

Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 12, 1991 -- 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 April, 1991 Rail Report is due no later than March 12, 1991!!

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

March, 1991..... No. 378
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. 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.

MARCH 12 PROGRAM

By popular request, the Club presents an evening of Otto Perry films at the March meeting. At the time of this writing, Ed Haley and Joe Priselac were searching through the 100+ reels of outstanding railroad footage for your pleasure and enjoyment. No matter what is selected, those in attendance at the March meeting will be treated to an excellent program.

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.

FEBRUARY 19 MEETING

You will note that several monthly items are missing from this newsletter, such as a review of the program and the results of the monthly drawing.

This is a result of the regular March meeting being moved back one week due to scheduling problems of our meeting hall due to religious holidays. We will catch up with this news in the April newsletter.

PLEASE NOTE: The Club did not know that our March meeting would have to be moved to the 19th until after the February meeting! While every effort was made to notify members via the Rail Report and the Club's telephone recorder message for March, we expect a few members to miss getting the news and we, again, wish to apologize for any inconvenience in this matter!! Your editor believes that this is only the 3rd time in some twenty years that a meeting was either cancelled by bad weather or moved because of some other reason without ample advance notice.



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.



ANNUAL POTPOURRI PROGRAM

Don't forget!! The annual potpourri program will be held in April. Select your favorite railroading slides. You are invited to submit 15 slides. They should be in-focus and properly exposed, and, perhaps numbered so that Erwin can be sure to put them into proper order in Kodac carousel trays (first slide to the front and last slide to the back as you face the screen). If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you.

The March meeting is the last opportunity to presubmit your slides and be assured of having them shown in April.

NEW MEMBERS

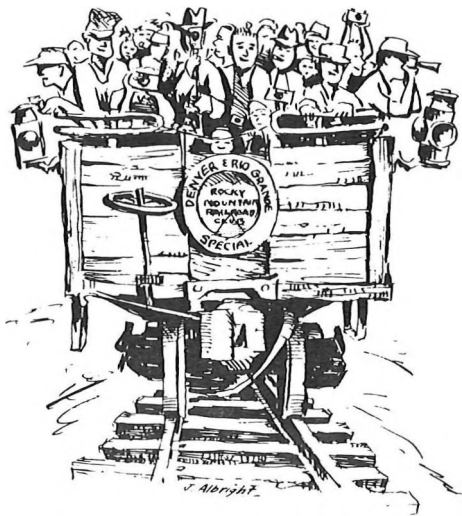
The Rocky Mountain Railroad Club wishes to enthusiastically welcome the following new members:

REGULAR--

John Ayer	Frederick, CO
Donald G. Chambers	Denver, CO
Bob Feist	Denver, CO
Tim Flanagan	Winter Park, CO
Grampa's Depot	Denver, CO
Henry Hadley	Redlands, CA
Eva J. Hoffman	Evergreen, CO
John R. Lippert	Englewood, CO
Tom Millensifer	Littleton, CO
Todd Rollheiser	Denver, CO
Edgar Schaefer	Louisville, OH

ASSOCIATE--

Madison Ayer	Frederick, CO
Nancy A. Lippert	Englewood, CO
Rosalie Priselac	Denver, CO
Pam Rasmussen	Denver, CO
Reid Rigtrup	Golden, CO
Rose Smithers	Medford, MA
Mary M. Varney	Torrington, WY



NEWS FROM THE COLORADO RAILROAD MUSEUM

STEAM UP!! The April Newsletter may not arrive in time to remind members that the Colorado Railroad Museum will have a steam up on Saturday and Sunday, April 6 and 7, 1991.

