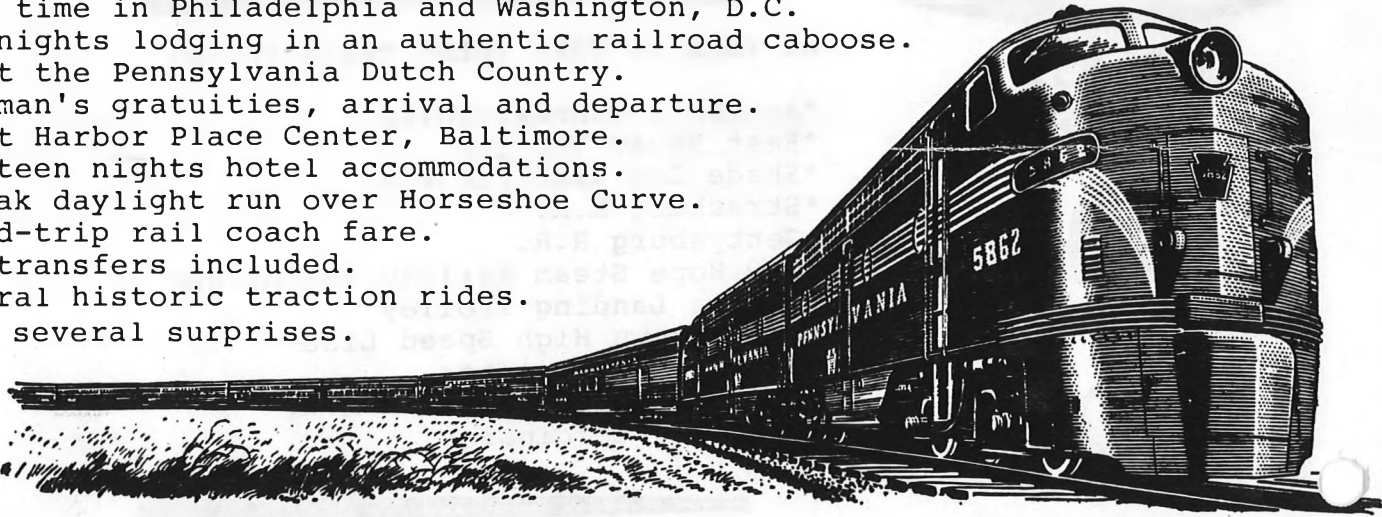
RAILROAD CLUB

BOX 1391
DENVER, COLORADO 80201



OUR BASIC PACKAGE WILL INCLUDE THE FOLLOWING:

- *Eleven breakfasts, four lunches and eleven dinners.
- *Deluxe tours of historic Philadelphia and Washington, D.C.
- *Overnight in restored Hilton at Lackawanna Station.
- *Free time in Philadelphia and Washington, D.C.
- *Two nights lodging in an authentic railroad caboose.
- *Visit the Pennsylvania Dutch Country.
- *Bellman's gratuities, arrival and departure.
- *Visit Harbor Place Center, Baltimore.
- *Fourteen nights hotel accommodations.
- *Amtrak daylight run over Horseshoe Curve.
- *Round-trip rail coach fare.
- *All transfers included.
- *Several historic traction rides.
- *Plus several surprises.



FARES

June 10 - 28, 1987

Cost Per Person

Basic Package: round-trip coach, double occupancy	\$1,590.00
Economy sleeper/bedroom (roomette) supplement	\$ 290.00
Deluxe sleeper/bedroom supplement	\$ 441.00
Single occupancy supplement (hotels only)	\$ 375.00

Prices subject to minimum of 30 people

Contact Alpine World Travel for information on optional Air/Rail package.

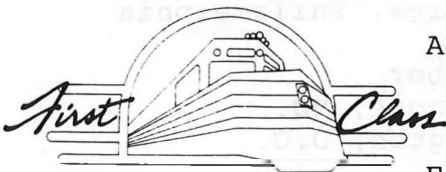
A Deposit of \$500.00 per person is required by March 27. Prompt payment is required to insure a space. Please make checks payable to ALPINE WORLD TRAVEL and mail to:

Alpine World Travel, 1555 South Havana, Aurora, Colorado 80012
Attn: Allen Miller

Individual names (please) _____,

Address _____ City _____

State _____ Zip _____ Phone () _____



For additional information, contact Allen Miller at (303) 752-0900.

