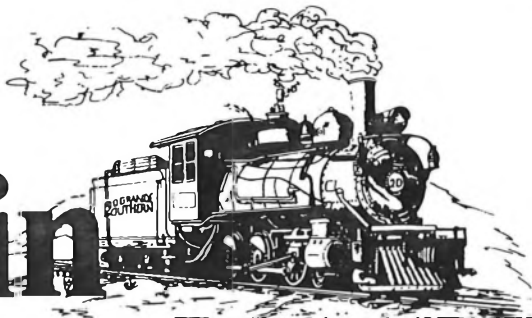


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Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

June 12, 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 July, 1990 Rail Report is due no later than June 12, 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

June, 1990..... No. 369
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.

JUNE 12 PROGRAM

This month's program features railroad travel in mainline China. A slide presentation by Rosy Griffiths, leader of "China and Tibet, Sights and Insights" tour to China, had led seven previous tours to China since 1980. Her participation in the host family program for China scholars has stimulated her interest in China.

The program will include slides taken at the locomotive factory in Harbin, riding passenger trains from Beijing to Lo Yang and train scenes from Cheng Du (Denver's

sister city state) to Guilin. Another interesting feature of the program will be a look at the Children's miniature train in Shengyang...and much more.

Taken from a traveler's viewpoint, the program will present the many aspects of rail travel in China, the human interest of family life and culture, plus, a look at the distinctive customs and traditions. This should be a very interesting and informative program, especially for those who might be planning a future trip to China. (Joe Priselac)

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 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.

MAY PROGRAM

Members and guests attending the May meeting were treated to an excellent program by Ed Haley, entitled "Denver's Historic Transit System." Included in the slide presentation were photos of horsecars, steam dummies, cable cars and electric streetcars. Many outstanding scenes were viewed of early Denver streets and buildings as well.

We certainly thank Ed for this outstanding program and, also, wish to thank our old friend, Dick Kindig, for running the projector.

NEW MEMBERS

We will not be listing new members for a couple more months due to our membership chairman, Tom Lawry, being on an extensive vacation. We will catch up upon his return and mention all those new members who have joined during the months of May, June and July.

1990 SCHEDULE OF EVENTS

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 of the COG
October 13	Annual Banquet
November 13	Regular Monthly Meeting
December 11	Elections and Regular Monthly Meeting

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the May 8, 1990 meeting are as follows:

Keith Kirby / Santa Fe Super Chief Print
Chip Irwin / California Central Coast Rys.
G. W. Pool / First Questions about Transport
Mike Butler / Colorado & Southern
Gary McMills (LA) / Belt Buckle
Mat Anderson / Set of Postcards
Dave Salter / Baltimore & Ohio: The Story so Far
Everett Rowe / The Burlington in Iowa
Lorin Weed / Set of Union Pacific brochures
Ray Wetmore / Set of Prints from "Georgetown and the Loop"

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 de-

tails. Gary Ellison of Pleasantville, NY and Gary McMills of Baton Rouge, LA have regularly participated and you may have noticed that they often win something.

DENVER TRAMWAY HISTORICAL TOUR

Promptly at 8:00 a.m., Saturday, May 12, 1990, the Denver Tramway's restored General Motors diesel bus number 119 pulled out of the RTD Platte Division bus facility with 40 Rocky Mountain Railroad Club members aboard. With the MILE HIGH TROLLEYS book underarm, a sack lunch, and a map especially prepared for the occasion, the trolley fans set out on a 60-mile round-trip covering old streetcar routes in Denver and interurban routes to Leyden, Golden, and Lakewood. James Kunkle, a 28-year employee of first the Denver Tramway, Denver Metro Transit and presently RTD, was the bus driver as well as the tour guide. Many of our members in the Denver area are aware of the fact that Jim is a Denver Tramway historian and, as a result, could be counted on to provide considerable information on the operations of the streetcar system. June 3, 1990, marks the 40th anniversary of the last trolleys to operate in Denver after a span of 80 years of providing public transportation by rail. The old abandoned car barns and later bus East Division at 35th and Gilpin was the first stop where a short section of rails is still visible exiting in front of one door. Jim positioned the bus in front of one of the doors for a group photograph and then the tour proceeded past the old Blake Street powerhouse at 32nd and Blake, a cable power house at 18th and Lawrence Streets (now the present day Spaghetti Factory), the old sites of the downtown loop and interurban loop, the Tramway building at 14th and Arapahoe, Union Station and the 17th and Wynkoop horse barns. The tour continued to the Moffat station and on to the Platte Valley for a ride on the Platte Valley Trolley, operated by the Denver Rail Heritage Society. The Club's drumhead adorned one end of the trolley, keeping up a long-standing tradition. We are most appreciative of the Denver Rail Heritage Society for waiving the charter fee. The Society requested that this fee amount be donated to the restoration fund for the RMRR Club's Interurban No. 25.

