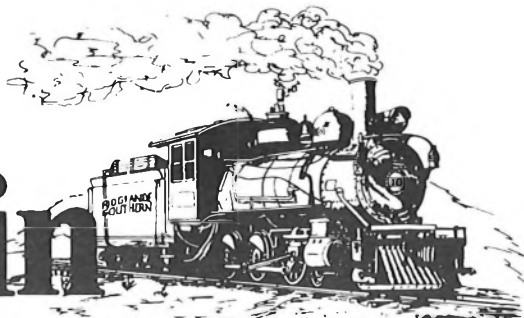


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

May 8, 1990 -- 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
David W. Salter..... President
Joe Priselac..... Vice President
Bill Gordon..... Secretary
Bert 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 June, 1990 Rail Report is due no later than May 8, 1990!!

MEMBERSHIP INQUIRIES

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

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

May, 1990..... No. 368
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.

MAY 8 PROGRAM

"DENVER'S HISTORIC TRANSIT SYSTEM" is the title of this month's program--a slide presentation hosted by E. J. "Ed" Haley, long-time Club member. Highlights of this program will include horsecars, steam dummies, cable cars and, finally, the electric streetcar, an eighty year history of Denver public transportation covering the period of 1871 through 1950 and involving predecessor lines, merged lines and the vast Denver Tramway Corporation.

Ed, a professional cartographer who drew many of the fine maps in the Club's earlier

publications, was the trip chairman for over two decades and developed a good working relationship with the operating personnel of the Denver Tramway, resulting in excellent excursions on the big yellow cars throughout the city of Denver as well as Arvada, Leyden, Lakewood and Golden on the interurban lines until 1950, at which time the trolley equipment was replaced by trolley buses and diesel buses.

We're sure that you will enjoy this program and NATIVE Denver members will most likely find this program especially interesting. (Joe Priselac)

PUBLISHER'S STATEMENT

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APRIL PROGRAM—POTPOURRI NIGHT

Your editor knew that he would not be able to get to the April meeting until well into the Potpourri Program and, thus, made arrangements with Erwin Chaim to preview the various slides. Under these circumstances, the following descriptions are somewhat limited and apologies are here-with submitted if precise understanding by your editor does not necessarily match the thoughts of the program presenters:

DAVE SALTER: Streamliner trains of past years on the Illinois Central, Union Pacific, Northern Pacific, Kansas City Southern, Canadian Pacific, etc.

SHERM CONNERS: Coverage on the Grand Canyon Railway and 844 Steam Excursions.

OSCAR MARTIN: The Colorado Live Steamers layout at Waterton, showing folks enjoying the outstanding equipment.

TOM KLINGER: Various modern freight consists on the Santa Fe, Union Pacific, Rock Island, Burlington Northern, Chicago &

North Western and D&RGW.

JIM TROWBRIDGE: Various photo runby shots of the 1989 San Juan Express, including the on-line unloading of drop bottom gons on the Cumbres & Toltec Scenic Railroad.

BOB PACKER: The UP's 8444 and ex-SP 4449 in California along with Western Pacific/Union Pacific/Santa Fe FT103's in classic paint schemes. Coverage of the FT103 50th anniversary celebration by ElectroMotive. Scenes of the new Napa Valley Wine Train with interior shots of the refurbished ex-Rio Grande (NP) ski train cars.

BOB ANDREWS: Paint schemes of the Rock Island over the years.

ED HALEY: Ex-Great Western No. 51 on a RMRRRC excursion over the Rio Grande tracks to the Moffat Tunnel and return in the 60's.

BOB GRISWOLD: Many shots of the Denver & Salt Lake during its operations and some on-line mining operations.

TOM KEETON: Coverage of the RMRRRC's Eastern Excursion of a few years ago as well as shots of the '83 excursion on the D&SNG.

CHUCK & CHICKY MORISON: 50th Anniversary excursion (RMRRRC) on the D&SNG.

JOE THOMPSON: The NC&SA and CASS Scenic Railroad.

ERWIN CHAIM: A Potpourri.

JOHN (Chip) SHERMAN: Railways of Greece and Turkey. Back at home...Union Pacific wreck on US 34 overpass on 6/14/85: three engines and 37 cars derailed and stacked up; Rio Grande SW-1000 #145 on the Federal Center Branch from Denver to Lakewood.

As usual, the annual Potpourri Night was well received and all those who provided slides are to be thanked for their great efforts.



MAY 12 DENVER TRAMWAY HISTORICAL TOUR SOLD OUT AT APRIL MEETING!!

