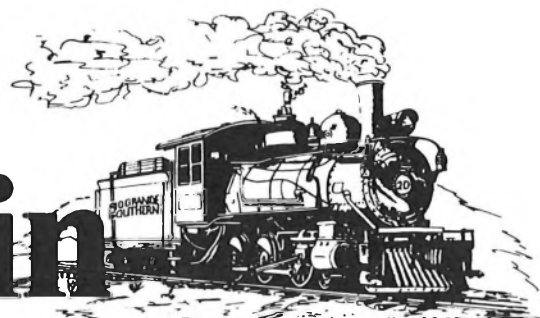


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

August 11, 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.

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

August, 1987..... No. 335
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.

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.

AUGUST 11 PROGRAM

The August program is entitled "Colorado Adventure Trails III," presented by Ron Ruhoff, a professional photographer and long-time member of the RMRRC.

Ron originally produced this program for the Colorado Tourism Board, so a variety of subjects are featured, including backpacking on Mount Evans, a visit to Caverna Del Oro (the Spanish Caves), night scenes of Denver, and a trip on the Georgetown Loop.

In addition, Ron has modified the program

to include scenes of past RMRRRC field trips and shots of our old-time members, such as Otto Perry and Mac and Cleeta Poor. We're sure that this a program you will not want to miss! (Rich Dais)

JULY PROGRAM

Dave Gieskieng is to be thanked for his presentation at the July meeting, covering such diverse subjects as the Golden Cycle Mill and Midland Terminal Railroad from the Cripple Creek District to Colorado City, the D&RGW narrow gauge route from Salida to Montrose via land and air, and, Rio Grande passenger train #1 from Denver to Colorado Springs.

Modelers welcomed information on the Golden Cycle Mill and its plant facilities at Colorado City while old-time members had many memories jarred to mind of past Club trips via the Black Canyon of the Gunnison.

All in all, it was a pleasant evening and we thank Dave.

NEW MEMBERS

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

Larry Bauman*	Littleton, CO
Diana Butler*	Denver, CO
Dan Carroll	Lakewood, CO
Michael Clarcken	Boulder, CO
Russell Clay	Highlands Ranch, CO
Robert de S. Couch	Battle Creek, MI
Clark Crowdus	Pacific, MO
Jeanette Haberkorn*	Denver, CO
Jim Jones*	Lakewood, CO
Tom Mallison	Golden, CO
Jim F. Nixon	Leawood, KS
Patrick O'Brien	Englewood, CO
Lee Schultz	Barto, PA
Marie Teixeira	Colorado Springs, CO
Chris Ueberroth	Stillwater, OK

*We were pleased to have these new members attend the July meeting.

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Robert H. Douglas	Kansas City, MO
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PRESERVATION FUND AND BOOK DRAWING

Contributions continue to amount in our preservation fund which has been actively used to support a number of fine projects this year including the Needle Eye Tunnel, the depot at Fleming, the Como Roundhouse and the depot (Alta Vista) of the F&CC RR in Victor.

The many book and other railroad contributions have certainly helped to maximize the profits going into this fund and we wish to thank all those members (and non-members) who have contributed items. If anyone has such items to contribute, they can contact Tom Lawry at 2013 So. Elkhart St., Aurora, Colorado 80014. (303) 750-2697. Members outside the Denver area who wish to become involved in the drawing can also contact Tom, who will send a letter describing how to participate.