From the Trolley ride, the tour continued through north Denver on old streetcar lines past the site of the North Division car-house at 30th Avenue and Zuni Street, the West End car barn and power house between Tennyson and Utica Streets at 38th Avenue to 46th and Sheridan and then on to Arvada to the site of Clear Creek Junction station which is now a shopping center parking lot. The tour then followed the old streetcar and coal train abandoned right-of-way which parallels the present Denver & Rio Grande mainline to Leyden and the site of the Denver Tramway's coal mines. A tour member queried how the city of Denver would accept a coal train through its neighborhoods in this day and age!

After a photo stop at Leyden, the bus travelled via Highway 93 south to Golden for a short lunch break. The tour then continued past the Golden station site which now contains a vacated Hested department store and on past the still visible interurban roadbed south of Golden to Camp George West. Again, without the aid of power steering, Jim Kunkle maneuvered the bus in front of the Camp George West stone station (which still stands today) for another group picture. Then, it was on to the Federal Center for a visit to the No. 25 trolley restoration.

Snacks were served to the now weary passengers as Jim maneuvered the big 51-passenger bus through tight and narrow Lakewood streets in an attempt to keep close to the rail still in place from Quail Street east to the Platte River. Back in Denver, the tour went past the old Denver and Intermountain barns and shop site at 13th and Zuni Streets, the paint shop at 4th and Kalamath (which stands to this day), then southeast to South Broadway and Alaska Place, the site of the South Division station and shops. The shops for the entire Tramway system were located here.

At this location, the tour ended after over eight hours "on the road" and the bus returned to its starting point. Ed Haley and Don Robertson brought along photo albums of historic trolley photographs which aided the group in "how it used to look" and Ed pointed out the long-abandoned interurban station sites along the route.

We are very grateful to RTD, the Denver Rail Heritage Society, James Kunkle, Ed Haley and Don Robertson as well as Club members Bill Gordon and Erwin Chaim who operated the Rail Heritage Trolley for their contribution to this successful and nostalgic tour of the Denver Tramway streetcar system which is now long gone... but not forgotten. (Joe Priselac)



UNION PACIFIC CENTENNIAL SPECIAL

In response to the centennial celebration in Idaho, the Union Pacific Railroad has scheduled a week-long tour of southern Idaho. The train is expected to make stops at Montpelier, Soda Springs, Pocatello, American Falls, Shoshone, Mountain Home, Nampa Caldwell, Weiser, Payette, Emmett and Boise. The train is scheduled to leave Cheyenne on June 27th at 9:00 a.m.

The consist from the head end includes:

- Steam Locomotive 844
- Water car
- Tool car 904304
- Power car 20
- Staff car "Cabarton"
- Sleeper 314
- Baggage car 5779
- Coach "Texas Eagle"
- Coach "Portland Rose"
- Coach "Sunshine Special"
- Baggage/Museum car "Columbine"
- Coach "Challenger"
- Flat Lounge 6203
- Dome Lounge "Harriman"
- Diner "Overland"
- Sleeper "Wyoming"
- Sleeper "Omaha"
- Business Car 102
- Flat car carrying Steam Engine No. 1243
(1890 vintage locomotive)

[Information derived from previous Rail Report article and Hugh K. Wilson]

APPRECIATION SHOWN FOR PAST PRESIDENT

Current Club President, Dave Salter, presented a custom-framed photo copy of Howard Fogg's California Zephyr that was commissioned for the book "Silver Lady." The Club obtained this unique, large format copy from the owner of the original painting, Mr. John F. McLean of Miami, Florida.

