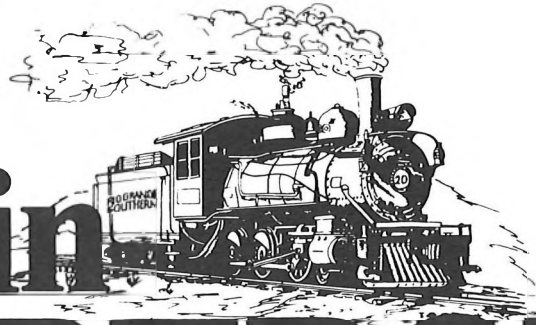


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 11, 1989 -- 7:30 p.m.

Southeast wing of Christ Episcopal Church,
2950 South University at Bates. Off-street
parking at rear (east) of meeting hall.
Please use the building's south entrance.

Jim Trowbridge..... Editor
Les Grenz..... Associate Editor
John Dillavou..... President
Carl Carlson..... 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 10th 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. 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.

April, 1989..... No. 355
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.

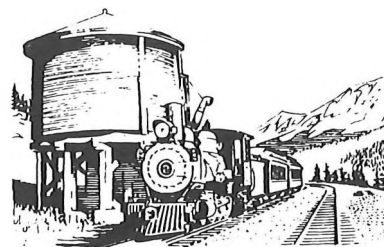
MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, lost newsletters, etc. to:

Tom Lawry, Membership Chairman
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

APRIL 11 PROGRAM

For our April program, long-time Club member, Neal Miller, will have variety of slides on steam. For those of you who do not know Neal, he is the member who gives us a present at each December meeting of a Steam Rail Photo. (Bob Griswold)



PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9233) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80202 for \$12.00 per year which is deducted from member's dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

MARCH PROGRAM—POTPOURRI NIGHT

As always, potpourri night was a great success, allowing a number of members to out on their own mini-show! A very nice variety was shown and members and their subjects are presented as follows:

SHERM CONNERS: Recent railroad freight wrecks in Nebraska and Indiana.

BOB GRISWOLD: Prints made into slides from the photographic collection of Ft. Lewis College showing classic engine photos of the RGS, especially the Club's No. 20.

GARY LEE: Coverage of the Nevada Northern, especially engine No. 40, yards and rolling stock.

ED HALEY: Reviewed the Club's 25th anniversary in 1963 with the special C&S steam excursion to Colorado Springs for a banquet at the Antler's Hotel. COST: \$6.00 per person, including roundtrip and a filet mignon meal!!

MIKE BUTLER: Hotels in Glacier National Park--all built by the Great Northern RR.

HUGH WILSON, JR.: Coverage of Amtrak, Norfolk Southern, Southern, Seaboard System, Georgia RR's in South Carolina and Alabama. Included was Steamer #1218 and Chattanooga Choo Choo Station.

BOB ANDREWS: Amtrak on the SP and UP in 1971; 5/28/72 8444 excursion and 8444's return to Cheyenne the next day on the head-end of Amtrak; Amtrak's evolution to the present.

PETER GILBERT: Colorado "Standard Gauge". Monero, New Mexico on the D&RGW NG in 1958 and 1962, showing freight movements and RMRRRC specials in the area.

CHIP SHERMAN: Trains in Greece (Chip's

newest military assignment) as narrated by Erwin Chaim [ever heard Greek spoken by a German?--probably one of the most entertaining speeches since THISTLE]

JOHN DILLAVOU: Coverage of the new SKI TRAIN, especially the special on February of 1988 in conjunction with the 60th anniversary of the Moffat Tunnel.

JIM TROWBRIDGE: Coverage of the 1988 San Juan Express, two-day private freight train, including transfer of coal from the regular train's tender to the special's empty tender at Toltec Siding.

EARL KNOOB: A sneak preview of the circus train created on the C&TS for the upcoming new movie, "Indiana Jones and the Last Crusade".

GENE MARTIN: Creative and artistic photos of trains using long range lenses.

TOM KEETON: Railroading in Australia.

DARRELL ARNDT: Special movement of the UP's 8444 to Omaha, Nebraska-- a 59-car freight in March of 1989.

CHARLIE MAX: October, 1988 trip to Australia and the special Tripple-Runby of three steam-powered trains on three adjacent tracks simultaneously.

AL DUNTON: Night shots of the Ft. Collins Trolley (10/30/88) and a 6-year afterwards review of Al's favorite memories of the last run of the Rio Grande Ski Train-- The Diner and the last three meals served aboard the RGZ.

JIM STEWART: 1967 look at the Great Northern's Empire Builder--inside and out. Comments of special features: cars and decorations; also, same look at the Northern Pacific's North Coast Limited.

At this point, we ran out of time and wish to express our apologies the the three members whose slides could not be seen due to the 10:00 p.m. timing. If these folks will keep their slides together, we'll put them first next year!! THANKS to all who participated.