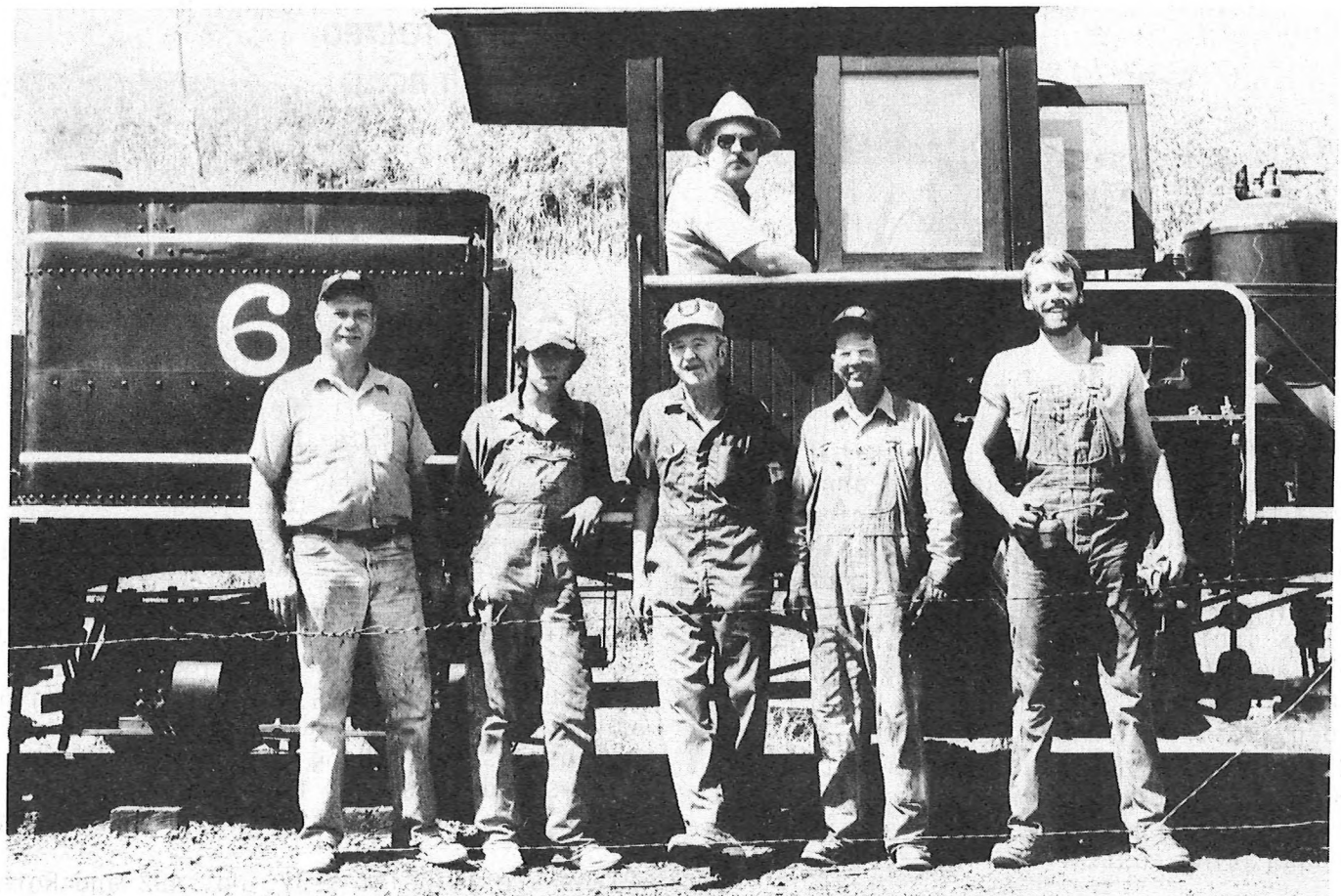
Winners of the monthly preservation fund book drawing are as follows:

Jim Blouch / <u>Hear the Train Blow</u> by Beebe and Clegg -- 1st Edition
Phil Wise / <u>The American Diesel Locomotive</u> by Arthur J. Roberts
Warran Margheim / <u>Passenger Train Annual</u>
Doug Wilson / <u>Official Guide, Feb., 1972</u>
Joe Priselac / <u>Union Pacific RR Hat</u>
Jim Hill / <u>Union Pacific Garment Bag</u>
John Holzman / <u>Conrail Belt Buckle</u>
Erwin Chaim / <u>Rock Island Belt Buckle</u>
Mayner Hicks / <u>Print by Gil Reid -- Steam locomotives outside St. Louis Union Station (Wabash, Alton and C&NW)</u>

[Editor's note: Your editor wishes to thank all prize winners for their continued indulgence in giving me their names after picking out their prize. Even though I may know you, with all the commotion of getting the information down I sometimes draw a blank as to a name. Thank You!]