The gift was presented to John Dillavou for his unusual three-term service as president, especially in light of the many unusual events that John oversaw, including the celebration of the Club's 50th Anniversary.



GRAND CANYON RAILWAY EMPLOYEES

In response to a recent Rail Report article on the Grand Canyon Railway, Club member, Doug Ramsey, sent the following information about Colorado and New Mexico folks who have gone to work on the railroad:

"There are several people that work for the Grand Canyon Railway that have come from Colorado and New Mexico railroads. Most notably are Russ Fischer and his wife, Marty. Marty is a locomotive engineer and Russ is an engineer and the mechanical supervisor and Road Foreman of Engines. They both came from the Cumbres & Toltec Scenic Railroad. Another former engineer from the Cumbres & Toltec and the Georgetown Loop Railroad is Chris Pease. He is both an engineer and mechanic as is Joe Passow also from the Georgetown Loop RR. The other person is Mike Ramsey, formerly of the Georgetown Loop RR, Cumbres & Toltec Scenic RR and Durango & Silverton NG RR.
(Mike Ramsey to Doug Ramsey)

DURANGO & SILVERTON NARROW GAUGE RAILROAD CREWS READY TO BATTLE FIRES

The April 29, 1990 issue of the Durango Herald reported the following information:

CREWS READY TO BATTLE FIRES...The steam locomotives that travel from Durango to Silverton create a serious fire hazzard, and several officials are working on preventative measures to prepare for the dry season.

The Durango & Silverton Narrow Gauge Railroad trains caused 726 fires along the tracks last year. Only three were severe enough to require help beyond the regular train crews hired to watch for fires.

"We are going to try to do everything we can to avoid burning the forest down," said Dan McCall, railroad superintendent.

He said this summer is extremely dangerous because snowpack has been only 60 percent of normal. A crew sent earlier this spring to clear the tracks where snowslides usually occur found none.

"We went to 27 different chutes and not one of them ran. This is the first time anyone can remember where none of the slides ran," said McCall.

Officials from the Forest Service, the Bureau of Land Management, the Sheriff's department, several fire departments, the railroad, the city and the county met a few weeks ago to discuss options for preventing fires as well as aid available in case a fire does get out of hand.

One technique involves installing a "bear trap" over the smoke stacks of the locomotives to reduce the cinders being released.

The trap, which is twice as large as the stack, more than four feet high and "very visible", incorporates two screens over the stack to deflect the burning embers into a cinder catcher.

"These have been used extensively in the '30s, and they seemed to work well. We've modified the technique with our own proto-

type and plan to try it out on one train," said McCall.

If the trap works, McCall said the railroad will build five more to use on the other engines. As far as he knows, the D&SNGRR is the only railroad using the bear-trap technique.

"It's difficult to put an estimate on results of the cinder arrestors now. We'd like to see them reduce the number of fires, but that remains yet to be seen," said McCall.

Two men will be following each train to check for fires this year. Last year there was only one.

McCall said the crew will carry water with a chemical additive that they spray around the fire to keep it from spreading. The fire retardant eventually allows the fire to burn itself out.

"It's state-of-the-art stuff. It's expensive, but it's also biodegradable and non-toxic," said McCall.

A four-man crew will also be sent up the tracks after all the trains go through to sweep the canyon and make sure no fires were missed. The crew will have a 500-gallon water tank with a pump that allows them to draw water directly from the river and creeks in the canyon if necessary.

McCall said because of the railroad's extensive water rights, they are allowed to take water directly from the streams.

Another preventative measure for train officials is the no-smoking rule for passengers.

"We don't want any smoking on the train at all," said McCall.

The Railbus, which takes passengers from Rockwood to Cascade Canyon and Elk Park, is available to take large crews of fire fighters into the canyon if the need arises.

(Durango Herald via Peter Gilbert)





A feed if you work



Bad prospects



A kind woman



Gentlemen



Be sanctimonious



You'll get kicked



Good prospects



Cop lives here

KNIGHTS OF THE ROAD — THE HOBO

A few months ago, we noted an interesting article by Grover Brinkman in the KCRyer, published by the Kentucky Central Railway. We thought you might be interested in this information:

Descriptive words change as generations advance. If you're under 30, you might have a far different conception of the word "hobo" than the person of senior-citizen status. Any vagrant today might be termed a hobo, a drifter, an ordinary bum, or a bag man or woman. The bottom-of-the-barrel category is wide.

