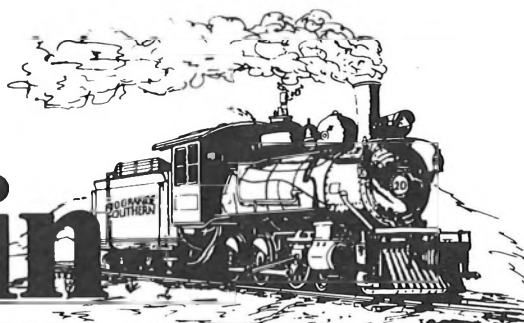


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

December 11, 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 January, 1991 Rail Report is due no later than December 11, 1990!!

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## 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

December, 1990..... No. 375  
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.

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## 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. An Associate Membership for Spouses and Children is also available for a yearly rate of \$7.50. On regular memberships, new members joining after April of each year may obtain membership 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 November of the current year.

## DECEMBER 11 PROGRAM

Bud Lehrer, the Club's Trip Chairman, and his able Trip Committee crew have been busy formulating the 1991 schedule of Club excursions.

To "whet" our appetites and, perhaps, provide some daydreaming during the cold and snowy winter months, Bud and Keith Kirby will "doublehead" a slide presentation of the Proposed Rocky Mountain Railroad Club

trips for 1991.

So...climb aboard and enjoy a preview of what's in store for next season.  
(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.

## **OCTOBER PROGRAM — ANNUAL BANQUET**

Approximately 150 Club members and guests attended the 1990 Annual Banquet, held at the Denver Athletic Club.

This fine facility provided an elegant setting for this year's banquet. With fine service and food, those in attendance enjoyed good fellowship and an outstanding program provided by John and Marcia Lucas of Los Alamos, New Mexico. The 35-minute, 535-slide, multi-media program was breath-taking in sight and sound and covered railroading in the State of New Mexico. We wish to extend our sincere thanks to John and Marcia for providing this wonderful program. Your editor, for one, would not mind seeing this program again!!

Additional thanks go to Bert Bidwell for arranging for the facilities for our Banquet. As usual, there was no need for worry with Bert in charge! Thanks, Bert.

A number of outstanding door prizes were handed out after dinner. Prizes and winners were as follows:

Cyndi Trombly / Leanin' Tree selection of Railroad Christmas Cards

William F. Cox / April, 1967, Official Guide of Railroads

Barbara Sausa / 1967 Hard-bound Edition of Narrow Gauge in the Rockies

Pauline Crane / Georgetown & The Loop

Betty Mott / Official Railway Equipment Register, January, 1969

Charlie Max / RMRRC Print: Denver & Inter-Mountain #25

John Harpel / The Colorado Road (Out-of-print)

Shirley Wilcoxon / The Gilpin Gold Tram (Out-of-print)

Clara Kirby / Memorial Edition, Denver, South Park & Pacific (Out-of-print)

## **NOVEMBER PROGRAM**

Due to the early mailing (and deadline) of the December newsletter, the Rail Report was completed prior to the November meeting and a review of the program will have to wait until the January, 1991 issue.

## **NEW MEMBERS**

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

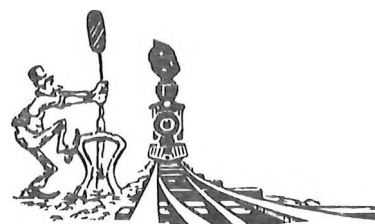
Trevor Walsh                      Waikanae, New Zealand

## **PRESERVATION FUND AND BOOK DRAWING FOR NOVEMBER, 1990**

Prizes and winners will be included in the January, 1991 issue of the Rail Report due to the early completion of the November newsletter due to early mailing.

## **ANNUAL NEAL MILLER PHOTOGRAPH**

Our thanks to Neal for copies of his annual photograph handed out at the December meeting. This year's photograph depicts UP locomotives 820 and 831 on Train #27 at Cheyenne, Wyoming on February 19, 1956.



