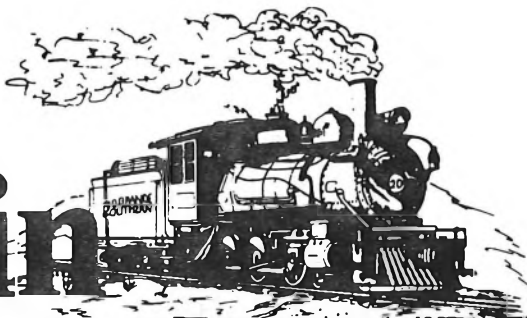


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

December 12, 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 in the January, 1990, Rail Report is due no later than DECEMBER 4, 1989!!

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

December, 1989..... No. 363
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.

DECEMBER 12 PROGRAM

After the annual meeting and elections, a short railroad oriented program will be presented by fellow Club member, Jack Morison.

Following Jack's program, food, beverage and fellowship will be the order of the evening.



PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1041-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 80201 for \$12.00 per year which is deducted from members' dues. Second class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.

OCTOBER ANNUAL BANQUET

163 Club members and guests were present for the Club's annual banquet on Saturday, October 14th. This year's banquet was held at the Denver Athletic Club and the food, atmosphere and entertainment were superb. The Club owes a special "thanks" to Club treasurer, Bert Bidwell, for arranging for the facilities at the Denver Athletic Club. Another "thanks" goes out to Erwin Chaim for procuring the film, "Titfield Thunderbolt". Everyone in attendance thoroughly enjoyed this light comedy-railroad film.

A number of fine door prizes were handed out at the banquet after out-of-state members were introduced and presented with a copy of the Club's trilogy booklet entitled "STEAM TRAMWAYS OF DENVER, THE COLORADO EASTERN RAILROAD and DENVER, LONGMONT AND NORTHWESTERN". Among the out-of-state members in attendance were Mr. and Mrs. Russell F. Treptow of Springfield, Missouri, Glenn and Allita Doughty of Cheyenne, Wyoming, Merle Reisner of Indianola, Iowa, Rev. and Mrs. Francis Derick of Bowling Green, Missouri, Bill May of Laramie, Wyoming, and, Dick and Jean Dorman of Santa Fe, New Mexico. (If your editor missed anyone, please advise and we will list next month).

Door prizes included the following:

Jack MacLennan / Silver Pass on the Silverton Trolley, donated by Club member, Don Stott
Allita Doughty / Book: Georgetown and the Loop, RMRRRC Publication
Barbara Sausa / Book: Georgetown and the Loop, RMRRRC Publication
Pat Gabel / Book: Trolley Cars

Gene Martin / Book: Rails West
Ed Dickens / Colorado Rail Annual #9
Les Nelson / Book: Memorial Edition, DSP&P, RMRRRC Publication
Jean McCammon / Book: Pictorial Supplement to DSP&P, Trowbridge Press Publication & Donation
Frank Stapleton / RMRRRC 50th Anniversary Commemorative Plate
Jim Blouch / Leanin' Tree X-mas Cards, donated by fellow member, Bill Cox [Bill's Trains & Books]

It was great to have a large number at this year's banquet and the Club thanks all who attended for their support. And, again, our thanks to Bert Bidwell for obtaining our banquet facilities and making the dinner arrangements.

NEW MEMBERS

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

Edwin Biggs	Georgetown, CO
David Corbett	Denver, CO
W. Milton Cowan	Aurora, CO
William Davis	Audubon, PA
Glenn D. Doughty	Cheyenne, WY
Chuck Durning	Longmont, CO
Jim Marski	Winfield, IL
Rick McNeal	Denver, CO
Woodrow L. Ralston	Pueblo, CO
K. Singer	Switzerland
Joel Slade	Flanders, NJ
Sherri Stuska	Federal Heights, CO
Mabel Durning	Longmont, CO

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.

NOTICE

12/8/89
#1750
19.00
(15. + 4)

ANNUAL DUES

The newsletter wrapper has already told you that the 1990 dues are now payable. We do, however, wish to ask your cooperation in sending your dues in early to help out our trasurer and membership chairman. Early return of dues also helps the newsletter mailing committee as 1990 membership cards can be mailed out earlier and all at one time!! Please, write out your check as soon as the December newsletter arrives. THANK YOU!

1989-90 SCHEDULE OF EVENTS

A final list of trips and other special events has not been completed at this writing (November 6th); however, we are listing the meetings for 1990. The annual banquet date is tentative.(*)

1989:

Dec. 12 Elections and Regular monthly Meeting

1990:

Jan. 9 Regular Monthly Meeting
Feb. 13 ditto
Mar. 13 ditto
Apr. 10 ditto
May 8 ditto
June 12 ditto
July 10 ditto
Aug. 14 ditto
Sept. 11 ditto
Oct. 13 Annual Banquet*
Nov. 13 Regular Monthly Meeting
Dec. 11 Elections and Regular Monthly Meeting

PRESERVATION FUND AND BOOK DRAWING

The monthly drawing was not held in October due to the Annual Banquet. The Book Drawing will resume at the November meeting.