But the real hobo, the "knight of the road" who started to crisscross the nation by freeloading on freight trains, was a product of the Depression days of the '30s and even before.

These men (and the few women in the fraternity) had a unique method of telegraphing the image of a town, a railroad yard, or farm or urban homes. They had their own "Morse code," sprawled on certain fences, walls and other places. These chalk symbols told a fellow traveler whether this was a good or a bad community. Towns, areas and individual families were all assessed by this code.

If your about 50, familiar with the era of the hobo, did you ever wonder why he knock-

ed on your particular back door for a hand-out, passing up the homes of neighbors?

It was simple. They marked both the good and bad places. The chart of "hobo marks" illustrating this article is legitimate, obtained from a southern-Illinoisan who followed the hobo caravan for 11 years before he retired. He wants to remain anonymous, and so it will be. He was good enough to pencil down some of the code marks he knew. A piece of chalk, an old fence, a tree, a door, a building, all served in this communication grapevine.

This man told of riding a westbound freight train (a "Rattler"), creeping through a good-sized town in Kansas. There was a chalk marking scrawled on a railroad outbuilding, in hobo code, and it said, "The town is hostile!"

He was hungry; he wanted to get off the train. But here was another sign, a lower-case "h" tilted forward, which said, "Get away fast!" So he listened to the silent telegraph and moved on with the train.

This anonymous southern-Illinoisan was a hobo around the clock for a long span of years, and in that time he rolled over America to the tune of more than three million miles, all for free, riding the empty boxcars. Sometimes, he said, there were railroad "bulls," armed with clubs, policing the trains. Usually these men checked a train on a siding. Any hobo in-



Sob story will pay off



You'll be cursed



Good for old clothes



Bad water



Be quiet - stool pigeons



Wood yard

side a car jumped and ran to keep away from those brain-busting clubs.

In his traveling, this man visited such oddly named towns as Poverty, Kentucky; Doctor, Georgia; Prosperity, Missouri; Cucumber, West Virginia; Muddy, Illinois; Gnawbone, Indiana; Coffee, Louisiana and Stamps, Arizona. "You never forget towns like that," he said.

Most hobos, this man continued, embrace the theology of Brahmanism, a Hindu philosophy that teaches abstention, honesty and a utopia on earth.

Most hoboos, he said, never revealed their right names. But all has a popular nickname. There were the St. Louis Kid, Jersey Slim, Philadelphia Ike, and a Creole woman he knew only as Mamacita.

There were other warning signs chalked up by hoboos because of different state laws relative to vagrancy. A "3" meant three days on a ball-and-chain gang, usually found in the South. A number "30" usually meant 30 days in the slammer. The figure 1129 meant one day short of a year in jail.

According to this man, mooching was not considered a sin if there was hunger. But to do it, day after day, was different. Most hoboos, he said, offered to do some odd job for a meal.

The hobo was a distinctive individual with

an itch to see new horizons. This itch was so great he rarely settled down until long years had passed on the road. There is a new life-style today, so the hobo is an endangered species, slowly dying out.

This is attested to by the Annual Hobo Convention at the town of Britt, Iowa. Each year there are fewer bona fide hoboos attending. And those who do attend are old men. There are few young recruits to the field. (November/December issue of the KCRYer, 1989)



The clink is certain



Take this road



Headed west

OBSERVATIONS

My wife and I took a short vacation trip, over her spring break, into New Mexico. I needed to go someplace where I could not be reached by phone with 4-5 calls waiting. We drove over Raton Pass where I have only seen trains once on the Pass; and, again, we saw nothing. On the way up, there were bulldozers active near the ghost town of Morley, making us nervous as to the future of that ghost town. We did see numerous freights on the joint line going down into New Mexico where several Santa Fe freights began to show up.

There are several communities that now have only 2,3 or 4 tracks through them with a few spurs and sidings for industries. At one time, many had wyes, turntables and a dozen or more tracks. Raton, Las Vegas and Carrizozo are some of those communities. There is still a nice station, old hotel and roundhouse in Las Vegas. There are many ghost towns too with remains of where rails once laid to serve those communities. Where rails served Colorado towns with supplies and hauled out gold and silver, in New Mexico, trains hauled out their lifeblood--coal.