RTD LOOKING TO BUY RAIL ROUTE TO LAKEWOOD

A little-used rail line linking Denver and Lakewood could become a busy rapid transit route if the Regional Transportation District strikes a deal with four major railroads.

The 6.5-mile long line runs parallel to West Colfax Avenue from Interstate 25 in Denver to Quail Street in Lakewood. If the line is placed on the market, it would sell anywhere from \$1 million to \$10 million.

Associated Railroads, an amalgam of four major railroads and owner of the line, plans to ask the ICC for permission to close it down. That permission could be granted by mid-1987.

The line could become an 80-foot-wide corridor for high speed buses or light rail cars. Such a corridor could include a greenbelt. Unfortunately, the Denver Regional Council of Governments, which has some influence in the matter, apparently wants more study--as usual. It appears that RTD could buy the line for something less than \$2.8 million, a pittance in this day and age. The two great opportunities at hand are:

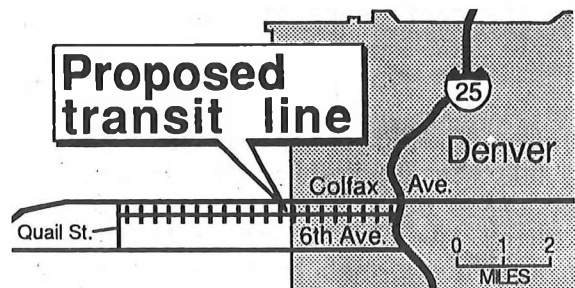
- 1) RTD could at last move into the fixed-rail transit business at lowcost before embarking on big-dollar programs. It is a practical experimental step that needs to be taken.
- 2) The line could be the catalyst for the redevelopment of northeastern Lakewood. In time, the area could become a prime residential and shopping area for people working in downtown Denver. Quick and easy public transportation could eventually lead to a dynamic transformation of the city's oldest area. (Denver Post, Rocky Mountain News & Lakewood Sentinel)



A GLIMPSE OF THE PAST

Major reconstruction of East Evans Avenue in south Denver has required major utility and grading work in preparation for new concrete pavement. One stretch just west of Denver University required the removal of several blocks of long buried Denver Tramway rails. A front loader was used to lift the rails from their resting place and a welder cut them into manageable sections for removal. The operation presented a curious scene last summer as this view looking east towards DU demonstrates. This 3½ foot gauge track was once part of the No. 8 route which originated in downtown Denver and terminated at a loop located at East Evans and Milwaukee. The route was replaced by a trolley bus in 1949.

Darrell Arndt and Keith Kirby



DENVER TO SUPPLY CONCRETE TIES FOR BN

Denver has been chosen for a railroad up-grade plant. A Connecticut firm will make concrete ties for the Burlington Northern under a contract estimated to be worth \$100-million.

Lone Star Industries, a Greenwich, Connecticut-based building materials and concrete fabrication firm, is purchasing a defunct Denver manufacturing plant and will make concrete railroad ties here under contract to the Burlington Northern Railroad.

Lone Star will produce 1.75 million concrete railroad ties over a five-year period as part of the St. Paul, Minn.-based railroad's recently announced western U.S. track renovation program.

Officials of both companies declined to value the production project. However, cost estimates provided by industry insiders suggest Lone Star's contract could be worth more than \$100 million.

The Burlington Northern project is the first of its kind in the nation, analysts said, and is being watched closely by other railroads. If it proves successful, the Lone Star Denver plant could garner further contracts.

The Denver railroad tie plant, scheduled to begin production in April, will employ about 65 people.

Lone Star is negotiating to purchase a Denver manufacturing plant, which will require extensive retooling and some expansion to meet the company's needs. A Denver real estate source indicated that Lone Star will soon close on the purchase of the 55,000-square-foot manufacturing plant owned by the defunct Midwest Steel & Iron Works Co. at 701 W. 48th Ave., near the confluence of Interstate 70 and 25.