EVENTS SCHEDULE FOR 1987

Aug. 22-	
23	Hagerman Tunnel Field Trip
Sept. 19	Cadillac & Lake City RR Trip
Oct. 10	RMRRRC Annual Banquet



As always, the outing on the High Country Railroad was special and a great deal of fun for Club members. Our thanks to the crew of the HCRR, especially Ed Gerlits who coordinates this event for the Club. Pictured here is our crew for the June 21st event, posed with the No. 6 Shay locomotive. Standing (from left to right) is Ed Gerlits, Greg Stansky, Mark Lamoreaux, Stu Anderson and Gene Harper. In the cab of the engine is Charles Lamoreaux. (Mat Anderson Photograph)

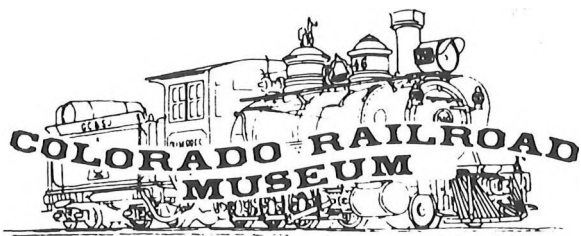


RAILFAIR REPORT

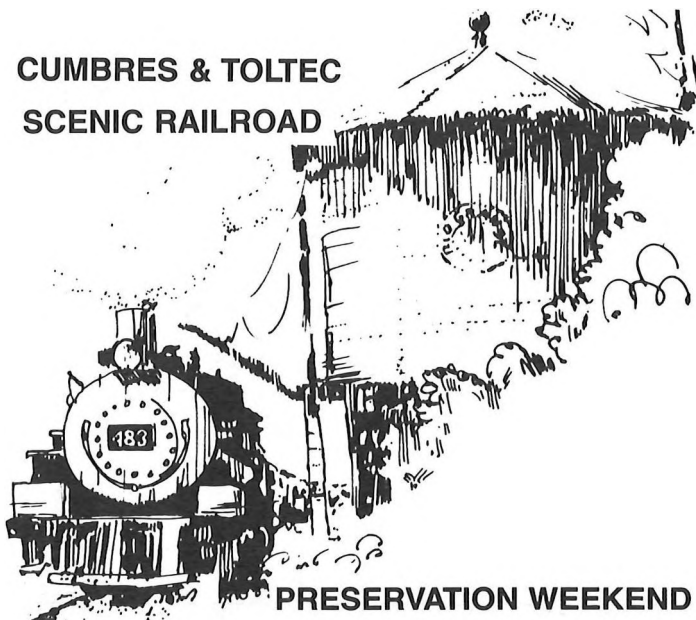
HIGH COUNTRY RAILROAD OUTING

A group of 90 came out on Father's Day for a fine High Country Railroad excursion at Heritage Square. Our doubleheaded special ran at capacity for three hours while Jim, Lil and Bruce Ranniger served up all the food and drinks the Commissary had to offer. Nobody could have gone away hungry! The Club sincerely thanks the Rannigers, the High Country Railroad, the weatherman, and all supporters for making this another memorable outing!!! (Mat Anderson)

While attendance was somewhat down this year compared to last year, Railfair was still a smashing success and provided the Club with nine new members! As usual, Club Publicity Chairman, Erwin Chaim, did a fine job of representing the Club and coordinating our efforts at Railfair. Erwin was not alone in watching our booth and talking about the Club to visitors. Included in this year's helpers were Bob Griswold, Alan Greene, Darrell Arndt and Tom Caldwell. Our thanks to these volunteers for a job well done!



CUMBRES & TOLTEC SCENIC RAILROAD



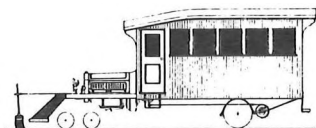
COLORADO RAILROAD MUSEUM NEWS

The Museum has printed its latest Merchandise Timetable (No. 28A) and has just sent out the first mailing. It's chuck-full of items you can't live without and announces Colorado Rail Annual No. 17: covering such fascinating subjects as the Rock Island operations in Colorado, over 100 years of operation over Tennessee Pass and Ft. Collins Trolleys! Get your personal copy right away by requesting a copy from the Colorado Railroad Museum, P. O. Box 10, Golden, Colorado 80402. [Editor's suggestion: Why not send a couple of 22¢ stamps to offset cost of postage--a small way to help support the Museum and reduce its operating costs]

Steamups: Mark your calendars with the following dates and join the Museum for the thrill of steam engine sights and sounds and the honking of RGS Geese. August 22-23, October 3-4, and, December 5-6.

Want to keep up with all the news at the Museum? Just send six (6) stamped, addressed standard (4"x9½") envelopes to the Iron Horse News, P. O. Box 10, Golden, CO 80402.