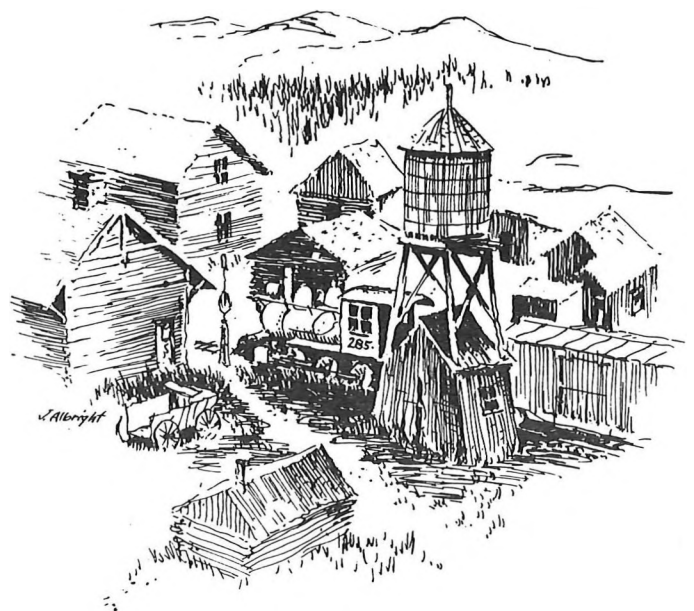
Hours of operation should follow the standard Museum hours of 9:00 a.m. to 5:00 p.m. Admission is Free to Club members and their family as per our contractual agreement with the Museum. Others may enter the Museum for the following fees: Adults \$3.00; Children \$1.50 (when accompanied by adults); Family Rate, Parents and Children under 16 \$6.50.

Don't forget the Denver HO Model Railroad Club's HO/HOn3 layout in the basement of the Museum. The Club may have members operating the layout for this event; however, trains can be operated at any time via a coin-operated device.

While attending the steamup, why not pick up the latest railroad books on your "to get" list. Other merchandise is also available ranging from "T" shirts to railroad "paper".

1991 SCHEDULE OF EVENTS

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 the Colorado Railroad Museum
June 8	Limon/Arriba (Kyle Railways) Excursion
June 11	Regular Monthly Meeting
June 28	100th Anniversary Celebration of the Pike's Peak COG Railway
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 Mixed 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



GEORGETOWN & THE LOOP

GEORGETOWN & THE LOOP

Order Form

"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.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

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

NAME _____

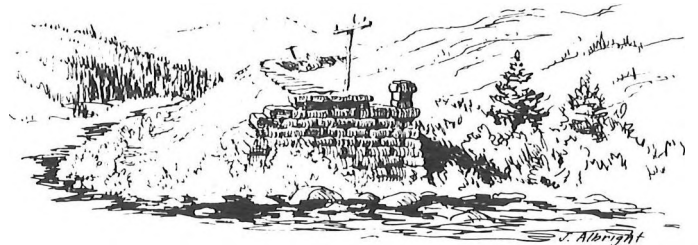
ADDRESS _____

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



**ALL
ABOARD
AMTRAK**

THE CALIFORNIA DREAM RAILROAD EXCURSION

The Rocky Mountain Railroad Club's California Dream Railroad Excursion departs on Saturday morning, May 4th from Denver's Union Station for a spectacular all-day journey across the Rocky Mountains to Salt Lake City. Early the next morning passen-

gers will awaken in western Nevada, travel through Reno and over historic Donner Pass in the high Sierras. Arrival in Sacramento comes in the early afternoon for a three night stay at the Vagabond Inn, conveniently located in the center of all the "Railfair '91" and Old Sacramento activities. Fare includes tickets for entrance to Railfair '91 for all three days, including the musical revue. [Refer to the flyer included in the January, 1991 mailing for additional details regarding Railfair '91 or see the September, 1990 issue of the Rail Report]

On Wednesday morning, the group departs by motor coach to the Napa Valley wine country where it boards the famous Napa Valley Wine Train for a luncheon trip through the Valley. In the afternoon, the group will travel to San Francisco for a two night stay at the Chancellor Hotel on Union Square.

Thursday morning will include an introductory tour of San Francisco which will end at Fisherman's Wharf. The rest of the day, participants are on their own to do as they please: ride the cable cars, the Muni, the BART, or shop or maybe tour Alcatraz or the Muir Woods.