NEW MEMBERS

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

Warren D. Banze	Denver, CO
James M. Bratton	Denver, CO
Leigh Morris	Denver, CO
Richard P. Seibel	Denver, CO
Jack Wiedman	Aurora, IL

1989 SCHEDULE OF EVENTS

Apr. 11	Reg. Monthly Meeting
Apr. 29-30	Glenwood Springs/CZ Zephyr
May 9	Reg. Monthly Meeting
May 13	Work Day on the Club's Equip. at the Colorado RR Museum
May 20	Alternate Work Day
June 13	Reg. Monthly Meeting
June 17	UP 3985 Excursion
June 18	Wyoming-Colorado Excursion
July 1-12	Trans-Canada Excursion
July 11	Reg. Monthly Meeting
July 22	Ft. Collins Trolley Trip/Picnic
Aug. 8	Reg. Monthly Meeting
Aug. 12	Argentine Central Hike
Sept. 2-4	St. Louis, MO Rail Exhibits & Excursion
Sept. 12	Reg. Monthly Meeting
Sept. 22- 24	Private Car Trip to Salt Lake City, UT (Tentative)
Oct. 7-8	North Platte, NE/UP Rail Facili- ties
Oct. 14	Annual Banquet
Nov. 14	Reg. Monthly Meeting
Dec. 12	Elections & Reg. Monthly Meeting

MEMBERSHIP DUES

Those not receiving a 1989 membership card received a final notice to renew their membership with the March newsletter. Anyone not renewing their membership by May 1st will be removed from the membership rolls and will not be recorded in the membership roster to be printed this year. In addition, anyone renewing after May 1st will have to pay the \$4.00 enrollment fee and will not get their old membership number back. So, if you have not renewed your membership for 1989, please do so immediately.

**ALL
ABOARD
AMTRAK**



GLENWOOD SPRINGS SPRING FLING

Space may, or may not, be available by the time this issue of the Rail Report is mailed. We encourage you to contact Al Miller at Alpine World Travel, 1555 South Havana, Aurora, Colorado 80012. (303) 752-0900.

The dates for this trip are April 29 & 30, 1989, leaving Denver via Amtrak's California Zephyr to spend Saturday afternoon through Sunday afternoon at historic Glenwood Springs to enjoy swimming in the hot springs pool, shopping, touring such places as the Glenwood Springs Cemetery where Doc Holiday is buried or watching Rio Grande trains.

Prices for this trip are placed at \$129.00, double occupancy; \$159.00, single. [For children's fares, call Al Miller]

TRANS-CANADA EXCURSION

Activities planned during this excursion include tours of Vancouver, Banff, Lake Louise, Jasper, Ottawa and Montreal. The trip includes deluxe hotels, deluxe, first class sleeping car accommodations on VIA, dome lounge car, North America's most spectacular scenery, over 3200 miles of rail travel, air travel--Denver to Vancouver/Montreal to Denver, all transfers and many, many surprises.

This excursion will take place during the time period of June 29 through July 14, 1989 at prices ranging from \$1895.00 to \$2125.00 plus \$550.00 single supplement.

Prices are subject to a minimum of 30 people. You may contact Allen Miller at Alpine World Travel [303-752-0900], 1555 South Havana, Aurora, Colorado 80012. Checks should be made out to Alpine World Travel.

UNION PACIFIC



3985 EXCURSION

Flyers were sent out with the March, 1989 newsletter and will continue to be available at Club meetings until the trip is sold out. With only 270 seats available, we encourage members to secure their reservations early.

This year's excursion will begin in Cheyenne and travel to Laramie, spending amply time on Sherman Hill to experience outstanding photo runbys.

The trip will be held on Saturday, June 17, 1989. The cost is \$165.00 per person and includes a box lunch aboard the train. There are no children's fares. The Club will make no refunds nor cancel reservations after May 19, 1989. Prior to that date, a \$10 service charge will be made on each cancellation to help defray handling costs.

Please fill in the coupon provided and send it with your check or money order to:

ROCKY MOUNTAIN RAILROAD CLUB
P. O. Box 2391
Denver, Colorado 80201

ORDER FORM--UP 3985

A check or money order for _____ tickets at \$165.00 each is enclosed. This same fare is applicable for children.

(Please Print or Type) Amount: \$ _____

NAME _____

ADDRESS _____

(City) (State)

(Zip) () (Phone)



WYOMING-COLORADO RAILROAD EXCURSION

The Club has made available an opportunity to enjoy a weekend of railroading with the UP 3985 excursion on Saturday, June 17th and the Wyoming-Colorado Railroad trip on Sunday, June 18, 1989.

Departing Laramie, this all day, 92-mile trip, will feature the adventure of traveling over one of North America's highest standard gauge railroads in classic streamlined passenger equipment.

All tickets for this one-day excursion are \$65.00. This includes one-way rail passage, light continental breakfast aboard the train, barbecue lunch at Fox Park, and return chartered bus trip to Laramie. There are no children's fares. Tickets must be ordered as soon as possible from the Rocky Mountain Railroad Club on the accompanying order blank. It is strongly recommended that all passengers who are planning to be on the Union Pacific 3985 trip on Saturday and who also desire to ride on the Wyoming-Colorado Railroad excursion on Sunday, should get both trip reservations in immediately. Seating is limited!

ORDER FORM--WYO-CO

A check or money order for _____ tickets at \$65.00 each is enclosed. This same fare is applicable for children.