The Club regrets to announce that all seats are sold out for the May 12th Denver Tramway Historical Tour. It came as a complete surprise at the April meeting when a long line formed to purchase tickets. When the line was taken care of, there were no seats left!! It was gratifying to the trip committee, but we wish we could now take more people. Perhaps another tour can be arranged at a later date.

1990 SCHEDULE OF EVENTS

May 8	Regular Monthly Meeting
May 12	Denver Tramway Historical Tour
May 24-28	Grand Canyon Steam Excursion
June 2	Palmer Lake Field Trip
June 12	Regular Monthly Meeting
June 16	Club's Equipment Work Day at Colorado RR Museum
July 10	Regular Monthly Meeting
July 21	Leadville, Colorado and Southern Excursion
August 11	Boreas Pass Field Trip
August 14	Regular Monthly Meeting
September 11	Regular Monthly Meeting
October 6	Pike's Peak Moonlight Excursion on the COG
October 13	Annual Banquet
November 13	Regular Monthly Meeting
December 11	Elections and Regular Monthly Meeting

PALMER LAKE FIELD TRIP INFORMATION

This outing will include a family picnic at the Palmer Lake park and picnic area, located on the east side of Palmer Lake. Members and guests are asked to bring their own food and drink. We will take a light duty hike along the old Santa Fe grade, enjoy good fellowship and take advantage of photo opportunities along the joint line.

The cost will be \$2.00 per person which will cover a special handout prepared just for this event.

The Palmer Lake park can be reached by taking the Larkspur Exit off I-25.

Tickets may be obtained at the May meeting or through the mail by sending your check or money order, made out to the ROCKY MOUNTAIN RAILROAD CLUB, to:

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

A coupon is provided for your convenience.

ORDER FORM

Palmer Lake Field Trip

NAME _____

ADDRESS _____

CITY _____ ZIP _____

TELEPHONE () _____

Please send _____ tickets @ \$2.00 each.

My check or MO is enclosed for \$ _____

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.

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: Seeking information and photos on the Maude Adams Theatre Car or the private car of the singer Bessie Smith. A. von blon, 1699 Ewing Avenue, Waco, Texas 76706.

TOURIST RAILROADS IN COLORADO/ NEW MEXICO

Your editor still receives many requests for addresses and telephone numbers for the various tourist railroads/museums in Colorado and New Mexico. It seems appropriate then to once again list, to the best of our knowledge, those companies that we believe to be in operation at this time. We do know that there is some question on one or two at this time, but no official word has been received and there exists some possibility that the operations may be renewed or picked up by someone else. So as not to hurt any operation, we will list all that we are familiar with:

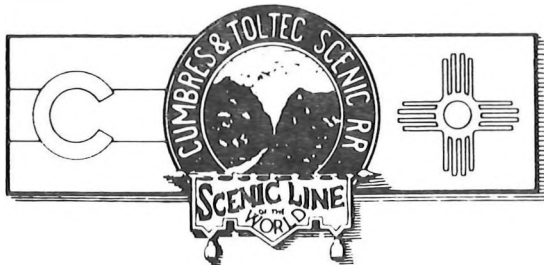
BLACK HAWK & CENTRAL CITY N.G. RAILROAD
P. O. Box 129
Central City, Colorado 80427
(303) 582-5856

CADILLAC & LAKE CITY RAILWAY
121 East Pike's Peak Ave., #224-A
Colorado Springs, Colorado 80903
(719) 634-1091



COLORADO RAILROAD MUSEUM
P. O. Box 10
17155 W. 44th Avenue
Golden, Colorado 80402
(303) 279-4591

CRIPPLE CREEK & VICTOR N.G. RAILROAD
Box 459
Cripple Creek, Colorado 80813
(719) 689-2640



CUMBRES & TOLTEC SCENIC RAILROAD
P. O. Box 789
Chama, New Mexico 87520
(505) 756-2151

DENVER RAIL HERITAGE SOCIETY TROLLEY
2785 North Speer Blvd., Suite 220
Denver, Colorado 80211
(303) 458-6255 [Trolley Information]
(303) 455-3933 [Rail Heritage Society]



DURANGO & SILVERTON N.G. RAILROAD
479 Main Avenue
Durango, Colorado 81301
(303) 247-2733

FT. COLLINS MUNICIPAL RAILWAY SOCIETY
P. O. Box 635
Ft. Collins, Colorado 80522
(303) 224-5372