On Friday, the group transfers to Oakland where it boards the Coast Starlight for a spectacular journey to Los Angeles, traversing the Salinas Valley and the Pacific Coast shoreline. The Club has chartered the private car, Native Son, an ex-U.P. dome lounge observation car that was built in the 50's. (This car is limited to 30 passengers, determined on a first come-first serve basis).

Upon arriving in Los Angeles, the group will transfer to beautiful Long Beach for an overnight stay at one of the most unusual hotels, the gigantic steamship, the Queen Mary. That evening and the next morning will offer ample opportunity to leisurely stroll its magnificent decks, salons, and partake of its many restaurants.

Shortly before departure on Saturday morning, a short tour will be made of the Spruce Goose, the world's largest aircraft built by Howard Hughes. From there, the group boards the Desert Wind, departing from Los Angeles' historic Union Station at noon. The tour will travel across the Mojave Desert to Las Vegas with arrival in Salt Lake City the next morning. After another spectacular journey through the Rockies, the group arrives back in Denver Sunday evening, May 12th.

Trip fare includes all hotels, rail and bus transportation, all transfers, entrance fees to Railfair '91 and musical revue, Grayline Tour in San Francisco, Napa Wine Train luncheon, Spruce Goose admission, all meals aboard the Native Son and baggage services at the hotels.

Fares:

Amtrak Coach/Native Son
 \$1,026.00 Double Occup. per person
 \$1,401.00 Single Occup. per person

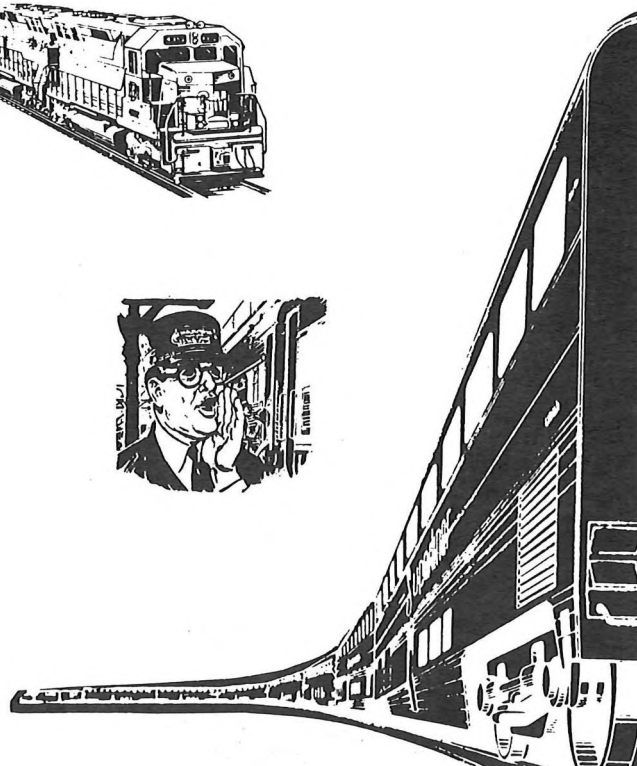
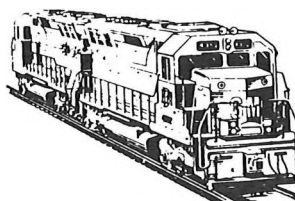
Amtrak Econ. Bdrm./Native Son
 \$1,290.00 Double
 \$1,929.00 Single

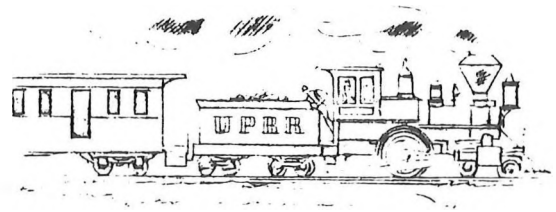
Amtrak Dlx. Bdrm./Native Son
 \$1,580.00 Double
 \$2,508.00 Single

[Anyone not wishing to ride the Native Son may deduct \$200.00 per person from the above prices]

Contact Al Miller at Alpine World Travel for additional details: 1555 South Havana Street, Aurora, Colorado 80012. (303) 752-0900.