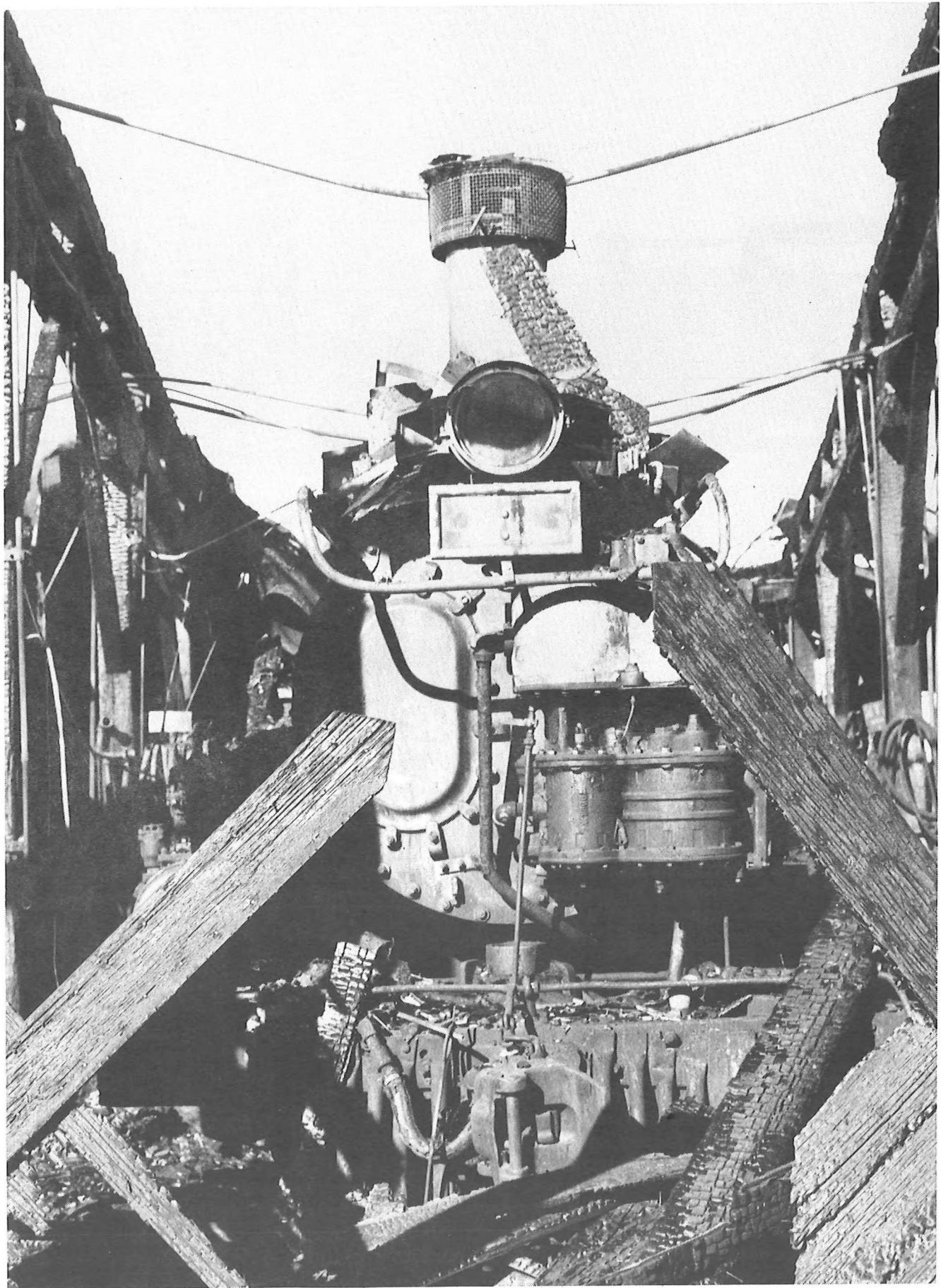
(Please Print or Type) Amount: \$ _____

NAME _____

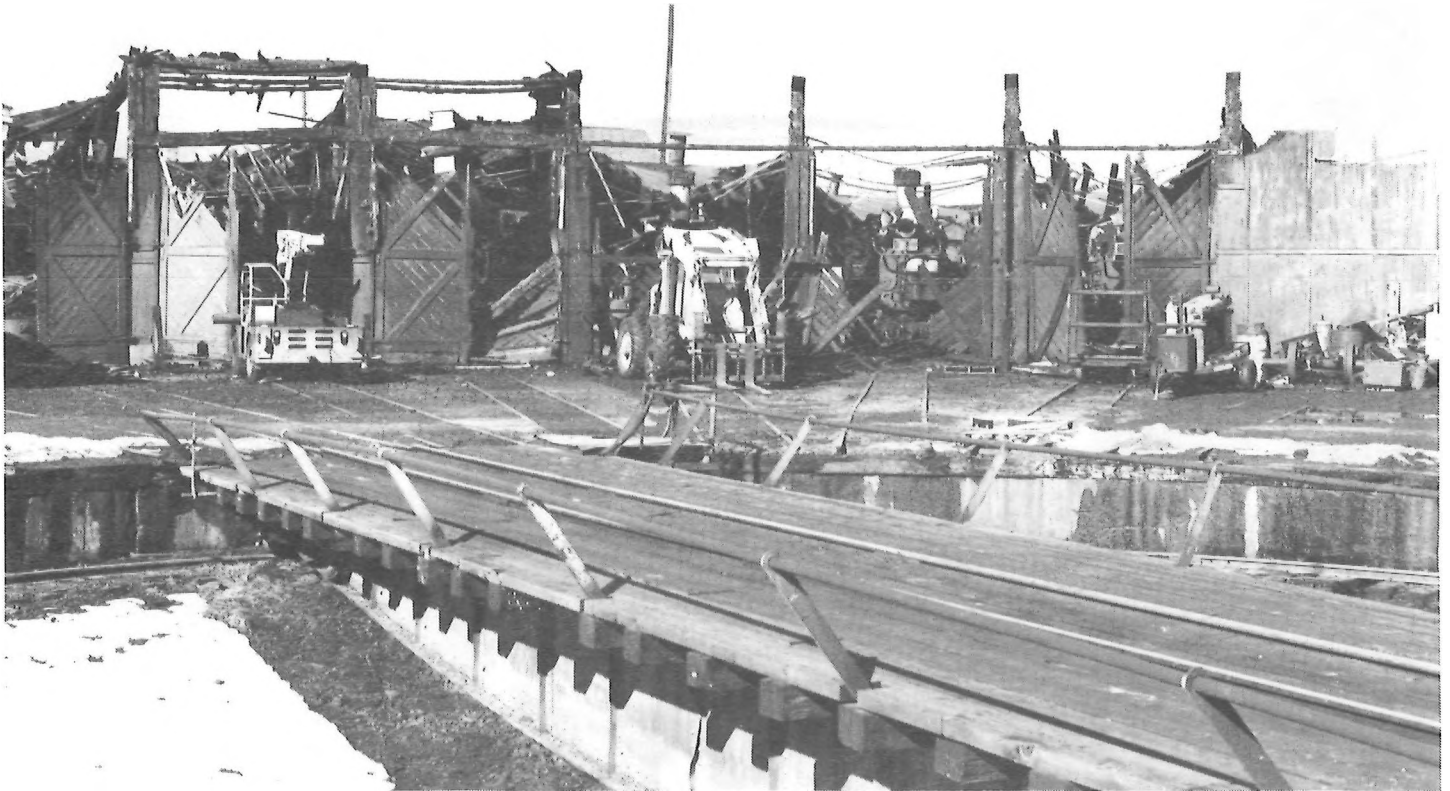
ADDRESS _____

(City) (State)

(Zip) () (Phone)



Engine No. 478 of the Durango & Silverton Narrow Gauge Railroad stands forlornly amid rubble from a fire that destroyed the Durango roundhouse early on the morning of February 10, 1989. (Paul Connor Photo)



All six operating steam locomotives of the Durango & Silverton Narrow Gauge Railroad were inside the Durango roundhouse when fire swept the structure on February 10th. Fortunately none of the engines were damaged seriously in the blaze, and officials of the railroad say it will be "business as usual" on the line this summer. (Paul Connor Photo)



UPDATE ON THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

With an eye on the May 6th opening of the 1989 season, shop forces of the D&SNG RR continue work on the six steam locomotives damaged in the February 10, 1989 fire. While most of the fire damage proved to be cosmetic, cleanup and repair continues, in addition to the regular off-season main-

tenance necessary on the vintage engines. Engine 473 appears to be the most seriously damaged by the fire, since it was adjacent to the machine shop. This is especially frustrating since the 473 had been completely overhauled in 1988 and run only a few times.

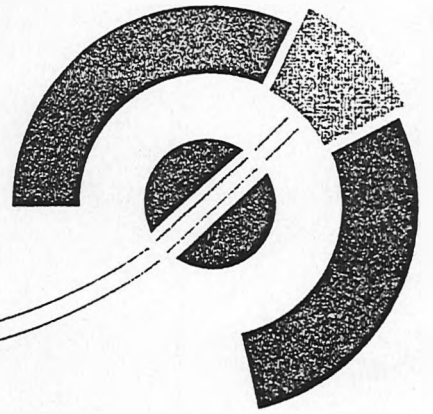
Number 497 was the first to be pulled from its roundhouse stall, and was cleaned off before being moved into the railroad's car shop. There, a thorough inspection of the locomotive was made before boiler work was resumed and fire damage repaired. The 497 will be ready for service by April 1, when its new tender tank is scheduled for delivery. Reports indicate that engines

MEMBERSHIP DUES BY MAY 1st PLEASE!

Denver Rail Heritage Society

A NOT FOR PROFIT CORPORATION

NEWSLETTER
APRIL 1989



This is the first in a series of reports the Board has asked volunteer members of the Society to compile and report to the membership. Any news about negotiations to save the C & S Roundhouse and Turntable, Moffat Station, Cherry Creek Bridges, West Bank Track for operation of an antique trolley and other items significant to Denver's railroad history will be reported to the membership in a timely fashion.

We solicit your comments, suggestions and submittals for inclusion.

REPRIEVE FOR ROUNDHOUSE TRACKS