If your visiting Colorado this summer (or any time for that matter) drop by the Museum. They're open year around except for several holidays, daily including Saturday and Sunday from 9:00 a.m. to 5:00 p.m. (to 6:00 p.m. in June, July and August). In addition, the Museum is open every Thursday evening from 8:00 p.m. for the Denver HO Club Model Railroad. Operating night for this model layout is the first Thursday of the month.



PRESERVATION WEEKEND

As reported in the July Rail Report, page 6, this year's late summer work weekend on the C&TS will be held on Friday, Saturday and Sunday, August 14, 15 & 16. The Friday workday was added since a number of regular volunteers are coming from very distant places and felt that they wanted to accomplish more for the effort to get to Chama.

Plans are to paint K-37, No. 492 and Rotary Snowplow OM as well as the balance of freight cars not painted in the past five years. In addition, new "Murphy-type" roofs especially made for the stock cars are to be installed and the balance of reefer hatches are to be manufactured, installed and painted. A VERY BUSY WEEKEND!!!

There will not be all work though! On Saturday night, the group will meet at the rented Legion Hall for an extensive program including Terry Ross's presentation of the slide program that got the states of Colorado and New Mexico to purchase the Antonito to Chama portion of the Rio Grande narrow gauge. It's entitled (now) "Why the States bought the C&TS." Other folks will have additional presentations that will no doubt be unforgettable.

Should you wish to share in lunch each day, please advise Jim Trowbridge so Bill Lock can obtain sufficient stores. Bill expects the bill to be from \$10 to \$15 per person. Also, please advise when you plan to be in Chama to help out. The work can be planned more efficiently. Call Jim Trowbridge at (303) 988-2267. Or, write to 502 S. Cody St., Lakewood, CO 80226.

FROM THE PRESIDENT

When you join this Club, you receive a membership card and a number. As you are in the Club longer, your membership number goes down to a lower number. You pay your dues, receive a newsletter and other flyers and maybe attend meetings and go on trips. But who handles these things for you? In every organization there are a lot of unsung heroes; members who give a lot of their time that very few know about. Two of these people in the RMRRC are Chuck and Chicky Morison, who share the position of Membership Chairman.

After receiving the dues payment, they place the name and amount into the first ledger book. At that point, an index card with that name is pulled from the card catalog with the date and new number assigned to the card. The new numbers are updated in early October, and then your names are checked off the number list in the second ledger book. The membership cards are held onto until there are enough of them to be sent out in one of the newsletters. The later paying members are sent their cards when their payment is received. The majority of the membership cards are placed in envelopes to be mailed generally with the March newsletter mailing.

New members receive the latest newsletter, calendar and their membership card, along with a flyer that is sent to all members. All new members' names are placed in the 1st ledger book and their names are added to the second ledger book, assigning them a new number. From there, the names then go on to the index card where the name and number go on file. A list of new members that have moved (the Club averages 10% change each year) and any member that has quit or passed away, is made up. This list is passed on to the President, the Vice President, Editor, the mailing committee and to Cyndi Trombly who upgrades the address labels.

From December through March, Chuck and Chicky average three hours a night of volunteered time working on the membership list. Both work full time jobs and are active in a local saddle club by being president and secretary where they also

handle membership, editorship of their newsletter and other club items. Some members seem to think that they have nothing else to do and again it is one of the jobs in this Club that needs to be recognized. What amazes me, sometimes, is the number of people who criticize if they do not get their membership cards right away, or their trip ticket or their newsletter the day after it is printed. Yet, if you ask these people if they would like to handle that job, they are not willing to volunteer their time. There is an old axiom, "If you don't like it the way it is being done, then take on the job and do it better."
(John Dillavou)

ANNUAL BANQUET

Before you know it, summer will be over and it will be time, once again, for the Club's Annual Banquet. This year it is to be held at the Sheraton Graystone Castle on Saturday, October 10, 1987. The evening will consist of a cocktail hour, followed by a fine dinner, program and our usual door prize distribution. For those who would like to donate a door prize, please contact Alan Greene at 693-7922. The September newsletter will have the complete details plus an order form for tickets. (Alan Greene)

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: Original DSP&P (#323) and Pictorial Supplement (#98), \$225.00. F. B. Rizzari, 254 Marble Circle, Golden, CO 80401.