ELECTIONS—DECEMBER MEETING

The nominating committee (Bill Gould, Bob Griswold and Tom Lawry) have announced the following nominations for officers:

PRESIDENT: Dave Salter. Dave is a past Director and has been invloved in many Club projects and trips.

VICE PRESIDENT: Joe Priselac. Joe has also served as a Director and has been involved in many Club activities, currentlly actively involved in the restoration of Interurban #25.

SECRETARY: Bill Gordon. Bill has been Club President, Secretary, Equipment Chairman, etc. and has been a member for a great many years, having served as secretary of the Club for at least as long as your editor can remember!!

TREASURER: Bert Bidwell. Bert has served as treasurer for the past several years and has helped out in many other posts.

Nominations for directors have not been completely confirmed at the time of this writing.

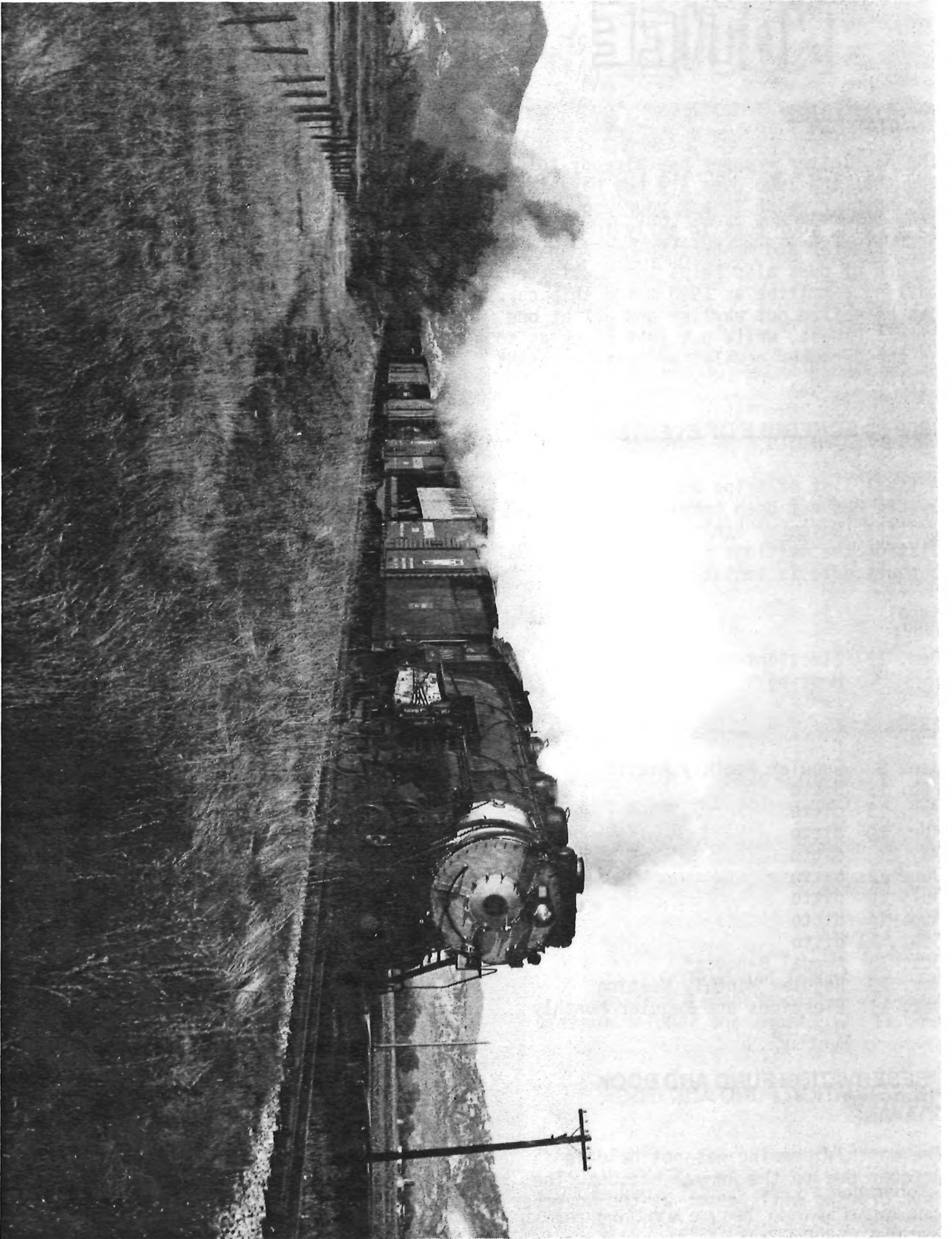
RMRRRC ROSTER

The Club is currently working on the 1989/90 Club Roster. We expect to send it out with the January newsletter. Tom Lawry, membership chairman, has been putting in long, hard hours to change over the Club's computer program for address labels and membership listing and numbering to a format compatible to the Roster format. When Tom completes the changeover, we will have software to handle all facets of membership listing.

ANNUAL NEAL MILLER PHOTOGRAPH

We get a sneak preview this year of Neal's annual photograph. Neal has selected a Colorado & Southern steam scene. The photograph captures, forever, C&S #900 north-bound from Boulder on October 31, 1958.

Our thanks to Neal for sharing this scene from the past with us, and, particularly for supplying copies at the December meeting.