Sometime during the last full week of January, Rocky Mountain RailCar Company began removal of tracks leading into the C & S Roundhouse and Turntable, under the terms of a salvage contract with the BN. When our Board became aware of this, immediate steps were taken to stop the destruction of valuable tracks and switches. Rocky Mountain Railcar Co. has allowed us some time to find some other salvage tracks to replace the ones we hope to save. They have been very helpful by making this concession to us.

After quick action by Dave Waltrip, the President of the Society, a meeting was held with Dick Baumann of RTD. Dick scheduled a hearing in front of the RTD Board on February 14th, for the purpose of asking them to allow us to trade some trackage along Buchtel Blvd. for those tracks and switches in the Rice yard that Rocky Mountain Railcar has purchased from BN. All has not been settled yet, but it looks like we'll save the trackwork at the Roundhouse and Turntable area. Some track has already been ripped-up, but most is still stored at the site.

TROLLEY FEST '89 & ETC.

Rick McNeal, First Vice-President of the Society, has begun planning for a series of events that will publicize and promote the operation of historic trolleys along the Platte River. During the week of May 14 through May 21, trolley #117 and the rubber-tired electric bus that RTD refurbished will be displayed at Denver Union Station. During the same week, Historic Denver Week and National Transportation Week will be celebrated.

A meeting with members of the DRHS Board and Carol Green of Historic Denver was held February 1st. Ed Henderson, Treasurer of the Society, is on the Transportation Club of Denver Committee planning activities at DUT and other sites in Denver during the same week in May. Carol Green is in charge of activities planned for Historic Denver Week.

Many public and private entities have been contacted with regard to direct financial aid and in-kind donations to help with the funding of an operating trolley on the Associated and West Bank Tracks during the summer of '89. RTD, again, has been very helpful in this effort. Elitch's and many other businesses along the route have indicated their willingness to give monetary help to this project. The Mayor's Office of Economic Development has issued a \$7,000.00 Challenge Grant to start the ball rolling. Rick McNeal has been meeting and talking with many people about helping fund Trolley Fest '89.