Lone Star recently signed a five-year contract with Burlington Northern to supply 350,000 ties annually. Denver was selected over three other regional locations, all of which are located close to the Burlington Northern lines being refurbished.

The plant will be run by Lone Star Transportation, a subsidiary involved exclusively in production of concrete ties and other concrete products for the railroad industry.

The ties Lone Star will produce are slightly smaller than conventional timber ties, measuring eight feet, three inches, compared with eight feet, six inches for wood ties. Concrete ties are more than three times as heavy, however, weighing 620 pounds compared with an average of 200 pounds for wood ties.

Concrete ties offer several advantages over wood ties. Most notably, they can last up to 50 years, a considerable improvement over timber ties, which must be replaced as frequently as every six years on high-traffic routes. Also, fewer concrete ties are needed--2,640 a mile against 3,250 a mile for wood--and 3 percent less fuel is used by trains traveling on concrete-supported rails. Concrete ties also are less costly to lay because they are anchored only by a "metal shoulder" embedded into the tie.

The initial program calls for Burlington Northern to install the ties on its busier freight routes, most of which are dedicated to hauling coal. A pilot program using concrete ties purchased from the Canadian Northern Railway is already under way with some 150,000 ties being installed in a 40-mile stretch of Wyoming between Fort Laramie and Bona.

Should the program, modeled after one in Australia, prove successful, concrete ties could be installed on additional BN lines. Railroad industry analysts suggest other railroads may follow Burlington Northern's example depending upon the program's success.

Lone Star will mix and form the ties at its Denver plant. The company will fabricate half of the ties in Denver, with the remainder supplied by CDX, Inc., a subsidiary of CBR Cement Corp. of San Mateo, CA.

Burlington Northern reportedly will build a short spur line joining the Lone Star plant with existing track owned by the railroad nearby. (Mat Anderson via The Denver Business Journal)

SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for sale or trade or wanted. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Dozens of Detroit Publishing Company (W. H. Jackson) photo chrom-color pictures. Long-time member, Francis B. Rizzari, advises that this is a once-in-a-lifetime opportunity. Trails West Bookstore, 1032 So. Boulder Road, Louisville, CO 80027. Photos have been in storage for over 50 years. Available in all sizes.

FOR SALE: 60-minute audio cassette recorded in the cab of C&TS No. 484 from Chama to Cumbres. Lots of stack talk & Whistles, starts and stops on 4% grade. If you like steam, narrow gauge in particular, you'll like this!

FOR SALE: "The March to Cumbres, Vol I, the San Juan Express". 60-minute audio cassette recorded in the cab of C&TS No. 484 from Chama to Cumbres. Lots of stack talk & whistles, starts and stops on 4% grade. If you like steam, narrow gauge in particular, you'll love this! \$7.95 post paid. Earl G. Knoob, P. O. Box 541, Chama, NM 87520.

NEW POWER ON THE BN

The question is going around: "What are the big blue & white locomotives going through town?" They are the new concept in motive power, being tried by the Burlington Northern. The engines are Electro-Motive SD-60's, which are leased by Oakway, Inc. The BN is, in effect, purchasing "megawatt hours of electricity" generated by the locomotive. The engines are painted a simplified version of the EMD demonstrating pain scheme, and are numbered in the 9000 series. BN plans to use 100 of these SD-60s. The on-board computer system on the engine makes it possible to determine exactly how much energy is being produced, and the railroad pays for that energy, much the same as you pay for your electricity as measured by the meter on your house! Another wrinkle is that EMD will maintain the engines at a new facility in Trinidad, Colorado. The

shop is to be used for SD-60 care exclusively. This is a major sticking point with the railroad craft unions, who claim that railroad union employees must do the work. The BN claims they have no ownership in the engines, so that they are not covered by any labor agreements. The matter is in arbitration. (Colorado Midland Rails)



STEP ASIDE, PARDNER

That's just what BN's "Beer Run" is doing as it passes the Kipling Street relocation project in Arvada during its return to Denver. Long a major bottle neck, Kipling St. is being relocated between 50th and 58th and will pass under the BN's Golden Branch. This "shoefly" takes trains around the bridge that is under construction in scene witnessed last Fall. DTA