Colorado and Southern No. 900 is seen northbound from Boulder, Colorado, October 31, 1958. Neal Miller Photograph

THANK YOU FOR SERVING

At this point, it seems appropriate to take some space in the Rail Report to extend the Club's appreciation to some folks who have served in various positions for the past couple years or more and now may be retiring for a time to pursue other activities.

To start, our thanks are extended to the retiring Board members, Joe Niklas, Joe Priselac and Sid White. They have served the Club well for the past two years and have had to oversee some heavy projects such as the 50th Anniversary celebration and the restoration projects involving former RGS engine #20 and Interurban #25. Of course, we expect to continue seeing these men at Club meetings and on trips, but they certainly deserve our thanks for a "job well done!!"

Jack and Erma Morison will be retiring with the mailing of the December newsletter as co-Chairmen of the mailing committee. They hosted the mailing committee every month at their home and made sure your Rail Reports got to the Post Office and on their way to the membership. Your editor believes that they have been doing this for the past five years. Our thanks to the Morison's.

John Dillavou has served as President for the past three years and has done the job very well. Like most presidents, he doesn't always get the appropriate commendation when things go right, but sure hear's about it when things go wrong!! John has held up well and accomplished a great many good things. The Club extends its "thanks", John.

Carl Carlson has kept all of us well entertained with monthly programs. Carl has always been there for the Club over the years as President, Vice President, Treasurer, Board member, Chairman of many, many committees, Trip Chairman for numerous events, etc. Thanks, Carl. Your participation has been greatly appreciated.

Mat Anderson has been "Mr. Tickets" for a number of years and retires this year. Next to the Treasurer, this is one of the

most time-consuming positions within the Club. Mat just didn't receive ticket orders for the scores or trips, banquets, etc., and send out the appropriate pieces of paper, but made a real difference to those who sent in for tickets to the various events in helping to make travel arrangements, accommodations or alternate arrangements when things were sold out. A great deal of exceptional public relations can be credited to Mat and we wish to acknowledge this fact and express our thanks to Mat.

Your editor believes that he has covered everyone who is retiring from a position at this time. If someone has been missed, we will acknowledge it next month.

In addition to those retiring this year, we would like to extend thanks to those who continue on serving in the many positions on committees or helping out on many activities such as equipment. In particular we wish to acknowledge the tireless service of Secretary, Bill Gordon; Board members, Bill Gould, Bob Griswold and Tom Lawry; Committee Chairmen, Roger Callender, Jim Ranniger, Cathy Lawry, Bill Gould, Bud Lehrer, Dave Salter, Erwin Chaim, Tom Lawry, Jack Morison, Hugh Wilson, Sr., Carl Carlson, Bob Griswold, Dave Waltrip and Mat Anderson.

Our most important thank you has been saved for the last statement. No job in the Club requires more work and dedication than that of Treasurer. In that position, the Club has been most fortunate to have had the service of Bert Bidwell. Not only has Bert had to record thousands of book entries each year, but oversee large sums of money, insurance policies, and an IRS audit. He has spent hundreds of hours working on the tax exempt status of the proposed new foundation that would oversee the Club's historic equipment, prepared incorporation papers and corresponded with the IRS. He has filed yearly statements with the IRS and the State of Colorado and the City and County of Denver. No greater debt is owed to anyone than Bert. His position is most often taken for granted, but it is time to single Bert out and recognize the awesome responsibility and outstanding performance of Bert Bidwell. Besides all of the above

mentioned items, Bert is just a "hellava" nice guy!!