## PROPOSED 1991 SCHEDULE OF EVENTS

The following schedule of events has been proposed by the Trip Committee (and includes known regular meeting dates). Some changes may be listed later, although we expect this schedule to be followed very closely:

January 8	Regular Monthly Meeting
February 12	Regular Monthly Meeting
March 12	Regular Monthly Meeting
March 24	D&RGW Ski Train Excursion
April 9	Regular Monthly Meeting
May 4-12	California State Railroad Museum / "Railfair '91 in Sacramento" Excursion
May 14	Regular Monthly Meeting
May 18	Work Day at the Colorado Railroad Museum
June 1	Alternate Work Day at Colo. Railroad Museum
June 8	Limon/Arriba (Kyle Railways) Excursion
June 11	Regular Monthly Meeting
July 9	Regular Monthly Meeting
July 13	Ft. Collins Trolley & Picnic
August 10	Colorado Midland Field Trip
August 13	Regular Monthly Meeting
September 1	C&TS Double-headed Mix Train Excursion
September 10	Regular Monthly Meeting
October 5	Platte Valley Trolley Trip
October 12	ANNUAL BANQUET
November 12	Regular Monthly Meeting
December 10	ELECTIONS and Regular Monthly Meeting
<u>June 28</u>	*100th Anniversary Celebration of the Pike's Peak COG Ry.

Check each month's Rail Report for information of these events, and, especially, additions and deletions from the schedule!

# EXTRA!

## ELECTIONS

Annual Elections will be held at the December meeting, along with the annual meeting.

The nominating committee, composed of the hold-over board members (Bob Packer, Pete West and Hugh K. Wilson), has submitted the following slate of officers and board members:

PRESIDENT -- David W. Salter

VICE PRESIDENT -- Joe Priselac

SECRETARY -- Bill Gordon

TREASURER -- Bert Bidwell

BOARD MEMBERS -- Roger Callender

Steve Rasmussen

Hugh Alexander

While the current officers need no introduction, we submit the following brief information on board nominees:

ROGER CALLENDER -- Roger has been the book drawing chairman for a number of years. Roger has does an excellent job at each meeting handling this portion of the meeting as well as obtaining the many prizes. He has also been active in trips, most notably 3985.

STEVE RASMUSSEN -- Many will remember Steve's most recent program on Alaska Railroading. Steve has been active in trips and preservation and restoration of the Club's equipment.

HUGH ALEXANDER -- Hugh is somewhat new in Club involvement, but has already provided considerable help in graphic art and trips.

## ANNUAL DUES

The 1991 Membership Fee is now due. If you have not yet sent in your renewal, please do so as soon as possible. The REGULAR membership fee is \$15.00. The ASSOCIATE membership fee is \$7.50 per spouse/child. Please fill in the attached coupon if the renewal notice sent to you in the November newsletter has been misplaced.

NAME \_\_\_\_\_  
*Regular Member (Please Print or Type)*

NAME \_\_\_\_\_  
*Associate Member*

NAME \_\_\_\_\_  
*Associate Member*

Address \_\_\_\_\_  
 \_\_\_\_\_ Zip \_\_\_\_\_

Telephone (     ) \_\_\_\_\_

ROCKY MOUNTAIN RAILROAD CLUB  
 1991 Book Drawing - April 9, 1991

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_  
 \_\_\_\_\_ Zip \_\_\_\_\_

*Please Print or Type. Winners need not be present.*

A check or money order is enclosed for the following:

1991 Regular Membership at \$15.00	\$ _____
1991 Associate Member- ships at \$7.50 ea.	_____
1991 Book Drawing chances at \$2.00 ea. (A coupon is enclosed for each chance de- sired)	_____
TOTAL	\$ _____

## SWAP 'N SHOP

Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise them.

FOR SALE: Standard gauge Colorado & Southern Switch Stand. \$150.00. Ed Gerlits, 1540 Routt St., Lakewood, Colorado 80215. (303) 232-9262.

FOR SALE: Railroad books in excellent (like-new) condition:

Colorado Midland. Morris Cafky. Signed. #4911 of 6000.

Tracking Ghost Railroads in Colorado. Robert Ormes. Signed. #524 of 1000.

Memorial Edition, Denver, South Park & Pacific. M. C. Poor, 1976.