Membership Registration

Denver Rail Heritage Society
2785 N. Speer Blvd.
Denver, CO 80211

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE (HOME) _____ (OFFICE) _____

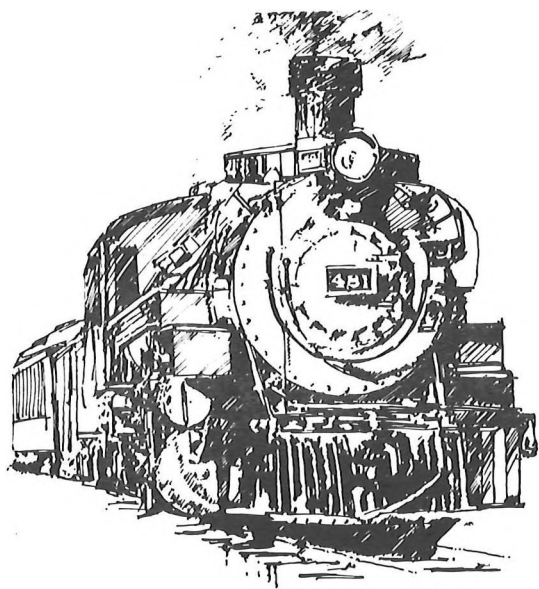
Membership Classification

- \$15 Individual \$50 Sustaining \$1000 Corporate
 \$25 Family \$500 Patron

476 and 478 should also be available by the first of April.

D&SNG carpenters have built a roof over the west end of the roundhouse and this room will serve as a temporary machine shop. Equipment has been purchased from around the country to replace that destroyed in the fire. No timetable has been established for construction of a new roundhouse, but indications are that the old brick walls, still standing after removal of rubble, will be incorporated into the new structure.

Ticket sales for the 1989 season continue at a brisk pace, with over 25,000 advance reservations having been made. In 1988, the D&SNG carried 186,722 passengers, and expectations are that the 200,000 figure will be reached this year. (Neal Reich)



EXTRA!

Just as the newsletter was being "put to bed", a news release arrived from the D&SNG. The following additional information is dated March 10th from the office of Amos Cordova, Vice President/Traffic Manager:

The Monday immediately following the fire (February 13, 1989), the excruciating task

of clean-up began. Our roundhouse, car shop and track maintenance crews began carefully removing the charred debris. Removal of the locomotives from the stall pits (which were not damaged) began as sufficient debris was removed from and around them to enable them to be pulled out to a holding track.

The fire started in the southeast corner of stall number one, nearest the machine shop, behind a metal treating kiln. The actual cause may never be known, however the fire traveled immediately up to the ceiling and roof, thus causing considerable damage on the top side of the locomotives as the estimated 3000° heat and burning roof fell on them.

All six engines (housed in the following order, from the northwest to southeast: Engines 480 - 497 - 481 - 478 - 476 - 473) suffered fire damage in various degrees, especially the engine cabs. Roof smoke jacks fell in over the engine stacks breaking off the head lights. There was slight or no damage at all below the running boards of any of the engines.

Engine 497 was the least damaged, although it had some cab damage. At this writing it is nearly restored except for annual work that was underway before the fire. A new tender tank was in the making and it appears that this engine will be operable in about three weeks, if the tank is done by then. Stay bolts and caps, flues, smoke box have all been done, and side bushings are being made.

Engine 473 was the most severely damaged and will no doubt take the longest to be repaired. The cab was totally destroyed including gauges and piping. Some internal damage occurred to the steam dome. This engine was ready to be fired up prior to the fire, thus the boiler was half full of water, eliminating any serious damage.

The 476 and 478 suffered cab damage and damage to the upper portion. Dynamos to all the locomotives have been cleaned and inspected and other than electrical wiring no other damage occurred. Headlights are being repaired; we had reflectors.

The 481 had no lagging or flues and the

front was open, so the heat went through it. The others had lagging and jacket and it appears that there is no boiler damage, however, all will have to be hydroed to be sure.

A new roundhouse will be built sometime this summer, as plans are now being formulated to do so.

Our scheduled train service will begin on May 6th with one train at 8:30 a.m. Other locomotives will be available as trains are required. We will have at least five locomotives available, and also the Railbus with its new motor will be running.

Come and ride with us. (Amos Cordova-D&SNG)



PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the March meeting are as follows:

Philip Wise / Howard Fogg Print--California
Zephyr

Jack MacLennan / Howard Fogg Print--Calif.
Zephyr

Gene Martin / UP Lantern

Joe Priselac / George L. Beam's Denver &
Rio Grande

Leigh Morris / Pictorial Encyclopedia of
Railways

Sam Howard / Rails Along the Hudson

Ivan Duff / Reading's Victorian Stations

Hugh Wilson, Sr. / Official Guide of
Railways--1973

John Holzman / Belt Buckle

Charles Klein / Set of Timetables

Hugh Alexander / Set of Post Cards

Frank Stapleton / Illustrated Treasury of
Locomotives

Martin Due / Railroads of America

Just a reminder!! As mentioned in the March newsletter, Roger Callender could use some additional items such as books, posters, pamphlets, timetables, maps, etc. as prizes for the preservation drawing. Anyone with items or questions may contact Roger at his home address: 2573 So. Williams St., Denver, Colorado 80210 or at (303) 722-4733.

GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

Your Board of Directors has authorized a second printing of 1000 copies of "Georgetown and the Loop" as the first printing has been sold out. As you know, Colorado & Southern locomotive No. 9 and three old narrow gauge passenger cars have been returned to the Georgetown Loop Railroad since the first printing of the book last year. We have been fortunate to locate two excellent photographs of the No. 9 taken by Dick Kindig before the locomotive left Denver for the New York World's Fair in 1939. One of the photographs includes two of the three cars that were recently returned to Colorado. These two classic photos will be included in the second printing.