WANTED: Photos, transfers & history on the Baptist Seminary St. Ry., Ft. Worth, Texas; Epworth League Ry., Ludington, Mich. Books, pamphlets by Enos Mills on Rocky Mts. Grizzly Bears, Geology. Gressly, Banks of Colorado. A. F. von Bion, 1699 Ewing Ave., Waco, TX 76706.



It's been nearly half a century since Colorado & Southern No. 71 has filled the skies of Colorado with its black, aromatic coal smoke, but the skies over Central City today are once again filled with that sweet aroma that only a steam-powered locomotive can produce. This photograph was taken during one of its first trial runs on new track laid down on the original roadbed near the Central City station area on a high terrace overlooking the town of Central City. (Steve Rasmussen Photo)

BLACKHAWK & CENTRAL CITY NARROW GAUGE RAILROAD OPENING

The sights, sounds and smells of narrow gauge railroading are once again present in the little historic mining town of Central City. Steam locomotive #71, built in 1896 by Baldwin, was renumbered by the Colorado & Southern in 1899. It was originally #9 for the Union Pacific Denver & Gulf Railway. After nearly half a century, the 2-8-0 (Class B-4-E) is back operating under steam power on the new Black Hawk & Central City Railroad.

Eventually, #71 will be used to carry tour-

ists over a five-mile portion of the old line between Black Hawk and Central City. At present, only 2,000 feet of track has been laid from Central City down to Packard Gulch which is approximately 3/4-miles from the old Central City depot.

Old #71 was steamed up for the first time on May 23, 1987. Last fall the residents of Central City, upon becoming outraged by the sale of the locomotive to the Colorado State Historical Society, protested the move of the steam engine to Georgetown. Through the Gilpin County Historical Society, residents raised the \$25,000 needed to buy back the old #71. Due to the combined

efforts of these people and various investors, the Black Hawk & Central City Railroad, Inc. was formed.

Court Hammond, owner of the railroad, spent three months and \$200,000 on the restoration of the old steam engine. Glynn Alegre, because of a sentimental attachment to the locomotive, also donated a large sum of money to the project. But according to Dennis Smith, owner of the original Central City depot and freight house, the railroad is still in dire need of money for the continuation of the project.

The railroad faces many expenses in the future. These consist of: the grading of the roadbed, laying of four more miles of track to Black Hawk, the building of Trestles, as well as routine maintenance of #71. In accordance with the railroad's original plans, structural work still re-

mains to be finished on the two buildings in order to make them into a gift shop and ticket office. The gift shop is expected to bring in much needed revenue to the new railroad. Without more donations, these buildings will have to be boarded up again once the brick work is finished, as stated by Dennis Smith.

Construction of the Black Hawk & Central City Railroad continued through the month of June with hopes of completing 3,000 feet of track by July 1st. The dedication ceremonies of the new line took place at approximately 11:20 am on Saturday, July 4, 1987, with Congressman David Skaggs and Colorado State Senator Sally Hopper in attendance. Glynn Alegre had the honors of "christening" #71 into commission with the breaking of a bottle of champagne across the front coupling. Old #71 then responded with a spine-tingling whistle that sent



Great fanfare surrounded the dedication ceremonies of the opening of the Blackhawk & Central City Narrow Gauge Railroad on July 4, 1987. Many dressed in period costume for the event and a number of dignitaries were on hand for the festive occasion. (Steve Rasmussen Photograph)

chills through the crowd. During the inaugural run of the steam locomotive cheers emanated from the very excited and sentimental crowd. This therefore marked the beginning of a new era in narrow gauge rail-roading in the mountains of Colorado.

(Steve Rasmussen)

[Editor's note: Our thanks to Steve for writing this piece as very few people even knew about the dedication ceremonies until after they happened. Some additional information was obtained by your editor from Dennis Smith while inspecting the new railroad on July 8th. The BH&CC RR expects to lay another 3,200 feet of track by August 10th. Three bridges must be rebuilt to get into Black Hawk and current plans call for five years to accomplish this. At present, the railroad was charging \$2.00 per person for a roundtrip. When they get the one mile of track in place, fares are expected to be \$4.50 for adults and \$2.50 for children. At the writing of this newsletter, the C&S Combine still sits in Black Hawk, but is expected to be brought back to Central City this fall. The C&S gondola has had a canopy added and a doorway cut into its side for loading passengers. Besides work on the #71, its tender was overhauled. The tender wrapper was repaired to hold water and the floor was completely replaced, including sill beams. Having used what appears to be large bridge beams, it was necessary to notch out spaces for truck clearance. Engine and tender was repainted and relettered.]