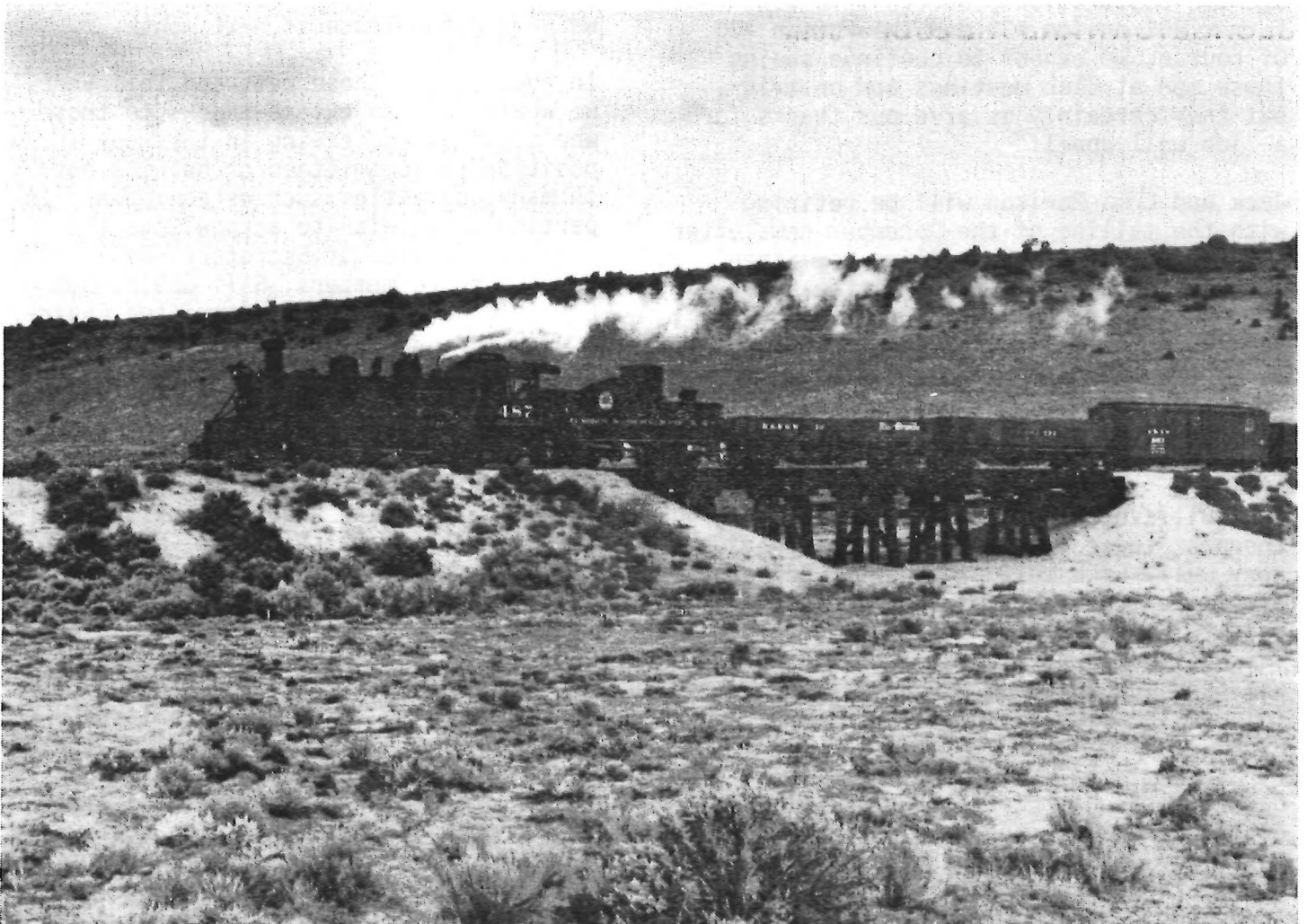
Again, sometimes when someone, such as your editor, mentions the accomplishments of specific persons, it sometimes happens that someone is missed. If such has been the case here, my apologies to anyone I have inadvertently missed.



RAILFANS BANNED FROM WYO-COLO RR PROPERTY

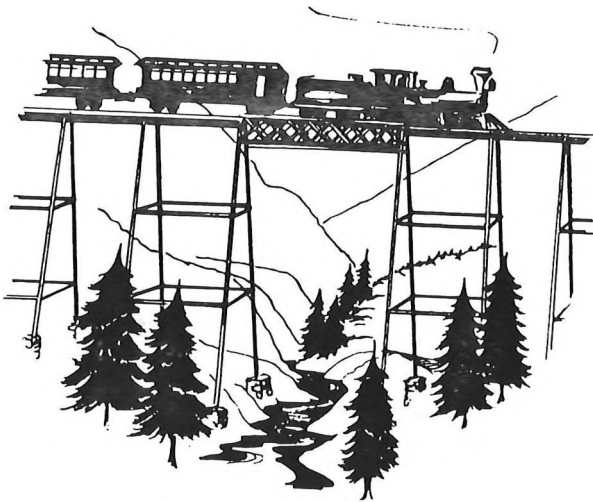
General Manager, Chuck Weart, of the Wyo-Colo Railroad, in Laramie, reports that in mid-October, a Vista Dome coach was broken into and that the Drumhead from observation car Appekuny Mountain was stolen.

Therefore, any railfans caught on the Wyo-Colo property will be arrested for trespassing and will be prosecuted. [Printed at the request of Chuck Weart]



Jim Trowbridge's 1989 San Juan Express is seen here crossing the newly-rebuilt Ferguson's Trestle at MP 285.25, westbound, on Tuesday, September 19, 1989. Ferguson's Trestle had been burned to the ground during the filming of the Willie Nelson movie, "Where The Hell's That Gold!?", in June of 1988. This year's 24-car freight is an annual affair on the C&TS and RMRRC members may contact Jim to be placed on his mailing list for future trips. Write: Jim Trowbridge, San Juan Express, 502 South Cody Street, Lakewood, CO 80226.

(Jim Trowbridge Photo)



NEWSLETTER DELIVERY INFORMATION

DELIVERY INFORMATION SLIP

December, 1989

 NAME _____

ADDRESS _____

_____ Zip _____

Day of the week and date Rail Report was

received: DAY/ _____ DATE/ _____

 The newsletter mailing committee continues to request that all members fill out the "Delivery Information Slip" to help gather data about how and when the newsletter gets to the membership. Your cooperation in this matter is greatly appreciated.