Cancellation fees are in force. It is suggested that all participants purchase insurance to cover accidents and medical emergencies or cancellations due to an accident, illness, or death on the part of the participant or a member of the immediate family.





RIO GRANDE SKI TRAIN SCHEDULE

If you are unable to take the Club's Ski Train excursion in February, then perhaps you can arrange a private excursion for yourself for pleasure of skiing.

The Ski Train leaves Denver Union Station promptly at 7:15 a.m. on its scenic two hour trek through the heart of the Rocky Mountains, plunging through 29 tunnels and the Continental Divide before arriving at the base of the Winter Park Mountain, feet from the lifts. It returns from Winter Park at 4:15 p.m. and arrives in Denver at approximately 6:15 p.m.

Reservations can be made by calling (303) 296-I-SKI (296-4754) or writing the Rio Grande Ski Train, 555 17th Street, Suite 2400, Denver, Colorado 80202.

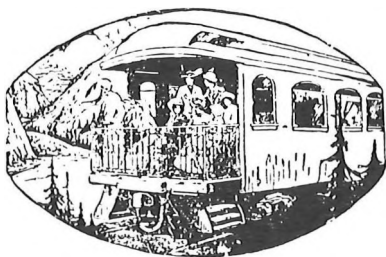
COSTS:

First Class: \$40.00 (more spacious seating with continental breakfast)

Coach: \$25.00

Lift Tickets: Discounted lift ticket when purchased on the train.

The Ski Train runs every Saturday and Sunday through April 7, 1991 (except Easter, March 31st) and two Friday spring break excursions, March 22 and 29.



Club member, Bob Fryml stands on the front of the new UP SD-60M while Dotty Anderson stands at track level. The Number 6204 was built in 1989 and taken by the UP on August 4, 1989. The locomotive was built by GE in Canada, weighs 395,000 lbs., creating tractive effort of 100,000 lbs. Fuel capacity is 5,000 gals. The locomotive is geared 70/17 for 70 mph. speed, developing 3,800 hp. The occasion for this photograph was a visit to Cheyenne to see the historic steam and diesel engines stored there.

(Bud Lehrer Photograph)

The Rocky Mountain Railroad Club

presents

The California Dream Railroad Excursion

via

Amtrak *California Zephyr, Coast Starlight, & Desert Wind*

featuring



- California Railroad Museum's 10th Anniversary
- Railfare '91 in Old Sacramento
- The *Napa Valley Wine Train*
- San Francisco, The City by the Golden Gate
- Private Car, *Native Son*, on the *Coast Starlight*
- The *Queen Mary*



This Rocky Mountain Railroad Club excursion departs Saturday morning, May 4th from Denver's Union Station for a spectacular all-day journey across the Rocky Mountains to Salt Lake City. Early the next morning we awaken in western Nevada, travel through Reno and over historic Donner Pass in the high Sierras. We arrive in Sacramento early afternoon for a three night stay at the Vagabond Inn conveniently located in the center of all the Railfare '91 and Old Sacramento activities. We will have tickets for entrance to Railfare '91 for all three days including the musical revue.

The Railfare '91 grounds will encompass 15 acres in the heart of Old Sacramento. Within the grounds will be spectacular displays of locomotives, cars, and smaller exhibits of railroad organizations, other museums, railroad industrial suppliers and the railroads themselves. In addition, there will be venues for entertainment, special displays, and food service.