Florence & Cripple Creek Railroad, Colorado Rail Annual No. 13. Tivis E. Wilkins.

Narrow Gauge in the Rockies. Lucuis Beebe/Charles Clegg.

Tragedy at Eden. Dow Helmers. Signed. #206 of 1000.

Mary T. Wentzel, 7118 Jim Weber Road, High Ridge, MO 63049.

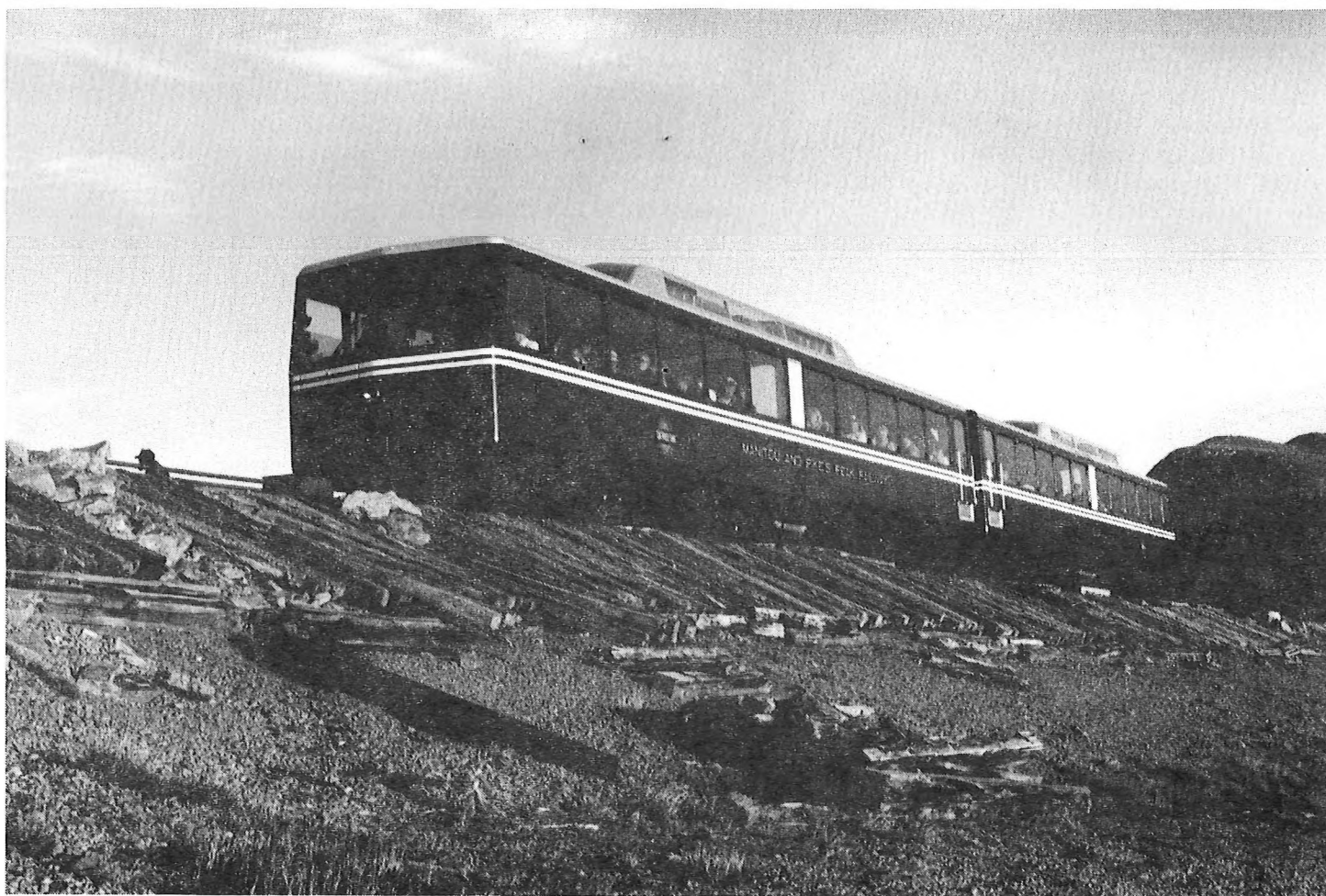
## REPORT ON THE PIKE'S PEAK MOONLIGHT EXCURSION ON THE COG RAILWAY

About 150 Club members and their guests climbed aboard a Swiss articulated locomotive for the ride to the top of Pike's Peak on October 6, 1990.