Please send the "Newsletter Delivery Information Slip" to:

Rocky Mountain Railroad Club
 c/o John Dillavou
 P. O. Box 2391
 Denver, Colorado 80201

D&SNG RR HAS BEST YEAR DESPITE FIRE

It appears that the roundhouse fire in February has failed to diminish enthusiasm for the Durango & Silverton Narrow Gauge railroad. The company has reported that it finished its best season ever!! More than 200,000 passengers will have climbed aboard the train as the final day of operation arrived on Sunday, November 5th. (This compared to 186,722 passengers in 1988)

The season almost never started. An early morning blaze on February 10 destroyed the railroad's roundhouse and damaged six of the steam locomotives that were inside for repairs. The May 6th opening was questioned

GEORGETOWN AND THE LOOP—50th ANNIVERSARY BOOK

Now that the holiday season is here, this is the time to consider giving "Georgetown and The Loop" as that perfect gift. Even though your friend or relative might not be a railfan, our fiftieth anniversary book is the ideal "coffee table" book. Those of you who operate your own business might like to consider "Georgetown and The Loop" as the right gift for those very special clients or customers.

If you would like to have us send the book for you, just add the shipping cost and a gift card for us to enclose. (Bob Griswold)

ORDER FORM

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Enclosed is \$29.95 plus \$2.75 shipping and [] \$2.15 sales tax for a Colorado Resident for each book.

Total enclosed: \$ _____

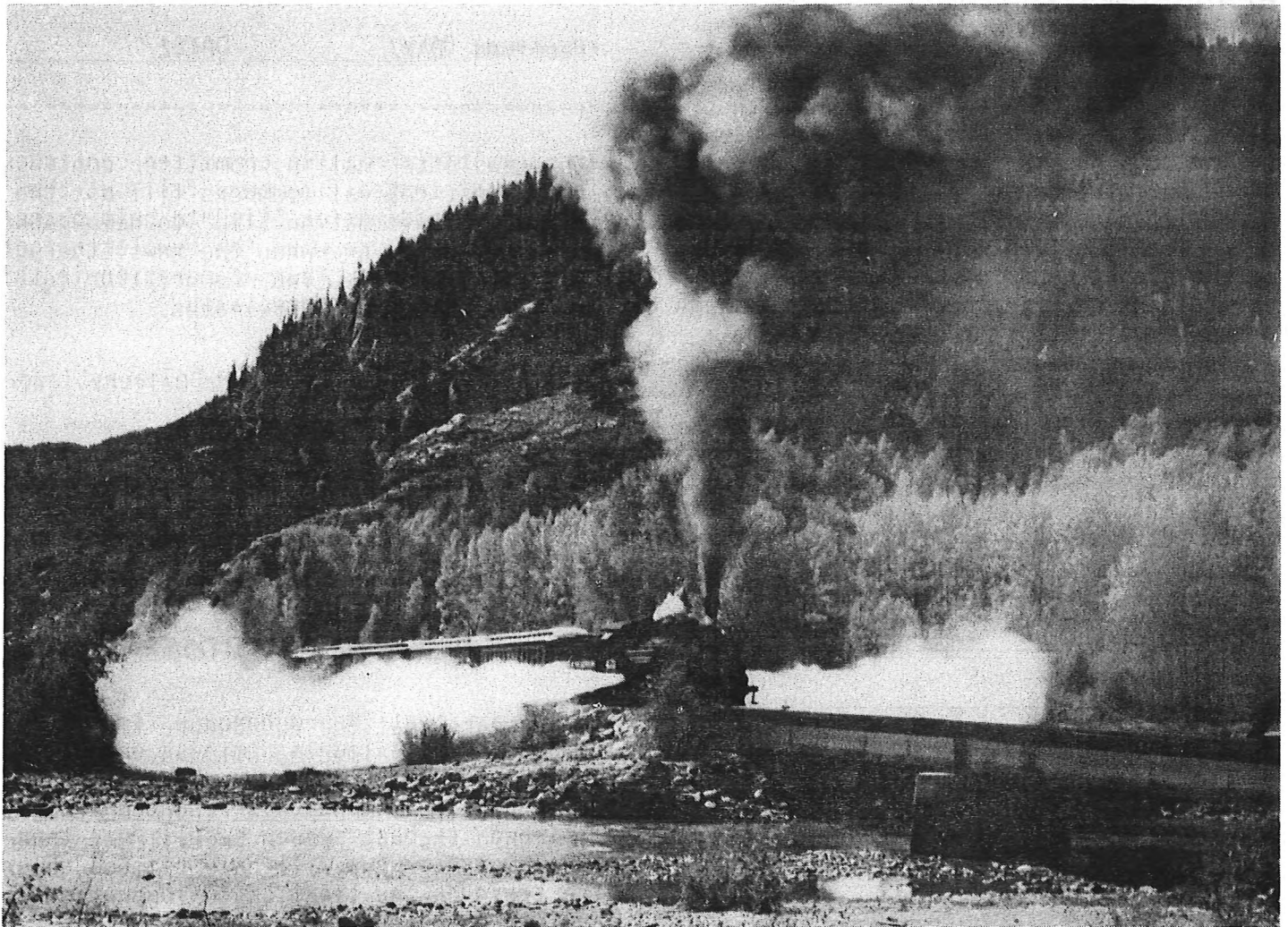
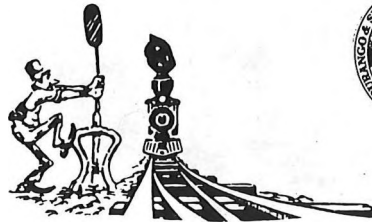
Order from:

Rocky Mountain Railroad Club
 P. O. Box 2391
 Denver, Colorado 80201

by some residents, but crews worked around the clock to put machinery back in working order.