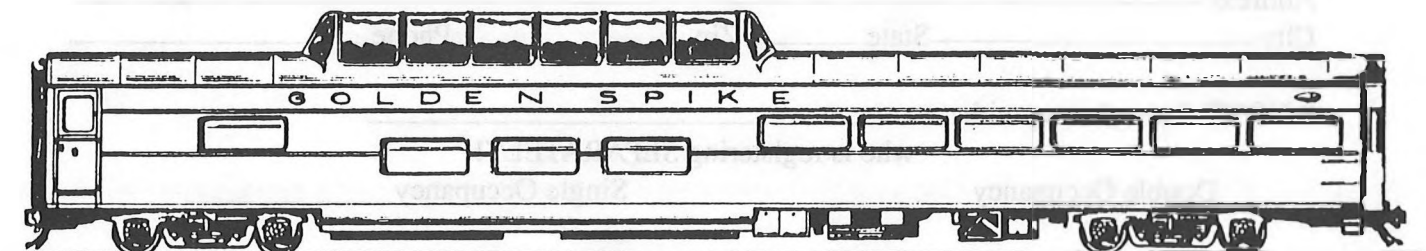
Just a partial list of locomotives expected at this writing are U.P. #844 and #3985, A.T.&S.F. #3751, BR #71000 *Duke of Gloucester*, CN #6060, CP #2680, D & NM #14, *John Bull* replica, SP #3420, SP #4449, and V&T #22 *Inyo*.

On Wednesday morning, we will depart by motor coach to the Napa Valley wine country where we will board the famous *Napa Valley Wine Train* for a luncheon trip through the Valley. In the afternoon, we will travel on to that beautiful city by the Golden Gate, San Francisco, for a two night stay at the Chancellor Hotel on Union Square.

Thursday morning we will have an introductory tour of San Francisco which will end at Fisherman's Wharf. The rest of the day you are on your own to ride the cable cars, the Muni, the BART, or to shop or maybe tour Alcatraz or the Muir Woods.

On Friday morning, we transfer to Oakland where we will board the *Coast Starlight* for a spectacular journey to Los Angeles traversing the Salinas Valley and the Pacific Coast shoreline. We have chartered the private car, *Native Son*, an ex-U.P. dome lounge observation car that was built in the '50s. The *Native Son* is limited to a capacity of 30 passengers and determined on a first come-first serve basis. The balance of our group who will not be on the *Native Son*, will ride in the comfort of the Superliner coaches and lounge car and will receive a \$200 reduction in the price of the tour.

Upon arriving in Los Angeles we will transfer to beautiful Long Beach for our overnight stay at one of the most unusual hotels, the gigantic steamship, the *Queen Mary*. That evening and the next morning will offer ample opportunity to leisurely stroll its magnificent decks, salons, and partake of its many restaurants.



Shortly before departure on Saturday morning, a short tour will be made of the *Spruce Goose*, the world's largest aircraft built by Howard Hughes. Our train, *The Desert Wind*, will depart Los Angeles' historic Union Station at noon. We will travel across the Mojave Desert to Las Vegas with arrival in Salt Lake the next morning. After another spectacular journey through the Rockies we will arrive back in Denver Sunday evening, May 12.

Trip costs include all hotels, rail and bus transportation, all transfers, entrance fees to Railfair '91 and musical revue, Grayline Tour in San Francisco, *Napa Wine Train* luncheon, *Spruce Goose* admission, all meals aboard the *Native Sun* and baggage services at the hotels.

Cost of Tour

	Per Person Double Occupancy	Single Occupancy
Amtrak Coach/Native Son	\$ 1026.00	\$ 1401.00
Amtrak Econ. Bdrm/Native Son	\$ 1290.00	\$ 1929.00
Amtrak Dlx. Bdrm/Native Son	\$ 1580.00	\$ 2508.00

* Please note: Anyone not wishing to ride the *Native Son*, \$200.00/per person will be deducted from the above prices.