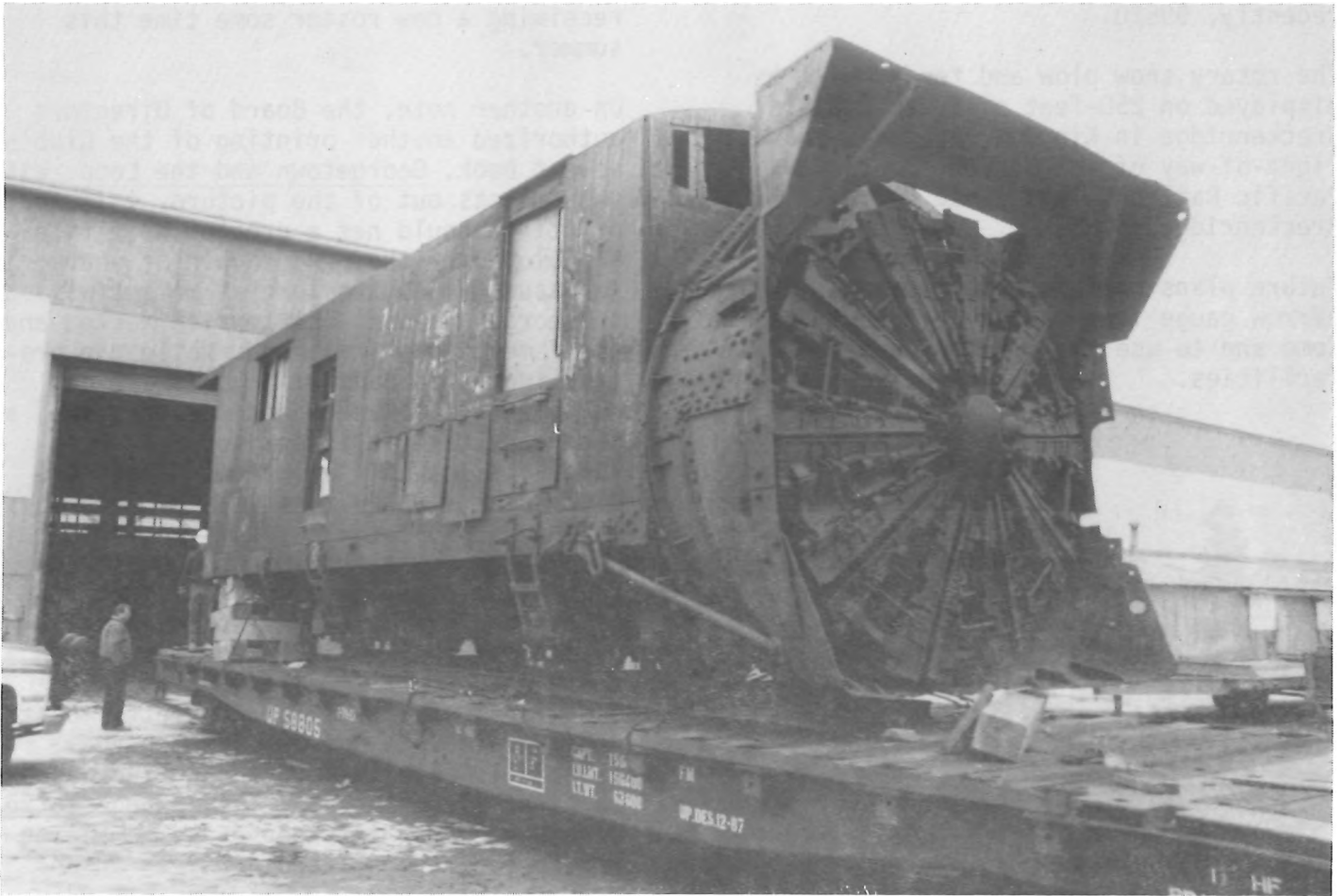
The price of the books in the second printing will be \$29.95 and the postage and handling charge has had to be increased to \$2.75. The new books are expected to be received in sixty to seventy-five days. (Bob Griswold)

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.

WANTED: To purchase the following books by the Rocky Mountain Railroad Club: A Century of Passenger Trains by Thode, 1972; The Colorado Eastern Railroad by Ryland, 1951; Denver, Longmont and Northwestern by B. L. Boyles, 1952; and, a copy of the Colorado Railroads by the RMRRC. Call Ed Williams at (505) 471-3242 or write to #1 Calle Medico, Santa Fe, New Mexico 87501.

FOR SALE: A 1914 Rock Island caboose, completely refurbished and modernized inside. From wood paneling to carpet to a complete electric kitchen and bathroom. A flyer is available or call Lorie Young, Park Village Development Corporation, (303) 892-1940; Suite 42C, Brooks Towers, 1020 Fifteenth Street, Denver, Colorado 80202.



Denver, Leadville & Gunnison Railway's Rotary Snow Plow "01" arrives at the old Burkhardt Steel facility in Denver to be cosmetically restored before being shipped to Breckenridge for display while the railroad prepares to rebuild over Boreas Pass. (Joe Priselac Photo)

FIRST PIECE OF RAILROAD EQUIPMENT ARRIVES FOR THE DENVER, LEADVILLE & GUNNISON RY.