The fire drew global interest in the train, but Amos Cordova, vice president and marketing director, stated that he had not heard about anyone deciding to not ride the train because of the fire. Now, he watches construction of another roundhouse from his office window. Phases 1 and 2, which consist of a machine shop and engine stalls, should be finished by the first week of December. The third phase, the building of eight storage stalls, will be finished during the winter.

Railroad officials have never revealed cost of the fire damage or the price tag for the new roundhouse. Cordova said both those figures and the railroad profits are confidential. (Rocky Mountain News)



Ed Gerlits' Animas Cañon Express crosses the deck plate girder bridge at MP 489.9 on Saturday, September 23, 1989. Ed's 1989 Edition of the Animas Cañon Express happened to run on the last day of the 9th National Narrow Gauge Convention in Durango, providing an additional train for the railfans to photograph. RMRRRC members interested in riding Ed's trip next year may write to Ed and be placed on his mailing list. Write: Ed Gerlits, 1540 Routt St., Lakewood, CO 80215. (Ed Gerlits Photograph)

THE GRAND CANYON RAILROAD

Probably one of the most exciting railroad projects in the Rocky Mountain region is the rebuilding of the Grand Canyon Railroad. After a 21-year hiatus, steam engines and elegant passenger cars have returned to the curving, climbing 64-mile route between Williams, Arizona, and the Grand Canyon.

On September 17, locomotive No. 18, built in 1910 by the American Locomotive Company, pulled seven Harriman passenger cars from the Fray Marcos depot in Williams to the Grand Canyon's South Rim depot, marking the 88th anniversary of the first canyon railroad trip, September 17, 1901.

Five hundred passengers, including Arizona Gov. Rose Mofford and national media, were sent off by an enthusiastic crowd estimated at 5,000 in Williams, and were met by a larger, broadly smiling, waving-and-cheering crowd upon arrival at the canyon.

The event signified more than steam and thunder, railroad nostalgia and turning back the historical clock. It is part of a larger project designed to make the canyon more of a destination and less of a peek. Of the 4 million people who visit the Canyon each year, only 250,000 hike in. The average visit lasts four hours. The Grand Canyon Railway is the first phase of an \$80 million project that includes an Old West theme town, a Native American Cultural Center and a 400-room hotel to be built in Williams, outside the park boundary. The project, if successful, should lead to longer visits and more money spent in Arizona.

The railroad employs 150 people. If expansion that includes a Grand Canyon Airport hotel and railway link from there to the South Rim go through, the employee numbers will increase to 800 and local economies are expected to receive a \$200 million increase in tourist revenues. This is in contrast to a history in which for the past 15 years, four different parties have failed to bring the railroad back. People in the down-at-the-heels Williams, once a busy railroad town and, in recent years, the last place bypassed by old Route 66 (now Interstate 40),

became skeptical and even derisive about railroad prospects.

The railroad company has four locomotives and is acquiring three more. It has 28 passenger cars; eventually it will have 40. A dozen railroad specialists were hired from around the country to rebuild and operate the equipment [Editor's note: Including Club member Russ Fischer and his wife Marty who were responsible for the Club's wonderful 50th Anniversary trip on the C&TS along with Earl Knoob, another Club member who is still with the C&TS as Traimmaster].

Originally, the company wanted to begin railroad operations in April of 1990; however, with things going smoothly, the timetable was pushed up to make the newest inaugural run, and the fall schedule includes weekend runs until January 1st. Thanksgiving reservations are filled, but space is left on runs before New Year's. On inaugural day, 6,800 fall tickets had been sold. By late October, the season's number had reached 14,000, and almost 3,000 tickets had been scooped up for early spring.

When the Santa Fe Railroad was operating the line, it was said to be the company's toughest nationwide. The grade is 3 percent and curves run 10 percent through classic sage, piñon and juniper cowboy-and-Indian country.

Both depots on the line are on the National Register of Historic Places. The handsome, spacious Fray Marcos in Williams has columns, wall and floor tiles, and a fresh coat of gray paint. It was a 1908 Harvey House on the Santa Fe Railroad. The Grand Canyon South Rim Depot, built in 1909, is a long log house, the only one built by the Santa Fe. However, the inside of the depot remains closed. [The depot and railroad within the park is owned by the Park Service].

Round-trip tickets cost \$37 for adults and \$21 for children ages 3 to 12. A National Park Service entry fee of \$2 per person and sales tax of 8 percent will be added to ticket prices. Trains depart Williams at 10:00 a.m. and arrive at the Grand Canyon at 12:15 p.m.; departing the canyon at

3:30 p.m. and arrive at Williams at 5:45 p.m. For information and reservations, call 800-THE-TRAIN. 843-8724

[Sources for this article came from a number of Club members and friends including: Dennis Turan, Apache Jct., Arizona; James L. Trowbridge, Lake Havasu City, Arizona; Ronald L. Welch, Gallup, New Mexico, and, The Denver Post]

FROM THE PRESIDENT

I started to write this editorial last year, tearing it up when I was asked to serve another year. Little did I realize that I would end up serving three terms when I had agreed to serve just one. 1987 was an active year with the planning needed for the 50th Anniversary Year; 1988 was certainly hectic with all the Anniversary celebration; and, while 1989 has somewhat slower, it certainly hasn't been dull.