ELECTIONS

It's not too soon to begin thinking about the December elections. Why? The nominating committee will begin their search for candidates very soon. If you have had thoughts of running for Board of Directors or even an officer, or you wish to suggest someone you feel very qualified, you could make the committee's job easier by advising them of your thoughts. Your suggestions can be made in writing to the nomination committee through the Club's Post Box or verbally to committee members (the holdover board members.)

CADILLAC & LAKE CITY RAILROAD EXCURSION

There is still time to make arrangements to be aboard the special excursion train that the Club has arranged over the right-of-way of the Cadillac & Lake City Railway. Flyers are available and were included in the July Rail Report.

The trip date is Saturday, September 19, 1987. Cost is \$29.00 per person. The excursion consists of 122-miles of travel between Falcon and Limon, Colorado over the old Rock Island line and also includes a hot lunch and beverage.

Questions about the trip may be directed to either Alan Greene at (303) 693-7922, or Darrell Arndt at (303) 572-7868.

Ticket orders may be directed to the Rocky Mountain Railroad Club, c/o Warren M. Anderson, 1117 South Clayton Street, Denver, Colorado 80210.

ORDER FORM

NAME _____

ADDRESS _____

PHONE _____

Please send _____ tickets @ \$29.00 each.

I enclose \$ _____.

50th ANNIVERSARY UPDATE

Next year is our 50th Anniversary. There is a lot to be done in the way of events, trips, meetings and lots of jobs that will require help to make them a success. The Club would appreciate your help and would like you to volunteer your time in helping make this celebration a success. If you are willing to assist in these events, please contact Artie Schoeninger or Cyndi Trombly at 699-8838. (John Dillavou)

HAGERMAN PASS FIELD TRIP

Join your freinds in the RMRRRC for a fun-filled weekend in historic Leadville on August 22-23, 1987. On Saturday, we will enjoy a full day of tracking ghost railroads near Leadville, and, on Sunday, we will get an early start for the hike to the site of the Colorado Midland's famed Hagerman Tunnel and Great Trestle.

An added attraction will be a catered lunch on both days, provided by Ranniger's Road-bed Commissary. [Editor's note: As Jim Ranniger mentioned last meeting, reservations are a MUST on this trip so that adequate food can be prepared]

Participants must make their own motel or camping arrangements in Leadville for the night of August 22nd. Due to other activities in town that weekend, reservations are a MUST, and should be made as far in advance as possible. A list of motels in the area are included in this article.

Special Note: The trip to Hagerman Tunnel is a strenuous, high-altitude hike..... so dress accordingly: warm clothing, hiking boots, rain gear, and a canteen will be required. Those with health problems should take this warning into consideration.

The cost for the weekend adventure is just \$13.00 per person which includes lunch on both days, trip brochures and the fun and fellowship we always enjoy on RMRRRC field trips. This is a trip you will not want to miss, so fill in the attached coupon and send for your tickets today!

ORDER FORM

NAME _____

ADDRESS _____

TELEPHONE _____

Number of tickets @ \$13.00 _____

Check or MO enclosed for \$ _____

Send ticket orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Tom Lawry
2013 So. Elkhart St.
Aurora, Colorado 80014

Information may be obtained by calling
(303) 750-2697 (evenings only, please)

MOTEL LISTING (Leadville)

Silver King Motor Inn (Best Western)
486-2610
Leadville Inn (Super 8)
486-3770
Pan Ark Lodge (AAA)
486-1063
Timberline Motel (AAA)
486-1876
Mountain Peaks Motel
486-3178
Alps Motel
486-1273
Belair Motel
486-0881

Bed & Breakfasts

Delaware Hotel
486-1418
Aspen Leaf
486-1313
Gambles B&B
486-2434
Mountain Mansion
486-0655

FT. COLLINS TROLLEY TO INCREASE OPERATIONS

The City Council ratified a new Operating agreement on May 5th which now permits loadings at several streets and the east end of the line. Weekday charter trips can now be made between 10:00 a.m. and 4:00 p.m. on Tuesday, Wednesday and Thursday.

The changes had considerable support from a wide group of individuals and business people. Operations are expected to continue Saturdays, Sundays and holidays through October from noon to 6:00 p.m.