Along the way, riders enjoyed the fall scenery, beautiful clear weather with moderate temperatures, and a breezy photo runby.

We arrived just as the sun was going down, proceeded to have supper, waited until the moon was rising and proceeded back down to Manitou Springs. The clouds occasionally blocked the moon, but for the most part, the moon was clearly visible and provided a beautiful evening, especially as we first started down the mountain. The moon was outstanding as it rose over the lights of Colorado Springs.

As always, the COG folks were wonderful! We wish to express our thanks to fellow member, Martin Frick, President and C.O.O. of the Manitou and Pike's Peak Railway, Conductor Chris Thomas and Engineer Dan Tollefson. In addition, we would like to thank Bill Carle of the Pike's Peak Summit House and his crew.



*The Club's recent outing on the Manitou and Pike's Peak Railway provided this photo runby as we neared the summit of Pike's Peak. The Swiss-built, articulated unit is quiet, smooth and comfortable. The excursion was quite a success. (Jim Trowbridge Photograph)*

## AMTRAK'S AC/DC LOCOMOTIVES

Three years ago, Amtrak ordered the two F-69 prototype locomotives from a partnership of General Motors' Electromotive Division (EMD) in LaGrange, Ill. and Siemens AG of Erlangen, West Germany. The two AC locomotives--which are the same size and horsepower as F-40DC (direct current) diesel locomotives, but have a sleeker, more modern design--were released from

General Motors for testing in Pueblo in July, 1989.

AC vs. DC--What's the difference?

LOWER MAINTENANCE--AC traction motors need less service because of their simplicity of design. DC traction motors need frequent inspection and are especially susceptible to moisture damage in snowy, cold climates.



*Amtrak's new AC (alternating current) F-69PH Locomotive #450 at Denver Union Station on the headend of the California Zephyr, October 10, 1990. (Joe Priselac Photograph)*

**IMPROVED FUEL ECONOMY**--AC locomotives can operate at lower engine speeds than DC locomotives when supplying electrical power for passenger car heating and cooling. Also, AC locomotives can supply more power from the traction motors while braking, which reduces the load on the main engine and saves fuel. DC locomotives can't do either.

**LESS POLLUTION**--Because of lower engine speeds and the production of power while braking, fewer pollutants are released into the air.

**LESS NOISE**--If you've stood next to a roaring DC locomotive, you know what we're talking about. AC locomotives produce comparable power at lower engine speeds. Locomotive engineers will appreciate the noticeably quieter cab, which has sound-

deadening material in the floors and walls.

**CAB COMFORT**--The cab of the AC locomotive is a nice place to be if you're a locomotive engineer. There's air conditioning to cool things down, and there are four computers that monitor the locomotive. The computers are labeled as user-friendly.

**THE AC locomotive future**--How did Amtrak become involved with this new technology, and what does the future look like for Amtrak and AC locomotives?

General Motors was interested in developing AC traction in North America, so Amtrak got involved in the project. Amtrak says of getting more F-69's, that they are still in the prototype stage, so it's hard to say, but after extensive testing and evaluation over a fourteen-month period at the AAR's



*Amtrak #450 F-69PH, with AC Traction Motors, entering Tunnel No. 1 on the D&RGW's Moffat Line on October 10, 1990. General Motors "Electro Motive Division" test car ET840 is between F-69PH numbers 450 and 451 on the Westbound California Zephyr. (Joe Priselac Photo)*

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test center in Pueblo, Colorado, the AC locomotives look promising.

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## **ANSCHUTZ SELLS RAIL RIGHTS OF WAY TO L.A.**

On October 13, 1990, Denver billionaire Philip Anschutz agreed to sell 175 miles of railroad rights of way from his Southern Pacific Transportation Co. to Los Angeles County for \$450 million.