GEORGETOWN LOOP RAILROAD
P. O. Box 217
Georgetown, Colorado 80444
(303) 569-2403

GREAT WESTERN RAILWAY
P. O. Box 537
Loveland, Colorado 80537
(303) 667-2384

HIGH COUNTRY RAILROAD
1540 Rutt Street
Lakewood, Colorado 80215
[Located at Heritage Square, Golden]

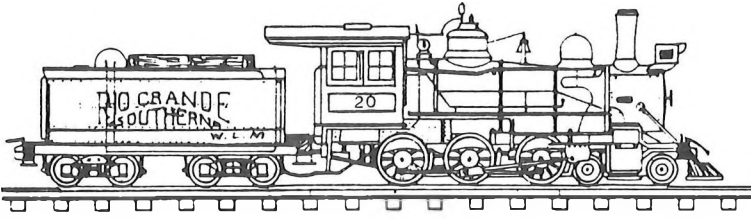
LEADVILLE, COLORADO & SOUTHERN RAILROAD
P. O. Box 916
Leadville, Colorado 80461
(719) 486-3936



MANITOU & PIKES PEAK RAILWAY
P. O. Box 1329
Colorado Springs, Colorado 80901
(719) 685-5401

WYOMING-COLORADO RAILROAD
c/o Rky. Mtn. Travel King
516 So. College Ave.
Ft. Collins, Colorado 80524
(303) 484-5566
Outside Ft. Collins: 800-525-5306

ANNUAL EQUIPMENT FUND BOOK DRAWING



Our annual Equipment Fund Book Drawing was held at the April meeting. An unusual thing happened!! Two books were won by local members!

The support of this annual event was very good this year and your contributions are greatly appreciated. While vast sums of money have been diverted from the Club's general funds for restoration work on the ex-RGS No. 20 and Interurban No. 25, the Club's other historic equipment continues to require attention. The funds received from this drawing will be of great help in tending to these additional pieces.

Prizes and winners of the 1990 drawing are as follows:

Colorado Midland by Morris Cafky /
Dolores Stoddart, Plymouth, MI

Georgetown and the Loop /
Robert Fryml, Cheyenne, WY

Memorial Edition, Denver South Park & Pacific /
M. W. Baty, Park Ridge, IL

Pictorial Supplement to Denver South Park & Pacific*** /
Gini Seberg, Lakewood, CO

Rio Grande to the Pacific by Robt. LeMassena
Robert Egge, Punta Gorda Isles, FL

Silver San Juan--The Rio Grande Southern
by Ferrell /
C. W. Gabel, Denver, CO

***Donated by The Trowbridge Press. Other books provided by the Club.

PRESERVATION FUND AND BOOK DRAWING

The continued support of the monthly book drawing is greatly appreciated as are the many donations of items to be used as prizes. If you have items you wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., you may contact Roger Callender at his home address: 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

Out-of-the-area members can also participate in the monthly drawing. They may contact Roger at the above address for details.

Prizes and winners at the April 10, 1990 meeting are as follows:

Jim Ranniger / Encyclopedia of North American Railroads

Gary Ellison (NY) / RMRRC Booklet

Bill Nicholson / Operating Manual for GP-9 locomotives

Ed Gerlits / Pamphlet: Locomotive Brake Equipment

Allan Wise / Pocket Diesel Guide

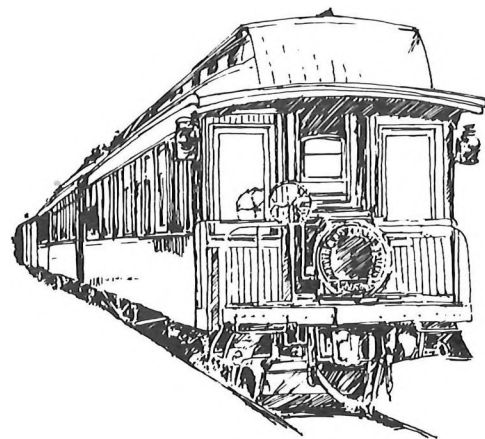
John Holzman / Set of Timetables

Don Zielesch / Set of Post Cards

Ronnie Bill / Set of R. H. Kindig B&W Prints

G. W. Pool / Belt Buckle

Al Jonez / UP Centennial Calendar (1969)



MANITOU INCLINE RAILWAY DAMAGED

During the week of April 1st, four large boulders, each about the size of a compact car, crashed down Mount Manitou, tearing up 500 feet of track of the Manitou Incline Railway, the world's steepest.

Despite the damage, estimated to be as high as \$100,000, a Manitou Springs city councilman, John Shada, hopes to reopen the railway, probably under new owners, by August 1st.