Payments

\$300.00 Deposit	February 15, 1991
\$500.00 Payment	March 1, 1991
Balance Due	March 14, 1991

Cancellation Policy

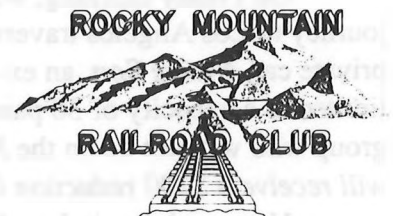
Due to strict new regulations by Amtrak on cancellations the following cancellation policy will be in effect
 Cancellation prior to 2/15/91 - Full Refund.
 Cancellation prior to 3/1/91. - \$200.00 Penalty.
 Cancellation prior to 3/14/91 - \$500.00 Penalty.
 Cancellation 3/14/91 or after - Refunds will be made according to policies of hotels, bus lines, and Amtrak. Full refund will be made if vacancy is filled.

Cancellation Insurance

We strongly advise all participants to purchase insurance to cover accidents and medical emergencies or cancellations due to an accident, illness, or death on the part of the participant or a member of the immediate family.

Return this portion with \$300.00/person deposit by February 15, 1991.

To: Al Miller, Alpine World Travel, 1555 South Havana Street
 Aurora, Colorado 80012 (303) 752-0900.



Final payment is due March 14, 1991.

Name _____
 Name _____
 Address _____
 City _____ State _____ Zip _____ Phone _____

* NOTE: I am sharing with _____
 who is registering SEPARATELY!
 Double Occupancy _____ Single Occupancy _____



PHOTO BY A. J. WOLFF

Union Pacific Historical Society

PRESENTS THE

STEAM TRIP OF THE DECADE

The Union Pacific Historical Society will sponsor the operation of a Union Pacific double-headed steam excursion behind locomotives 844 and 3985, using deluxe passenger equipment between Salt Lake City, Utah and Cheyenne, Wyoming on Saturday and Sunday, May 18 and 19, 1991, Photo stops will be made enroute.

Our special train will depart from the Union Pacific station in Salt Lake City at 8:00 a.m. on May 18 and will travel through scenic Weber and Echo canyons up over the Wasatch range of mountains. After a brief servicing stop at Evanston, we will then head east to Rock Springs for that night.

On May 19, we will depart from Rock Springs at 8:00 a.m. heading across Wyoming and the Continental Divide to Rawlins, where the locomotives will be serviced prior to departure toward Laramie, Sherman Hill and Cheyenne.

Tickets are available in three combinations, which include Continental Breakfasts and box lunches. Busses will be provided to/from hotels at Rock Springs. **LODGING COSTS ARE NOT INCLUDED IN TICKET PRICES:**

1. Tickets for the entire trip, over 500 miles, covering both days between Salt Lake City and Cheyenne. Overnight will be at Rock Springs, Wyoming. Upon arrival in Cheyenne, chartered busses will transport passengers to Denver Union Station and Stapleton Airport. **THROUGH TICKET COST \$276.00.** Please note: This segment of the excursion originates in Salt Lake City and terminates in Denver.
2. One day tickets are available from Salt Lake City to Rock Springs, with bus transportation provided for return to Salt Lake. **TICKET COST \$163.00.**
3. Charter busses will leave from Denver Union Station at noon on Saturday, May 18th spending the night at Rock Springs. On Sunday, May 19th busses will depart from the Hotel at 7:00 a.m. and take passengers to the train for the trip to Cheyenne. After arrival at Cheyenne the busses will transport passengers back to Denver. **TICKET COST \$188.00.**

PLEASE NOTE: ROOM RESERVATIONS AND EXPENSES AT ROCK SPRINGS ARE THE RESPONSIBILITY OF THE INDIVIDUALS. HOWEVER, WE WILL SEND YOU A HOTEL RESERVATION CARD FOR THE PREFERRED HOTEL WHERE OUR BUSES WILL PICK-UP AND DELIVER PASSENGERS.

WE CANNOT ASSUME RESPONSIBILITY FOR MISSED TRAVEL CONNECTIONS.

Purchasers are subject to all requirements and conditions of the Union Pacific Railroad and the Union Pacific Historical Society. The Society is not liable nor responsible for any schedule delays or changes in equipment or anything beyond our control.

REFUND POLICY: A \$25.00 handling charge will be deducted from each ticket where refund is requested. No refunds will be made after April 21, 1991 unless the seat/ticket can be resold prior to operation of the trip. Full refund will be made if the trip does not operate.