ICC DEALS POSSIBLE DEATH BLOW TO SANTA FE/SOUTHERN PACIFIC MERGER

The ICC announced that it would not reconsider its 1986 rejection of the proposed merger between the Santa Fe and Southern Pacific Railroads. It has given the Santa Fe Southern Pacific Corporation 90 days to come up with a plan to sell one or the other railroads or both.

Two potential buyers for Southern Pacific emerged almost immediately. Denver-based Denver & Rio Grande Western Railroad was one of these. In addition, Kansas City Southern Industries also said it would make a formal bid for the Southern Pacific within 60 days.

Rio Grande successfully argued against the merger last year to protect its transcontinental route over the Rocky Mountains to the West Coast, but had won concessions giving it trackage rights to the West Coast. Those rights vanished when the merger was rejected.

But Rio Grande Vice President Freeman said the decision represents continued uncertainty for the railroad industry in the West and for 2,000 Rio Grande employees.

Under modifications to the merger agreement, Rio Grande won the right to permanently lease tracks in Utah, California and Oregon from Southern Pacific. Gaining these tracks over the so-called central corridor would have given Rio Grande a West Coast outlet for the first time in its 100-year history.

With the merger apparently killed, however, the railroad will have to mount a new effort to buy the tracks or negotiate for trackage rights with a new owner of Southern Pacific.

One very interesting development to this rejection is the possibility of a purchase of either Santa Fe or Southern Pacific by an Eastern Railroad, creating a true transcontinental railroad. The benefits of such a combination appear to be growing, reflecting the boom in coast-to-coast shipments of containerized imports from the Far East.

The big Eastern railroads, Norfolk Southern Corporation, Consolidated Rail Corporation and CSX Corporation have declined comment, but, last May, Norfolk Southern Chairman Arnold McKinnon told analysts that "we'll look" if one of the Western railroads became available.

Creating a transcontinental rail system faces some problems. Some rail executives long have dismissed as minimal the potential cost savings and traffic gains from such combinations. In addition, the formation of a coast-to-coast railroad likely would spur competitors to make similar combinations, and those proposed combinations would face regulatory hurdles, including ICC review. (Denver Post/Rocky Mtn. News/Wall Street Journal)



SEMI RUNS AMOK, HITS D&SNG RR ENGINE

On Thursday, June 25, 1987, a run-away semi truck & trailer slammed into K-28 No. 473 in a freak accident. The trucker lost his brakes while driving down steep Hesperus Hill on U.S. 160, some 15 miles outside Durango.

At the T intersection with U.S. 550, Neil Fox (the truck driver) luckily got a green light, plowed 500 feet straight ahead across an open lot, up an embankment and through a chain-link fence and into engine No. 473. It was additional luck that two train mechanics who were only a few feet away from the impact area were able to flee unharmed as the truck came flying through the air and hit (again luckily) the engine in the very best possible area to avoid total destruction as it hit the cab area, demolishing the cab, but otherwise hitting the strongest part of the engine.

The railroad initially estimated the damage to be about \$50,000. The venerable locomotive, which was knocked 5 feet off the track, has since been refurbished. Reports are that the cab was completely rebuilt, an injector replaced and the trailing truck frame straightened. Hopefully, additional information will come out of the D&SNG RR.

PEÑA ADMINISTRATION POSSIBLY LOOKING TO OUST AMTRAK FROM DENVER'S UNION STATION

A letter was received by local members of the National Association of Railroad Passengers and presented to those attending the July meeting of the Club. In this letter, it quoted the June 15th issue of Denver's City Edition, which reported: "The historic Union Station train depot in lower downtown will likely lose its last link to a railroad past--the Amtrak terminal--within two or three years, to make way for the rebuilt 20th Street Viaduct, according to city officials." It went on to say that city officials will soon meet with Amtrak "to begin the process of deciding where the Denver Amtrak terminal will be located, according to Will Fleissig, Director of Downtown Planning. The possibilities are 'very slim' that Denver Terminal will retain the Amtrak station, Fleissig said."

In a letter to Mayor Peña, the NARP made the appeal to keep Union Station as the Amtrak depot with the following arguments:

Aside from being one of Amtrak's grandest stations, Denver Union Station is ideally located for the many visitors to Denver who arrive by train and need to access downtown hotels or the city bus system. In fact, owing to Denver's layout, the Union Station site at 17th and Wynkoop Streets is really the only possible location for a downtown Amtrak station. If Amtrak is forced to move to a peripheral location, Amtrak, its passengers, and downtown Denver will all lose.