ANOTHER "LIGHT RAIL SYSTEM" SUCCESS

Portland, Oregon, has reported great success with its new 15-mile rail line, the third new light rail system to open within the last five years. Weekday ridership had been projected at 14,000 to 17,000 per day after one year, but after just two months, typical ridership figures of 20,000 per day have been achieved. Weekend ridership has been the biggest surprise, with Saturdays averaging 30,000 and Sundays averaging 15,000. The light rail line, named "MAX" (Metropolitan Area Xpress), has been running two-car trains on most of its runs--and has increased Sunday frequencies. (The Fast Mail)

SANTA FE QUALITY SERVICE NETWORK

The Santa Fe is going after priority freight in a big way with the Quality Service Network, fast train service six days a week between 15 pairs of cities across the system. Referred to as "Q Trains," the fast freight roll without a caboose, using three man crew, with about half the crew changes of normal freights. Denver has been one of the hot destinations, with the Denver-Houston run the best patronized service in the first weeks. The Denver-Houston run is 1,216 miles, and is scheduled in 34 hours, 40 minutes, with 5 crews instead of the normal 10, being both cost and time competitive with trucks. Both conventional cars and intermodal containers and trailers are carried. The railroad and the unions are cooperating with one purpose: "To take business off the highways and put it on the railroad." Most of the trains pass through La Junta, and cars are interchanged there for forwarding to their destination. The Santa Fe has compared the La Junta interchange to the Memphis center of Federal Express. Early returns indicate the service is a winner. Locally, the "Q" train has the right-of-way over everything on the Joint Line. Listening on the scanner you can sense the urgency, especially when there are a lot of trains running, and the Dispatcher hasn't quite gotten them all out of the way! (Colorado Midland Rails)

UTE PASS HISTORICAL SOCIETY OFFERS COLORADO MIDLAND PRINTS

The Ute Pass Historical Society has commissioned a series of six paintings of Colorado Midland scenes in Ute Pass. A series of prints made from these are now available for a cost of \$30.00 per set of six, numbered and signed prints. Subjects include:

- Colorado Midland Roundhouse
- Train in Ute Pass
- Train at Green Mountain Falls
- A Wildflower Excursion
- The Divide Depot in snow
- Scene at Woodland Park

Proceeds from the sales will go to the railroad exhibit at the Ute Pass Museum.
(Colorado Midland Rails, NRHS)

A HISTORY OF THE ROCKY MOUNTAIN RAILROAD CLUB

The board of directors recently were shown a copy of Railroad Magazine, of September, 1938. In this issue was a most interesting letter to the magazine from a man who would later be involved in the Club's first publication, The Denver, South Park & Pacific. That man was M. C. Poor. The letter and reply went as follows:

AFTER taking a ride on the old South Park narrow-gage line in Colorado, I have been trying to assemble material for a paper on its history. Is it possible to obtain a complete roster of the DSP&P locomotives? And can anyone furnish other historical material about that road?--M. C. Poor, 4883½ N. Paulina St., Chicago.

(EDITOR'S NOTE: Railfans interested in Colorado should get in touch with the recently formed Association of Rocky Mountain Railroad Fans. The president is Carl Hewett, 2521 Front View Crescent, Denver. The secretary is Jack Thode, 2251 Forest St., Denver.)

The organization was actually the Rocky Mountain Railroad Club.

PRESERVATION NEWS/LIVINGSTON, MONTANA

Known as "the original entrance to Yellowstone National Park," Livingston, Montana, has finally found a future for its vacant railroad station. Donated to the city in 1982 by Burlington Northern after locals fought the company's razing plans, the 1903 three-building depot will be transformed into Depot Center, a branch museum of the Buffalo Bill Historical Center of Cody, Wyoming, featuring the art and history of the Yellowstone region. The Livingston Depot Foundation (LDF) is spearheading the project, which will use two federal grants--\$292,500 from the Economic Development Administration and \$100,000 from the Housing and Urban Development Department--on the station restoration, including returning the main waiting room to its full size and height. LDF has raised additional project funds privately but, says LDF head John Sullivan, still needs operating money. Reopening is slated for May, 1987. (Rich Dais--Preservation News)