The 82-year-old incline railway, which served 45,000 patrons last year, has been the target of a petition drive by local and out-of-town businessmen who are protesting its closure by its owners last January.

But nature seems to have intervened. The damage wasn't detected until Friday, April 6, 1990, when railway President Martin Frick discovered it. It appears that the boulders tore loose from a rock formation near the upper station, apparently as a result of thawing temperatures. It was reported that twisted rails stretch about one-third of the track which rises at a 68-degree angle.

Martin Frick had announced on February 19, 1990, that the railway wouldn't open this year because of a steady decline in passenger revenue and mounting costs of liability insurance. Mr. Frick was quoted as saying that the decision was "irrevocable."

But since that time, 12,000 to 15,000 signatures have been gathered on petitions seeking to reopen the tourist attraction, according to John Shada. The Manitou Springs City Council will adopt a resolution at its next meeting calling for the railway to be reopened by August 1st, he added.

"If not by Martin Frick, then by someone else," Shada said. The petition drive started with the support of about 90 business owners in the region who fear a big drop in income from tourists and residents who would normally use the railroad.

Regardless of the outcome of the Manitou Incline Railway, the Manitou & Pikes Peak

Cog Railway, which offers rides to the summit of Pikes Peak, will continue to operate from Manitou Springs. Its season runs from May 1 to October 30.

(From the Denver Post and The Boulder Daily Camera via Club member John Cole)



AMTRAK BUZZWORDS

Those working on the railroad have always had a language of their own. Here's an update from behind the scenes at Amtrak:

FOAMER: A basic rail fan, i.e., one who "foams at the mouth" when he talks or thinks about trains.

GLAZER: Avid foamers. They foam and their eyes glaze over at the mere thought of a train

FLM: (Pronounced "flim") Fan living with mother. Beyond even a glazer. This fan has no interests other than trains. Usage: "There's a flim in the dome car who's driving us nuts with questions."

AMSHACK: Small modern station built to a standard design.

STABBED: (verb) To make a train late because of factors other than crew or faulty equipment. Usage: "The dispatcher in Harrisburg stabbed train 14."
(Newsweek via Dave Salter)

MISCELLANEOUS

LAKWOOD CITY COUNCIL BACKS TROLLEY: The Denver Rail Heritage Society has received the backing of the Lakewood City Council to run occasional excursions into Lakewood.

The Society operates a trolley car in the Platte Valley and would like to occasionally run a trolley along West 13th Avenue.

The council supported the Society in 1989

in its plan, but the Associated Railway tracks along 13th Avenue needed repair. RTD has agreed to repair the tracks this year.

Conditions to the resolution include that the trolley doesn't exceed a speed of 20 mph, that the city is notified in advance of any planned excursions and the support for the trolley doesn't change the city's position on mass transit in the 13th Avenue corridor. (Lakewood Sentinel)

NEW USE FOR UP DEPOT IN FT. COLLINS: Club member Don McDermott advises us that the old Union Pacific Depot has been transformed into the Jefferson Grill and Seafood Restaurant, 200 Jefferson St., Ft. Collins, CO 80524. (303) 493-4348. Don says the food was good and the atmosphere great.



RAILROAD DAYS IN LORDSBURG, NM

The Lordsburg-Hidalgo County Chamber of Commerce advises us that a special event will be held over the Memorial Day Weekend called "Railroad Days."

They celebrate part of their heritage by having two fun-filled days, full of railroad competitions, such as spike driving contests, tie plate tosses, baggage cart relays and tie carrying contests. They also have several modular model railroad clubs setting up displays. They have railroad memorabilia and railroad exhibits along with other attractions. Also planned is a "Railroader's Breakfast," and there are lots of food, game and souvenir booths to choose from.

These folks feel that this is a great opportunity to meet and mingle with some of the biggest railroad buffs in the country and wish to extend their invitation to members of the Rocky Mountain Railroad Club to join them for the festivities. All this takes place on May 26 and 27, 1990.

Further information can be obtained by contacting the Chamber at Drawer 699, 1000 South Main, Lordsburg, New Mexico 88045. Telephone (505) 542-9864.

(Marsha Hill, Manager, L-HC CofC)

REMEMBER SAN ACACIO?

San Acacio was the headquarters of the San Luis Southern Railway, built in 1910. The company headquarters was located in the 3,500 square-foot, two-story depot that also served as the town center for such functions as a bank and post office as the new town was developing.

The depot served the railroad well until the rails were removed back in the fifties, but the depot remained in very sad circumstances. It even survived a small fire. The situation for the old depot began to improve when Phil Fletcher purchased the property in 1986. The following year, Phil's brother, Neil, began to renovate the old structure to make it his home.