Amtrak will suffer a decline in ridership, as it always has when a station has been moved from the central business district. Passengers will lose convenient access to hotels, intercity bus stations, the city bus system, and downtown attractions. Downtown will lose the thousands of rail passengers who use the Amtrak station each year, along with the thousands more who drop them off or pick them up. In addition, Union Station will lose some of its charm and redevelopment value if it should become trainless. Just ask St. Louis.

After St. Louis Union Station was exqui-

sitely restored and reopened two years ago--with Amtrak banished to a separate location-- the local newspapers were filled with letters from citizens praising the beautiful restoration, but lamenting the lack of trains. Painfully aware of its blunder, the developer is now trying to relocate Amtrak to a site as close to St. Louis Union Station as possible to regain the good will which trains engender.

If Denver replaces the 20th Street Viaduct with a surface roadway, it will have to cross the station tracks at grade. Apparently, some city officials are concerned that Amtrak's morning train would delay RTD buses using a new HOV (high occupancy vehicle) lane in 20th Street.

Has the city considered this option: have 20th Street cross the tracks at grade-- but provide an elevated structure exclusively for the HOV lane, so that it passes over the tracks? Not only would this eliminate any conflict between Amtrak and RTD buses, but it would provide an incentive to commuters to use those buses (or car-pools), since HOV users would not be subject to train delays on 20th Street.

Besides Mayor Peña, a copy of this letter was sent to the Colorado Public Utilities Commission. It was suggested that letters from interested citizens also be sent to Mayor Peña at City-County Building, 1437 Bannock Street, Denver, CO 80202; the Colorado Public Utilities Commission at 1580 Logan Street, Denver, CO 80203 and perhaps to Governor Roy Romer at the State Capitol, Denver, CO 80203. If you feel strongly about this issue, we suggest you exercise your right to also express your thoughts to these officials.

PRIVATE CAR TRIPS

If you have a hankerin' to travel to the Private Car Convention in Pittsburgh from October 5th through the 15th, a special excursion is available aboard the private cars "Native Son" and "Palm Leaf." Information is available from the Palm Leaf Corporation, 1010 E. Easter Way, Littleton, Colorado 80122.

TROLLEY TO RUN AGAIN IN LAKEWOOD?

On June 22nd, the Lakewood City Council agreed to take the lead in helping the RTD meet a January 1st deadline for submitting a rapid-transit plan to the Colorado legislature.

The council will organize a policy committee to recommend routing, cost estimates, technology, timetables and financing alternatives for the so-called "west Corridor" of a proposed metrowide fixed-guide-way system [or as we rail fans know the true terminology--"Trolley"]

The corridor is actually the original interurban route to Golden that follows mostly along West 13th Avenue from near downtown Denver to Quail Street in west Lakewood. This 6½-mile long route is currently being abandoned by the Associated Railroads.

DEPOT RECEIVES NEW USE

The disused Englewood station is to start over as an American Legion Post. Built in 1915, it saw its last passenger in 1961 and became a little-used way station for maintenance workers after the last shipping agent retired in 1979. It was the property of the Atchison, Topeka and Santa Fe Rail-

road. Pennant Properties, Inc., which bought the depot along with a large parcel of property the company developed into a Buyer's Club and Home Club, Friday (7/3) gave the depot to Englewood's Fred Perry American Legion Post.

ROLLINS PASS RESTORATION ASSOCIATION NEWS

We wish to update you on the original story in the June issue of the Rail Report, page 6 on the restoration of the Needles Eye Tunnel on the old Moffat Route.

The Rollins Pass Restoration Association raised \$50,000 from 532 people. Donations ranged from \$2.00 to \$1,000.00 (The RMRRRC donated \$1,000.00). 122 Rock Bolt donations at \$125.00 each were received. Restoration was estimated at \$100,000. A letter was sent to the Boulder Board of County Commissioners advising them of the funds raised. Bids were advertised July 14th with hope to start the restoration work by July 22nd.

As of Friday, July 17th, there was received only one bid from Spring Bay Constructors of Commerce City for \$130,000. At the writing of this newsletter, no award of contract had been made.

(Bud Lehrer & Mat Anderson)

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