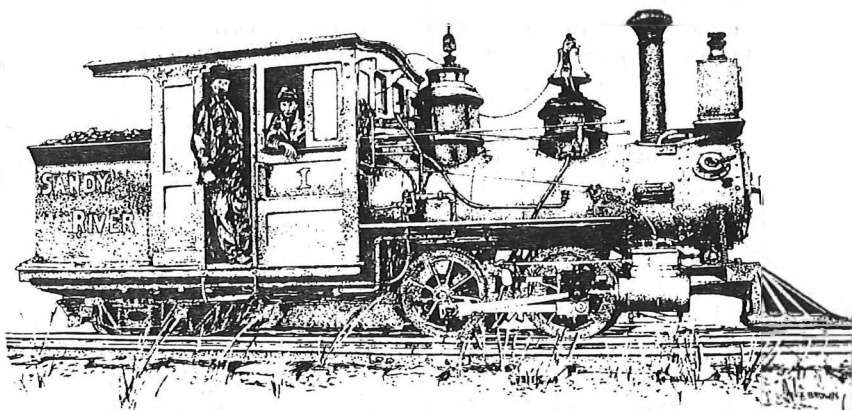
Dawson, Koehler, Van Houtten, Gardiner, Swastika, Blossburg, etc., all near Raton, were active up into the 1950's, when diesels took over and people started to use natural gas. In the 1970's, the rails were still into many of those towns. At Koehler, in 1975, we found mining engines and cars around the building complex and there were some 150 mining cars left on various levels within the mine. Even the old company store had its safe and meat locker in place, and, the rail line into the complex was in place with switches and switch stands. Disasters often hit these communities and in walking through the Dawson cemetery, one sees the steel crosses of named and unnamed men who died in three major blasts in the coal mines. With the sale of these lands, it will probably be impossible to get permission to view them again. My slides have just now become priceless history records.

The mine and tipple are gone from Madrid, but there is one preserved Santa Fe Loco-

motive at the little mining museum there. I found some postcards of an engine pushing 4 tank cars of water into the community, dated 1958. This was a huge company town when we visited it over 20 years ago, but, it too has lost its character and some of the company buildings to fire.

One town still has a lot of its character and the mainline of the Santa Fe is adjacent to the town site. This town is Cerillos. Walking out of the one quaint little store, back to our jeep, I was suddenly jarred with the whistle of Amtrak. Again, caught unawares of any train nearby, all I could do was to stand and watch it roll through. It was an interesting consist and a contrast of 1990's railroading in a town that dates back to the early 1800's or, perhaps, earlier.

So, when you travel, take your time to stop in the little towns and you might find all kinds of interesting railroad history that you did not know even existed.
(John Dillavou)



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.



PUEBLO'S UNION STATION — THE BAD NEWS

Club member, Albert Knicklebine, has sent the following information, taken from the Pueblo Chieftan, along with the following article for your information:

AFTER CENTURY, TIME STANDS STILL AT TRAIN STATION... The hands of time are all that remain of the historic clock that graced Pueblo's Union Station.

The famed timepiece--built on January 15, 1880, by one A. B. Hotchkiss, a clockmaker from Thomaston, Conn.--is missing.

For 103 years it kept perfect time at Pueblo's train depot. The clock survived good times and hard times. Not even the devastating flood of 1921 could wash it away.

But man can disrupt history even without the fury of a natural disaster. That is why time stands still for Pueblo's biggest clock.

Thieves rode an elevator 110 feet high and snatched the mechanism of the Union Station tower clock.

Walter Otte, who has been showing the vacant station to prospective buyers, estimates that the clock was stolen between February 28 and March 7, 1990.

The thieves, said Otte, literally cleaned out the clock.

"They just went in and took the whole thing," said Otte. "They took the weights and cable pulleys. Everything."

The clock's face, which is visitors can see from outside the depot, was left untouched. But what good are the hands of a clock without the mechanism to move them?

Bill Coppola, who owns Magpies Restaurant across the street from Union Station, remembers seeing a couple of men loading a truck full of equipment from the building about the time the clock was stolen.