Ex-White Pass & Yukon narrow gauge rotary snow plow "02" arrived in Denver, January 23, 1989 on a railroad flat car from Oregon via the Union Pacific Railroad. It was transferred to the Burlington Northern for delivery to the old Burkhardt Steel facility for cosmetic restoration. It left the Burkhardt location at 9:00 p.m., February 28, 1989, aboard a flat-bed tractor trailer and arrived in Breckenridge, Colorado on March 1, 1989 at 3:00 a.m., sporting a new black paint job, re-lettered and renumbered "Denver, Leadville and Gunnison", Rotary "01".

As described by Daniel Quiat of the DL&G, the rotary was built in 1900 for the White Pass & Yukon Railroad and last operated in

1963. A new boiler was installed in 1939 and is still in good shape. Plans never materialized to convert to diesel as the cost was too prohibitive.

In 1977, it was moved to the Sumpter Valley Railroad near Baker, Oregon, from Skagway, Alaska, via barge.

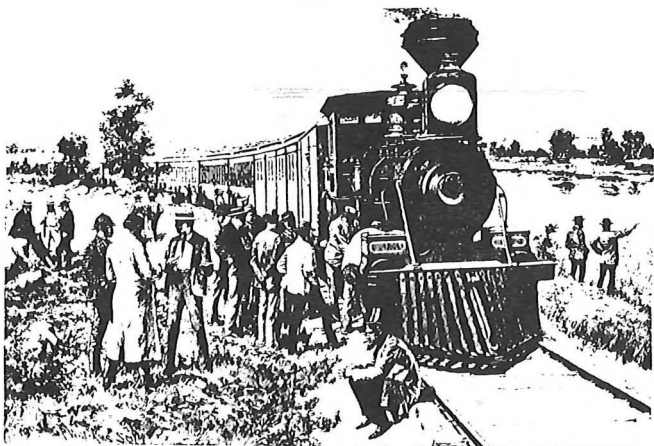
The rotary weighs 76 tons...7 tons heavier than an army battle tank.

A tender has been secured and restoration is in the final stages at the Great Western Railroad in Loveland, Colorado. A former CB&Q tender, numbered 1911 is being used. It operated behind steam locomotive No. 2901, a light pacific-type which saw service in both Denver and Chicago. Prior to being sold to a Denver scrap yard in 1975, it was used on the Colorado & Southern as a work tender and was numbered 99104 and,

recently, 99520.

The rotary snow plow and tender will be displayed on 250-feet of track north of Breckenridge in Kingdom Park on original right-of-way of the Denver, South Park & Pacific Railroad, now owned by the city of Breckenridge.

Future plans call for rebuilding of the narrow gauge line back over Boreas Pass to Como and to use the old roundhouse facilities. (Joe Priselac)



FROM THE PRESIDENT

Many Club members have asked whether we will be printing another ROSTER. The answer is...YES! The roster will be printed sometime in June if all of the information can be processed. Surprisingly, the roster is not as simple as many think. Our roster changes as much as 10 to 20 per cent each year with the loss of members, new members and address changes. We maintain about 1000 members. We lose anywhere from 100 to 200 members each year and replace them with new members during the year. There are a lot of reasons including deaths, finances or disinterest.

We probably keep a nucleus of 800 members, but even these people move around quite a bit and it takes a lot of time and energy to keep track of these changes which is the job of our membership chairman, Tom Lawry, who does an outstanding job. Today, we put all that information on computer, making things much easier, but, by the time our roster is printed, it is already out-of-date! Never-the-less, you will be

receiving a new roster some time this summer.

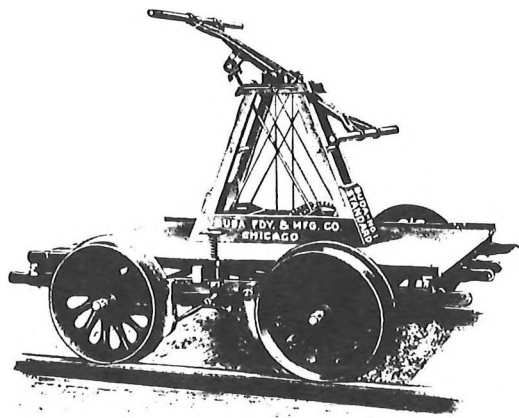
On another note, the Board of Directors authorized another printing of the Club's newest book, Georgetown and the Loop. With setup costs out of the picture, this 2nd printing should net a greater profit to the Club over the next couple of years. It is assumed that the largest market will be in Georgetown with its tourist market and the famed "Loop" railroad. While the profits from this book will go toward our equipment restoration and preservation, a secondary benefit is derived from book sales...a lot of people learn about the Club and its activities.

As you are now aware, we have switched from FIRST class to SECOND class mail and have found that the newsletters usually get to member's homes in the metro area the next day after mailing, just as it did via first class. The newsletter postage really cuts into our budget each year, especially with the continuing increases in first class postage. This change to reduce our costs will keep dues from being raised for at least another year or so.

Once in a while, we find that some members do not get their newsletters in a timely manner as they should and we would like to know about it; however, we generally find that it is not on the mailing end, but on the delivery end. Having no control over delivery, we suggest that you notify your local postmaster of any outstanding delays in delivery. Even out-of-town, you should receive the second class mailing in almost the same time as first class mailing. Your local mail delivery person has the most to do with any delays.