It has been my pleasure to get to know more Club members personally through my position as President, although I can't always remember everyone's name due to the vast number of people I come in contact with.

I have found it interesting to be placed in the position of being held responsible for everything good and bad, whether I am really personally responsible for things. Most decisions are made by the Board of Directors with my vote only really counting when there is a tie. The Club is no small-time operation and running it takes a great deal of work at times. Much of that work is done by volunteers who serve on committees which have worked very well together these past three years. If not for all these folks, the officers and board members who have quite a tough time keeping the Club where it is today.

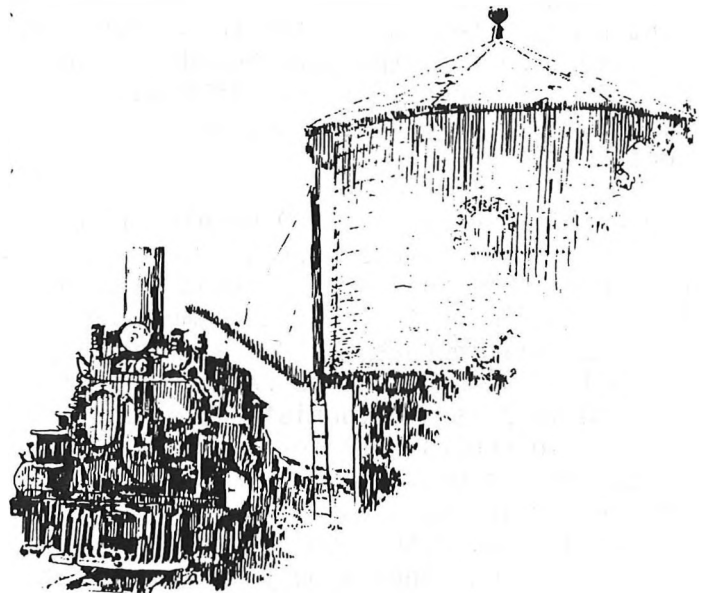
I wish to thank many people, but especially those past presidents, officers and board members who were more than willing to help with suggestions and other assistance. I have tried to do the best job I can, although I know that I can't please everyone. It didn't take long to realize that there are no black or white areas...just a lot of gray ones to be addressed. Some folks can be very unreasonable and the

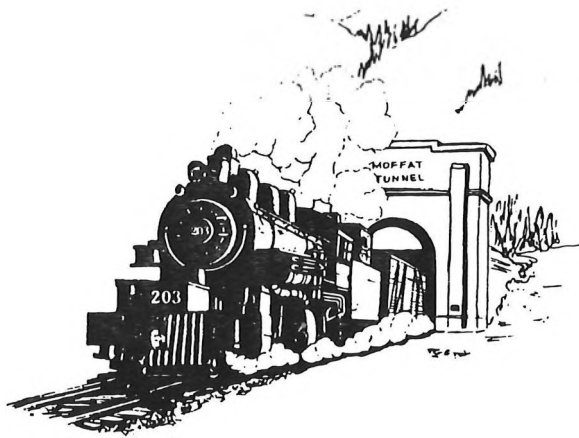
desire it there to suggest where they can go, but the position of president requires tact to work out disagreements and problems and solve things to the benefit of the Club and all its members.

As I see it, the biggest problem facing the Club is participation. Trips are not always well patronized nor are other Club activities. And then there is the problem of volunteers to carry on the workings of the Club.

Up until this week, our nominating committee found it tough going to get commitments for officers and they are still working on directors. Some of the people who have been performing these jobs as well as others have been doing so for a number of years. Some are becoming totally burned out. It's time for more of the membership to become involved on a regular basis. If not, the day may come when there is no one volunteering and some positions may require paid help...I hope not!! That would destroy the Club quickly and our next milestone of 75 years may not become a reality.

I've enjoyed serving as your President these past three years and wish to thank all those who have donated their time for the benefit of the Club. (John Dillavou)



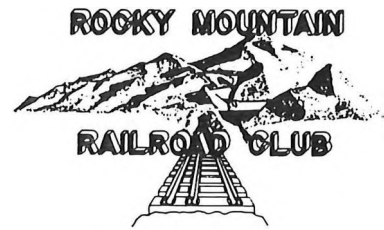


THE MOFFAT TUNNEL COMMISSION

Yes, the Moffat Tunnel Commission is still an operating special district board and holds regular meetings. Since the Moffat Tunnel Commission seems to be a low key operation, few people even know who the members are. In view of this, we list the members of the Commission: Bruce E. Dines, Timothy R. Flanagan, Walter O. Cass, Barbara Pugh (Chairman), John M. Law and Charles W. Ennis (Treasurer).