Last summer, Neil, his wife Joyce, and brother Don Day, opened the Depot Restaurant in part of the building while using the remainder for their home. The restaurant advertising stated that it opened at sunrise every morning except Monday for breakfast which is served until 11:00 a.m. At that hour, the menu switched to a sandwich fare for lunch until 2:00 p.m. Pizza was served Friday, Saturday and Sunday evenings from 5 to 8 p.m. Neil says that if the Depot Restaurant has a specialty, it has to be their omelettes. The breakfast menu appears to be the most extensive with a variety of omelettes, chicken fried steak and topped off with pie a-la-mode. This could be the hearty meal to get one started on the day, searching out the ghosts of the old 31-mile standard gauge railroad that operated from Blanca through San Acacio to Jaroso on the east side of the San Luis Valley.

Neil is planning for another successful Depot Restaurant season this summer. The hot bar-b-que sandwich with potato salad would be just the right menu for lunch while one is seeking out some of the obscure treasures of this part of the San Luis Valley. Points of interest in addition to remnants of the railroad include Fort Garland, the Pike Stockade (watch out for rattlesnakes), the church at Old San Acacio, Sanchez Reservoir, Rattlesnake Trestle and historic San Luis, just to mention a few. (P. R. "Bob" Griswold)

AIRPORT RAIL SERVICE

The Denver Post reported that a group promoting the use of existing railroad tracks for commuter trains says its low-tech alternative could mean passenger rail service at a fraction of the cost of a new light-rail system.

The Boulder-based group, called Metro-Rail, says \$100 million to \$300 million would set up a 75-mile commuter train network extending from downtown Denver to the new regional airport, north to Boulder and south to Littleton.

The system would put regularly scheduled commuter trains onto existing rail lines that now carry only freight traffic when they are used at all. The system would use "off-the-shelf" equipment--diesel locomotives and Amtrak-type cars--to further curtail costs.

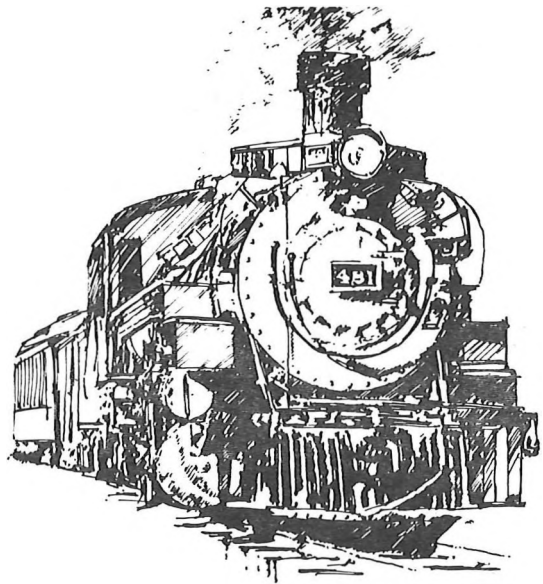
By contract, the 75-mile or so rapid transit system--part electrified light-rail, part busway--proposed in the Metropolitan Transportation Authority bill now before the Colorado Legislature would cost about \$1.5 billion.

Metro-Rail officials Alexis Parks and John Spitzer said their proposed commuter train system could begin limited service in as little as 18 months and be operational in five years, compared to the MTA's 20-year timetable for rail and busway construction.

The two met reporters near the Union Pacific tracks just north of Stapleton Airport to make their case. They said the lightly used freight line, which runs from downtown past Stapleton and beyond to the vicinity of the new regional airport, is ideal for commuter train use. The railroad's response so far has been "positive" but noncommittal, they added.

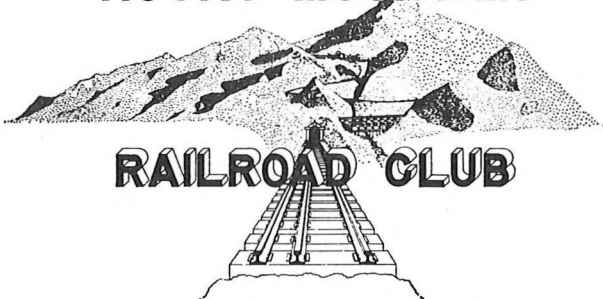
Parks said Metro-Rail is working with the task force that wrote the MTA bill, plus state lawmakers and officials of the Regional Transportation District to try to move their commuter train idea off the drawing board and into reality.

(Denver Post, 4/12/90)



ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201