On the first Tuesday of each month, no less than 12, and, generally 15 folks meet to assemble, stuff, staple and label some 1100 newsletters and other information. Second class requires much more sorting by zip codes and such, but we feel that the savings is worth it--keeping our dues as low as they are. Many of us have been working on this committee for over six years and we all look forward to it, not only from the standpoint of doing something for the Club, but as a "fun" evening. As

far as "meetings" go, I probably enjoy it more than anything else. It is just another chance for the comradery that the RMRRC is known for. (John Dillavou)



THE GRAND CANYON RAILWAY AND THEME PARK PROJECT

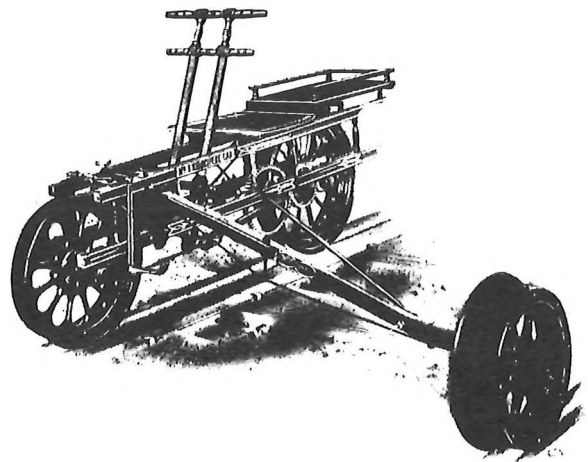
It was recently announced that a group of investors will begin an \$80 million, Western-themed amusement park and hotel beginning in 1990 on about 1,000 acres of land south of the Grand Canyon. The projects central element and first phase will be reactivation of the former Atchison, Topeka & Santa Fe Railroad from Williams, Arizona to the canyon's southern rim, 64 miles away. Williams, which sits on Interstate 40, traditionally has been a starting-off point for the Grand Canyon visits, including rail travel. The trains were in operation from 1901 to 1968.

Other elements in the development will be a 120-acre amusement park and hotel, both in Williams and another rail link that would run between the canyon's southern rim and Grand Canyon Airport. The final phase would be a dude ranch.

The Grand Canyon Railway plans to begin train service between Williams and the southern rim in April of 1990. The four-hour roundtrip on restored steam-powered trains will be priced between \$32 and \$34 for adults. The project's \$15 million cost includes acquisition and renovation of the railroad right-of-way, trains, and Williams depot.

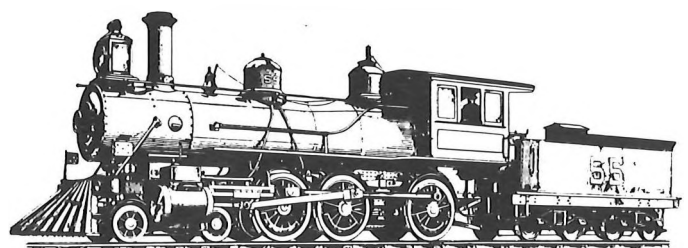
In addition to the depot, the Fray Marcos

hotel next door will be renovated. The hotel was built in 1908 and was a luxurious Harvey House. It will house railway passenger services, food facilities with shops and business offices of the Grand Canyon Railway. (J. Michael Engle via Tour & Travel News of 1/16/89 and P. R. Griswold via Daily News, Sun City, AZ of 1/18/89)



PRESERVATION UPDATE

The Comanche Crossing Historical Society at Strasburg, Colorado, has an old Union Pacific caboose (no cupola) that needs some inside restoration--mainly painting which includes a dropped ceiling and metal side walls. This would be a good one-day project for four or five Club members. Mrs. Emma Michell, museum curator, has said that all materials would be furnished by the museum. All that our Club members have to do is furnish labor. Saturday, April 22nd has been scheduled as a work day with April 29th as the alternate work day in case of inclement weather. Any interested Club member can sign up for this activity at the April meeting. Or, if anyone has any questions, they may feel free to call Hugh H. Wilson, Preservation Chairman at 985-8207. (Hugh Wilson)



MISCELLANEOUS

Jim Ehernberger sent the following information regarding a special movement of the UP's 8444 between April 28 and May 29, 1989--Cheyenne/Los Angeles/ Portland/ Cheyenne. Those who might want to follow the engine will find this useful.

April 28: Depart Cheyenne at 9:00a.m., arrive at Laramie at 10:45 a.m. Leave Laramie at 11:15 a.m., arrive Rawlins at 1:30 p.m. Leave Rawlins at 2:00 p.m. and arrive at Green River at 4:30 p.m.

April 29: Depart Green River at 9:00 a.m. and arrive at Salt Lake City at 1:00 p.m. Layover in SLC on 30th.

May 1: Leave SLC at 9:00 a.m. and on to Milford.

Space will not permit the complete schedule but we will list major cities and dates expected to layover...

May 3: Las Vegas

May 6: East Los Angeles (L.A.U.P.T.)

May 7: As above with departure on 8th.

May 10: Salt Lake City through May 14th.

May 15: Pocatello.

May 16: Nampa.

May 17: Hinkle.

May 18: Alpina through May 20th.

May 22: Albina through May 23rd.

May 24: Pendleton.

May 26: Pocatello through May 27th.

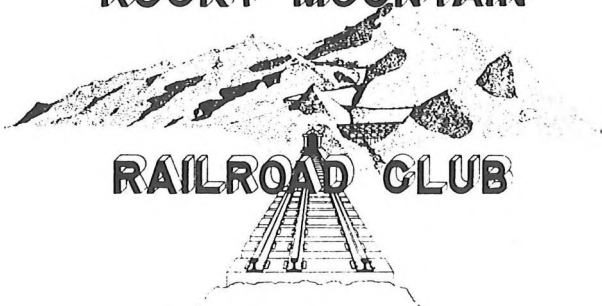
May 28: Green River arrival at 3:00 p.m.

May 29: Leave Green River at 6:00 a.m.; arrive Rawlins at 11:30 a.m.; arrive at Laramie at 2:30 p.m.; arrive Cheyenne at 4:30 p.m.

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 St., Lakewood, Colorado 80226.

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

SECOND CLASS