Most of the track is expected to become part of the new commuter rail systems designed to ease congestion on Southern California's highways. The purchase includes three valuable corridors Anschutz

had been trying to sell for the last year.

Los Angeles County officials said they paid an average of \$1.3 million a mile, 63 percent less than Anschutz's original asking price of \$3.6 million a mile. The railroad chose to make the deal partly because it could sell all the lines as a single package.

Besides the actual rights of way, the deal includes other parcels of Southern Pacific land along the routes that the county intends to use as station and parking sites, train yards and other transit facilities. Southern Pacific also will provide 69 miles of its main lines rent-free to the county so commuter rail service can begin while new track is being planned and built.

(Denver Post, 10/13/90)

# GEORGETOWN & THE LOOP

**"GEORGETOWN AND THE LOOP" — 50th  
ANNIVERSARY BOOK**

This 270 page 8½" by 11" hardback book is a photographic history of Colorado's "far famed" Georgetown Loop of a century ago through its glory years of countless tourist trains over the spectacular engineering marvel of the nineteenth century, the High Bridge, to the present operation of the Georgetown Loop Railroad. Many Rocky Mountain Railroad Club members and friends have contributed an amazing amount of material to make Georgetown and The Loop an outstanding history of the railroad that made Georgetown and Silver Plume famous for more than a century.

*Georgetown and The Loop* is a different railroad history book with a short text and a fantastic collection of rare photographs of the "Old Loop" as well as pictures (some in color) of the incredible rebuilding of the "New Loop." This unique railroad history tells the fascinating story of just a few miles of Colorado narrow gauge railroad and the mining towns it served. Every true railfan will be thrilled to see the photos of the five presently operated steam engines on the Georgetown Loop Railroad. Price \$29.95.

Looking for a gift for a friend who is also a railroad buff? Do you need to obtain a Christmas present for a loved one or a friend who has interest in railroading? Then, why not consider a truly fine book... "Georgetown & The Loop." The Club still has a reasonable inventory of this 50th Anniversary publication.

The Club can even send the book directly to who ever you choose!! Just add the shipping cost and a gift card and we'll do the rest. And, heaven forbid, you have not purchased your own copy, do so today! Remember, some day this publication, too, will be gone and prices will probably rise for copies (used at that!!)

GEORGETOWN & THE LOOP

Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

[ ] This is a gift for the above person.  
My name and address is as follows:

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE ( ) \_\_\_\_\_

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

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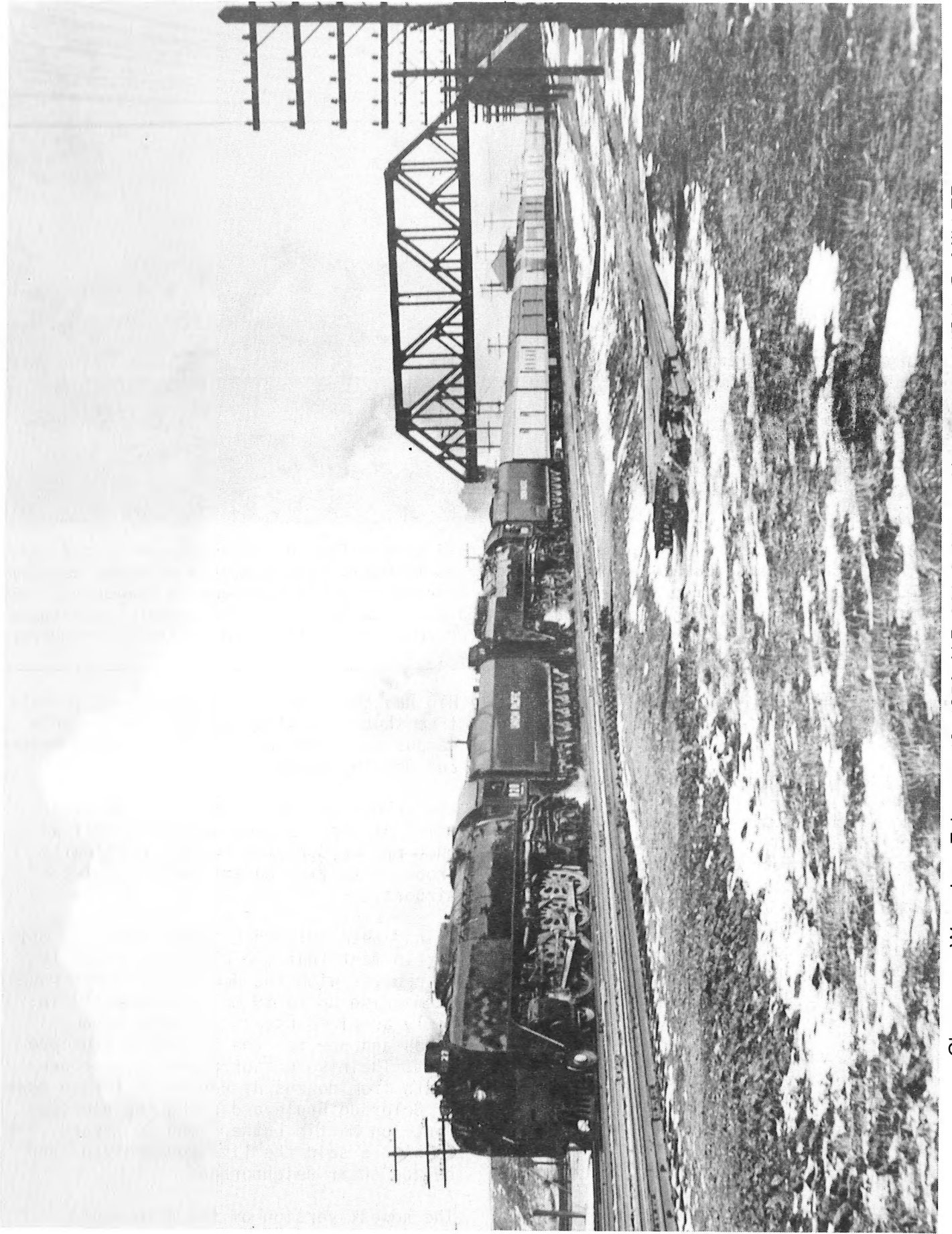
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## NEWSLETTER CONTRIBUTIONS

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.







Cheyenne, Wyoming, February 19, 1956, U.P. 820 & 831 on No. 27 NEAL R. MILLER



*The artist's conception of the proposed light rail system from downtown Denver to the airport (Stapleton International) shows the system as it would have appeared on Bruce Randolph Avenue, showing how well the system would have blended into the surrounding community. The system would have provided job opportunities and a chance to revitalize neighborhood businesses. (Regional Transportation District Photograph)*

## **LATEST ON LIGHT RAIL IN THE DENVER METRO AREA**

Over a year ago, the RTD Board made the decision to pursue a rapid transit line serving Northeast Denver between Stapleton Airport and Downtown. This corridor was chosen for a variety of reasons: the length (approximately 6.4 miles) was affordable and buildable with local dollars and no increase in taxes, the people who live within the corridor are established, high-use transit riders, and the potential economic boost that could be given to this area of town.

That was how things stood in July, but, bowing to pressure from northeast Denver and beyond, the RTD board of directors has now agreed to halt plans for the portion of the light rail line that would extend east of Colorado Boulevard.

As of October 18th, the newest plan from

RTD has the line scaled back again to be a free shuttle trolley between the Auraria campus and a new Park-n-ride at 30th Avenue and Downing Street.

The truncated line would cover about a third of the distance and about half as much as the 6.4-mile trolley originally proposed to link Auraria with Stapleton Airport.

It had been only three weeks prior to this development that the RTD board voted 13-0 to proceed with the downtown-airport route, earmarking up to \$9 million annually in newly acquired use-tax revenue to buy bonds and pay for the \$125.6 million project. Their vote took place despite protests from dozens of residents living east of Colorado Boulevard along the proposed route on Martin Luther King Boulevard. The opponents said the line would divide and deface their neighborhood.

The newest version of the plan would

# Modern rail transit: An updated version of an old favorite

Today's modern light rail vehicle still functions the same as the streetcars of Denver's past. Many long-time residents will remember the yellow and green streetcars which traveled the neighborhoods into the 1950's.