Those same men, said Coppola, may have taken the clock.

He remembers seeing the men about 9 or 10 in the morning. He didn't think anything of it, he said, because people frequently appear at the depot. He figured that someone bought the old building and was cleaning it out.

If the clock was stolen that day, said Coppola, the culprits knew what they were doing.

"They were just walking in and out like they belonged there," he said. "It seems real obvious to me that it was an inside job."

The clock's gears are made of brass and the weights weigh 300 pounds. A 6-foot pendulum turned a ratchet gear to keep time.

Police Captain Ruben Archuleta said a detective has not been assigned to the case. But, he added, Coppola might have information that investigators could turn into a lead.

Whoever has the clock now has a piece of Pueblo's history.

To the right person--say an antique collector--the clock could be worth \$10,000. Otte said.

But to A. B. Hotchkiss, the clock's maker, and the city it watched over, it was worth more than that. (April 10, 1990 Pueblo Chieftan via Albert Knicklebine)

PUEBLO'S UNION STATION — THE GOOD NEWS

FOUR PUEBLOANS ARE PURCHASING UNION STATION... Two Pueblo couples are buying the city's historic Union Station and re-creating hope that it will become a magnet for the Union Avenue commercial district.

The buyers are Tim and Kathi Miller and Annette Long and Alvah Byers.

The Millers own T&T Electric Company while Byers and Ms. Long, married to each other, own Associates for Psychotherapy & Education.

Mrs. Miller, acting as a spokeswoman for the group, was reluctant to say much about the purchase. There was to be a detailed statement after the May 4th closing.

Rumors of a sale spread through town when work crews began showing up at the 101-year-old depot in early April.

"What we've been doing is sweeping up inside and removing trash," said Mrs. Miller. "And we've begun necessary roof and glass repairs to avoid further deterioration of the building and to secure it from further vandalism."

Earlier in the year, thieves stole the depot's historic clock.

Mrs. Miller indicated that the building would become a center for shops and businesses. She said that Bob Nicholson, a real estate broker for Southwest Brokerage & Development, would be handling leasing information.

Mrs. Miller would not divulge the purchase price or when the building might be ready for occupancy.

Ed Kato of the Federal Deposit Insurance Corporation, which holds title to the depot, has estimated the property to be worth \$500,000 and \$750,000.

The new owners obviously plan a huge renovation of the building. Mrs. Miller said that at the formal announcement drawings of what the building would look like when finished would be shown.

The building long has been regarded as a centerpiece of Union Avenue's revitalization, even though its old age has been lonely. The building has been empty since the mid-1980s, when a lunch counter in the train station closed.

Still, hopes are already high that the new owners will make it an attraction.

"I'm very excited," said Ruth McDonald, one of the owners of the Gold Dust Saloon on Union Avenue. "Actually, I'm excited about a lot of things recently. Not only this, but the city is trying to do something with the Weicker property and El Pueblo (Museum) moving down here.

Bill Coppola, owner of Magpie's restaurant, across West B Street from the depot, felt relief. He had been worried that the abandoned building would burn.

Coppola said that he might even consider moving his restaurant into the depot.

Betty Kochevar, owner of Antique Rose FlowerShop, 109 West B Street, said, "It's exciting to see activity over there."

Union Station has been cursed by financial troubles since 1983 when Michael Dutch purchased it for \$550,000. Dutch's plan was also to lease the building for shops, restaurants and offices. The Colorado Springs businessman held the building for four years before losing it in a foreclosure auction in January 1988.

Citizens National Bank of Colorado Springs took possession of the property, but the bank failed in the spring of that year. The depot was taken over by the FDIC, which has held title since. (The Chieftain, 4/27/90)



NEWS FROM THE FORT COLLINS TROLLEY

Bill and Ruth Youder, Club members from Ft. Collins sent the following information from The Coloradoan, Ft. Collins newspaper:

TROLLEY RIDE DISPELS FEARS THAT NEIGHBORS ONCE VOICED... You don't need exact change to ride the Fort Collins Trolley. In fact, it's better to be inexact when you step aboard, for the trolley, like the history learned on Dad's knee, is an inexact thing.