Please send _____ tickets, Salt Lake City to Cheyenne, May 18th & 19th @ \$276.00 = _____
 _____ tickets, Salt Lake City to Rock Springs & return, May 18th @ \$163.00 = _____
 _____ tickets, Rock Springs to Cheyenne, May 19th @ \$188.00 = _____
 Total _____

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____ PHONE NO. _____

ORDER FROM: UNION PACIFIC HISTORICAL SOCIETY, P.O. BOX 5653, ARVADA, CO 80005-0653



Bob Fryml is in the engineer's seat of the UP's SD-60M No. 6204. This locomotive is based in Salt Lake City for heavy maintenance. It sports the new Modified North American Cab. The controls in front of Bob appear to be less complicated. The levers control the throttle and two braking systems, automatic and manual. The locomotive has four seats in the cab and three doors--two to the back and one in front of the cab. The new cab design gives outstanding viewing to the crew. The photograph was taken on Saturday, January 12, 1991. Bud was entertaining a guest, Chris Hazlehurst of Essex, England, who was returning to the states to do so railroading. Many may remember Chris from the 1988 Anniversary Trips and the January meeting this year.

(Bud Lehrer Photograph)

OBSERVATIONS

Every once in a while, a good movie comes along that has some railroad action. I recently watched (again) the 1952 movie "Denver and Rio Grande" on one of the cable stations. Overall, there are probably more train movements in this other than the train videos of today. The plot is a little "hokey" by today's standards, but 38 years ago, it was probably "cool" for a western.

Although it was the story of the battle of

the Rio Grande going up the Royal Gorge, the majority of the movie was filmed on the Silverton Branch. A lot of equipment, not normally seen running today, was actively used in the filming. In some places, towns along the route from Pueblo to west of Canon City showed up, but by signs alone. One scene had the depot sign attached as "Swallows" but it was the Silverton Depot and the coal tower to the north sticks out. There is one great scene of the train coming from the south into Silverton as a true narrow gauge freight train.