The flexibility of light rail technology and its lower cost have seen a return of the modern version of the electric trolleys that dominated transit service in almost every large American city at the turn of the century.

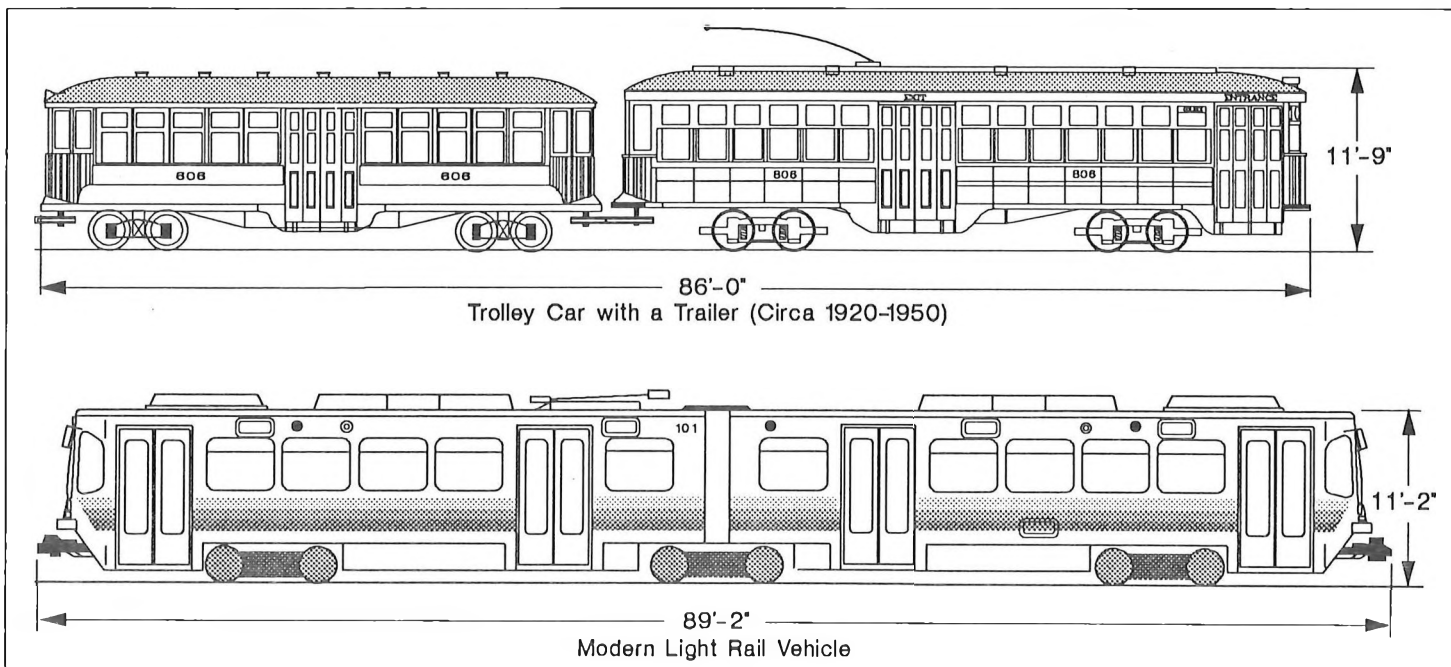
Modern rail vehicles allow cities to offer their residents efficient, cost effective, attractive transportation.

The illustration below shows some of the similarities between a modern rail transit vehicle and a streetcar which was in service in Denver.

They are almost the same length, width and height. Both receive power from an overhead electrified cable and each uses a single operator (driver). The newer vehicles are what is referred to as double-ended.

When the car reaches the end of the line, the operator simply walks through the car to the other end and runs in it the opposite direction, instead of turning the vehicle around. This advantage eliminates the need to build track loops or turn-arounds that were required for the older streetcar systems.