At present, the main item of business centers around the deterioration of the West Portal. The condition is not serious as far as the operation of the railroad, but strictly cosmetic. The residents of Grand County are anxious to have the Commission and/or the Denver & Rio Grande Western refurbish the portal as it is quite visible to the public. This would mean a new coat of gunnite to replace that which is chipping off. The question before the Commission is who should pay for it--the Commission or the Railroad; there is no question that it needs to be done.

The condition of the Commission's treasury is very healthy even though there are no longer any property tax assessments. The Commission still receives rentals for the railroad and water tunnels. (Bob Griswold)



CHARTER MEMBER PASSES AWAY

William Lee Van Patten, known as "Van" or "Bill" to his many friends in the Rocky Mountain Railroad Club and to his former fellow-workers at the Bureau of Reclamation, died on September 30th, 1989. He was born in Lincoln, Nebraska on October 25th, 1913 and died just a few days short of his 76th birthday. Van was one of the small group of founders of the Rocky Mountain Railroad Club, and being a charter member, he had been in the club for its entire 51 years existence. He had served in various club offices including treasurer, assistant treasurer and director. He also put in many years as a member of the small group that stuffs and mails our monthly newsletter. Because of poor health he had been inactive in club affairs for the past few years. He became well known during the forties and fifties as a steam locomotive photographer and developed a large collection of such photographs. With the advent of the diesel and the gradual disappearance of steam power throughout the United States, he turned to model railroading, built a fine HO-gauge layout in his basement and acquired many beautiful brass model locomotives representing steam power of the various railroads he had formerly photographed. He had worked for the Bureau of Reclamation for 35 years and served in the United States Army during World War II. He is survived by his son, William M. "Rick" Van Patten, a lieutenant colonel in the United States Army Corp of Engineers, stationed at Tacoma, Washington, who also is a member of the RMRR Club. A memorial service was held at Olinger's Magnolia Chapel and friends gathered afterwards at the family home. Although this kind and quite gentleman is no longer with us, he will be fondly remembered by his many friends and fellow club members. Those who wish may make contributions in Van's memory to the American Cancer Society, 2255 South Oneida Street, Denver, Colorado 80224.
(E. J. Haley)



AMTRAK NEWS

THE AMERICAN-EUROPEAN EXPRESS. If you missed the national TV coverage of Amtrak's newest venture, you may find this hard to believe!! Seven-course meals, a baby grand piano and original artwork will greet travelers on a new luxury rail service between Chicago and Washington, D.C. The American-European Express, combining elegance with convenience, was modeled after the storied Orient Express, as founder William F. Spann tries to recapture for Americans the romance of railroad travel.

The inaugural trip is scheduled to depart from Washington on November 15, 1989. The express will run two shuttles, each with five renovated Pullman cars added onto Amtrak's CAPITOL LIMITED. Overnight service will be offered in both directions Monday through Friday. Minimum one-way fare for the 17-hour trip is \$695--\$1,042 double occupancy--compared with Amtrak's coach fare of \$103, or \$356 per person (including meals) for the Amtrak sleeping car.

The fare includes a bedroom with private bath, a shower compartment, individually controlled air conditioning and heating, complimentary robe and slippers, and access to a facsimile machine and telephone. The dining cars feature Honduran mahogany veneers, are decorated with original artwork and outfitted with fine china and silver. Seven-course dinners and full breakfasts are included in the ticket price.

The luxury cars can hold 60 people and 13 staff, including the piano player. The company is spending \$10 million to refurbish six sleepers, two dining and two club cars--all built in the 1940's. Amtrak does not book reservations for this service. Passengers must contact American-European Express directly. Their telephone number is 800-677-4233.

Passengers on the new stateside express

are expected to include "businessmen holding meetings, newlyweds, and people having affairs." Or so states Mr. Spann. "We are really trying to say America can compete on a quality basis with anybody in the world. We're every bit as sophisticated, and we enjoy fine things as well."

Amtrak expects to earn as much as \$5.6 million annually for hauling the cars, plus several million more in maintenance fees (Carl Carlson through THE FAST MAIL as well as the Wall Street Journal)

RIDING THE RAILS HAS NEW MEANING!!!

Railroad officials have a new nightmare these days--Railbikers!! Tired of highway traffic and inspired by the railroads' wholesale abandonment of track, railbikers have proliferated over the past decade, from a handful to perhaps several hundred. Most limit their runs to disused track. But some prefer the excitement--and the smooth ride--of active rails.

Some railbikers equip a conventional bicycle with guidewheels and an outrigger for balance. Others pay up to \$1,700 for a four-wheel model. A few equip their railbikes with gasoline engines or sails to take advantage of the wind. Richard Smart, a dentist and railbiker from Coeur d'Alene, Idaho, once towed a rolling platform behind him. Friends sat there on lawn chairs and sipped champagne.

Railroad officials take a dim view of railbikers, fearing they will cause accidents, get hurt and sue. It's an illegal and very dangerous activity. Railbikers are trespassing on private property and playing a form of Russian roulette with the railroads. The bikers often don't know when they cross from an abandoned line to an active line or mainline.

Railbikes aren't exactly new, though the sport is burgeoning. Track inspectors used them a hundred years ago. In 1908, Sears, Roebuck & Co. advertised a kit to turn a street bike into a railbike. But the hobby has been spurred in recent years as major railroads have declared about a third of their track to be surplus.