The trolley takes you back to a simple time--at least we like to think it was simpler. A motorized anachronism, the trolley rolls along the West Mountain Avenue median, recreating a feeling of a town most have forgotten.

Roger Smith, a hydrologist with the department of Agriculture, made sure we didn't forget the trolley. Using skills he learned from his dad, Smith led the restoration work of Birney Car 21.

On Saturday, May 5th, Smith directed the beginning of the trolley's sixth season. Before letting on the trolley's 59,490th passenger, Smith trained a new motorman in the idiosyncrasies of a vehicle a half century old.

The sun emerged from the rain clouds to welcome the trolley into the 1990's. The last section of track--from Meldrum Street to St. Joseph's Catholic Church--was completed late last summer. After 13 years of work, trolley volunteers can relax and enjoy.

But they are tired.

Saturday's trip back in time was much smoother than the trolley's recent history. The Fort Collins Municipal Railway Society was formed in 1980 to finish the restoration begun by the Junior Women's Club and to operate the trolley. Along the way, it faced two lawsuits and countless other harrassments from a handful of Mountain Avenue residents.

Carol Tunner, considered the mother of the trolley's rebirth, laughs now about her labor of love, but the pain remains close

to the surface.

The project "gave me more than one gray hair," says Tunner, whose long, gray mane frames her smiling face.

Jim Stitzel, current president of the railway society, is not so quick to laugh.

"We got it done," Stitzel says, because the people who began the project "had no hard it would be."

Just as time has eroded the memory of Fort Collins before 1951--the last year the original trolley cars ran in the city--it's hard now to imagine what all the fuss was about.

The winner of many national historic preservation awards, Car 21 is so quiet during the six months a year it operates that residents' concerns about invasion of privacy seem silly.

"We're still puzzling over that," Stitzel says of the opposition. "Anything that involves change bothers some people."

Stitzel, a retired speech professor, came to Colorado State University in 1959. He has seen much change, yet the town's underlying conservation remains constant.

Recent history bears him out. The not-in-my-back-yard philosophy reared its ugly head when the city proposed converting an abandoned rail line into a bike trail and again when the county proposed converting empty space in a center for developmentally disabled into a home for troubled youth.

Clearly, trolleys, bike trails and youth homes make our city a better place. But some residents worry more about property values than community values.

At any rate, residents can enjoy the trolley from noon to 6:00 p.m. on weekends and holidays. A trolley ride costs only a buck, four bits for kids, six bits for the older folks.

Any conductor will gladly make change. It's up to you to embrace change, welcoming the possibilities of the new while cherishing

the value of the old. (Chris Cobler, The Coloradoan via Bill and Ruth Youder)

crease was granted two years ago. The latest increase raises adult round trip fares from \$32.30 to \$37.15 and raises rates for children to \$18.65.

DURANGO & SILVERTON NARROW GAUGE RAILROAD GRANTED FARE INCREASE

The D&SNG Railroad had applied to the Colorado Public Utilities Commission for a 15 percent rate increase. The Commission officially approved the increase to effective back to March 8th. An identical in-

Although the increase was opposed by a group called Concerned Citizens of Durango, it was supported by both the Durango and Silverton Chambers of Commerce, who noted the tourist line attracted some 201,000 passengers last year. (Denver Post)

You are Invited to Attend
THE COLORADO LIVE STEAMERS
OPEN HOUSE

August 17, 18, 19, 1990

Friday, Saturday and Sunday

9:00 a.m. - 5:00 p.m.

Track site located at Waterton, Colorado

Steam locomotives will be running

on the 3 1/2 - 4 3/4 - 7 1/2 Gauge tracks

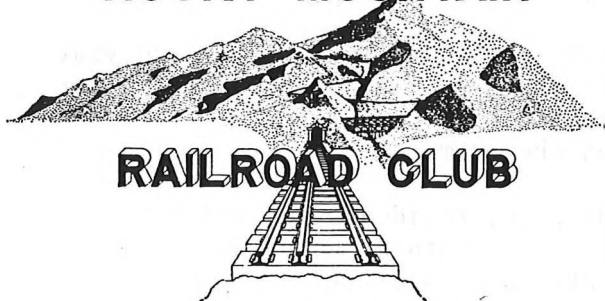
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