There are over 40 light rail systems operating across the country, with another 16 in the planning stages. This form of transit system is indeed making a comeback in America.



serve as a demonstration project and, hopefully, win over opponents along the route to Stapleton. (Northeast Corridor, RTD, Vol 1, #3, July, 1990. Denver Post, 10/16 and 10/18/90)

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## MISCELLANEOUS

Space has been limited the past few months and various information has come in from members and other sources about miscellaneous items. To catch up, we offer the following for your reading pleasure:

**THE GALLOPING GOOSE TRAIL.** Club member Matt Hutson of Rifle, Colorado sends us information via the October 11th Telluride Times-Journal relating to a proposed hike/bike/horse trail of approximately 45 miles linking Telluride to Lizard Head Pass and, ultimately, Dallas Divide. Organizers hope to have portions of the trail ready by next summer.

In its entirety, the Galloping Goose Trail will follow the almost identical route of the old Rio Grande Southern Railroad, starting in Telluride and proceeding to

Illium Valley, Ames, Ophir Loop, Matterhorn, Trout Lake and then Lizard Head. To the west, the trail will follow the old line from Telluride towards Placerville and then up Leopard Creek to the top of Dallas Divide.

Ultimately, organizers hope to tie in the trail with Montrose and Ridgeway from Dallas Divide, along the Uncompahgre Plateau. There's even a plan to connect it to the old Tabaguache Trail, an historic Indian route, that would link Norwood and Delta to the network.

**UNION PACIFIC'S STERLING DEPOT SAVED.** Stu Anderson of Boulder, Colorado, sent the following information via the September 17, 1990 issue of The Fence Post:

In 1986, the depot was listed on the National Register of Historic Places. The beginning of the depot restoration was begun in 1982 by local citizens, but was put in jeopardy by the UP who required that the building be moved from its site near the tracks. The Sterling Downtown Improvement Corporation and the Sterling Urban Renewal Authority donated the land needed to relocate the building on the corner of Main and Front Streets. Additional funds were obtained for the actual moving. May 19th of this year, the official dedication and open house took place.

**ANOTHER STEAMER IN SERVICE:** Club member Mark Bonomo of Denver advises that a Norfolk & Western Class A (designed to

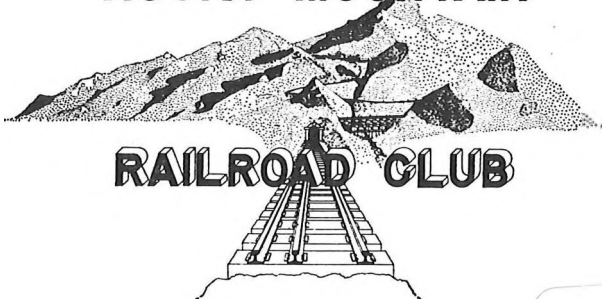
haul 190-car, 18,000-ton coal train) is alive and well and now pulling excursion passengers over some of its former routes in Ohio and West Virginia. Touted as the largest, most powerful steam locomotive ever built, this great piece of railroad engineering was saved from the scrap heap in 1963 and has been completely restored. For information on its schedule and other steamtrain excursions, one can write C. P. Huntington Railway Historical Society, Box 1252, Ashland, KY 41105-1252 or call 304-522-6140.

**PROPOSED ABANDONMENT:** Club member George Reed of El Paso, Texas writes to advise that he was in Ft. Stocton, TX the end of September and found notices pasted at the Santa Fe depot stating that the segment from San Angelo Jct. to Presidio, TX was in category II of the Abandonment Act. This section of railroad was a part of the Kansas City, Mexico & Orient. There is about 250 miles of railroad involved! George believes that the notice was posted sometime in June. The railroad is offering maps and details of the petition from Topeka.

**TRANSFAIR REPORT:** The Intermountain News reports that Transfair attracted about 1,600 people during its two-day run, the lowest in the history of the event. The event will be evaluated by the Board with consideration to a different date since the National Model Railroad Association's convention will be held in Denver in mid-July, possibly affecting the timing of Transfair.

## ROCKY MOUNTAIN

SECOND CLASS



BOX 2391  
DENVER, COLORADO 80201

ROGER CALLENDER  
2573 S. WILLIAMS ST.  
DENVER, CO 80210