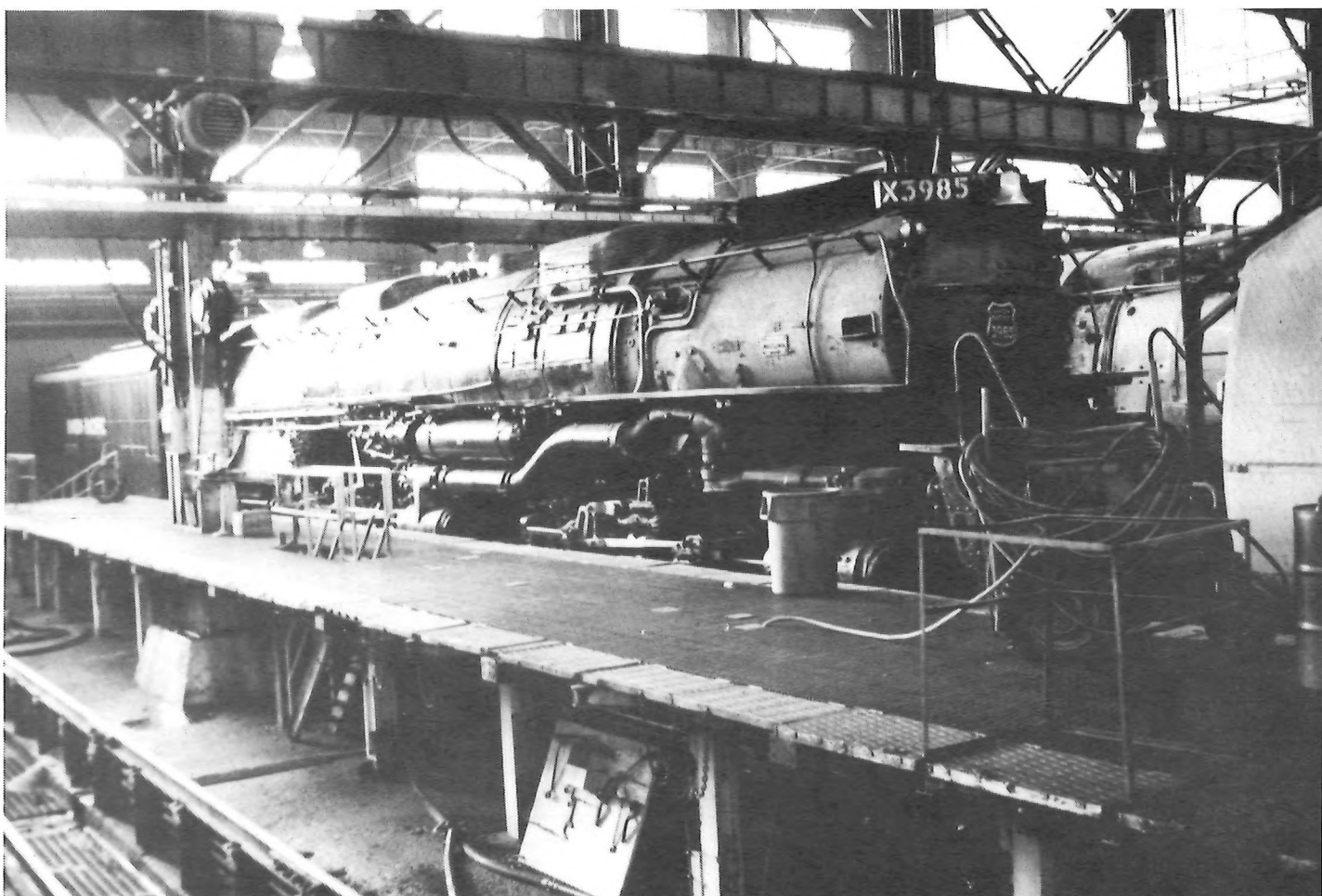
UP No. 951, an E-9 unit is another famous unit of the Union Pacific Railroad. Received by the UP on 6/5/55, it weighs 335,770 lbs. developing 56,480 lbs. of tractive effort. It carries 1,700 gals. of fuel and with a 55/22 gear ratio can obtain speeds of 97 mph. Its motors develop 2,400 hp. Recently, the UP obtained another E-9A No. 949. This unit was originally UP, sold to C&NW, then to METRA and, now, back to the UP from METRA. In addition, the UP has picked up an E-9B unit from the Alaska Railroad (possibly obtained from the UP originally). This unit still has its 6-wheel trucks, but no traction motors. It was apparently used for headend power or steam generation. Plans for these two units are not currently known. Behind the No. 951 is a 2-10-2 steam locomotive No. 5511. In addition to the No. 951, 3985, 844 and 5511, the diesel house also contains another Northern, No. 838, used for parts for the 844. Outside, on a flat car, is a pre-Harriman era ten-wheeler No. 1243 (4-6-0) which is now shipped around the UP system for display. In addition, one of the last remaining (and in running condition) UP Centennial units, No. 6936 is stored in the diesel facility. This equipment, alone, represents a fine start for a Museum!!

(Bud Lehrer Photograph)

The engines used in this movie had the numbers of 268 and 319 lettered on them. I commented before that 268 sits today at the Gunnison Museum. One of the cabooses had been painted green and had number 0579 on it. Box car 2507 was orange and passenger car 212 was in its bright yellow/orange

colors. I could not get numbers off the other box, flat and open-ended gons. And the trains seemed to move a bit faster than they do today.

To start out the movie, there are some great shots of the 1950's D&RGW freight



The main reason for the January 12, 1991 outing was to see the UP's historic steam and diesel locomotives now stored in the diesel house in Cheyenne. Here we see Challenger No. 3985 being worked on with the 844 next to it. A report on this facility was included in the November, 1990 issue of the Rail Report concerning its replacement with an entirely new facility to house the UP's excursion locomotives. (Bud Lehrer Photograph)

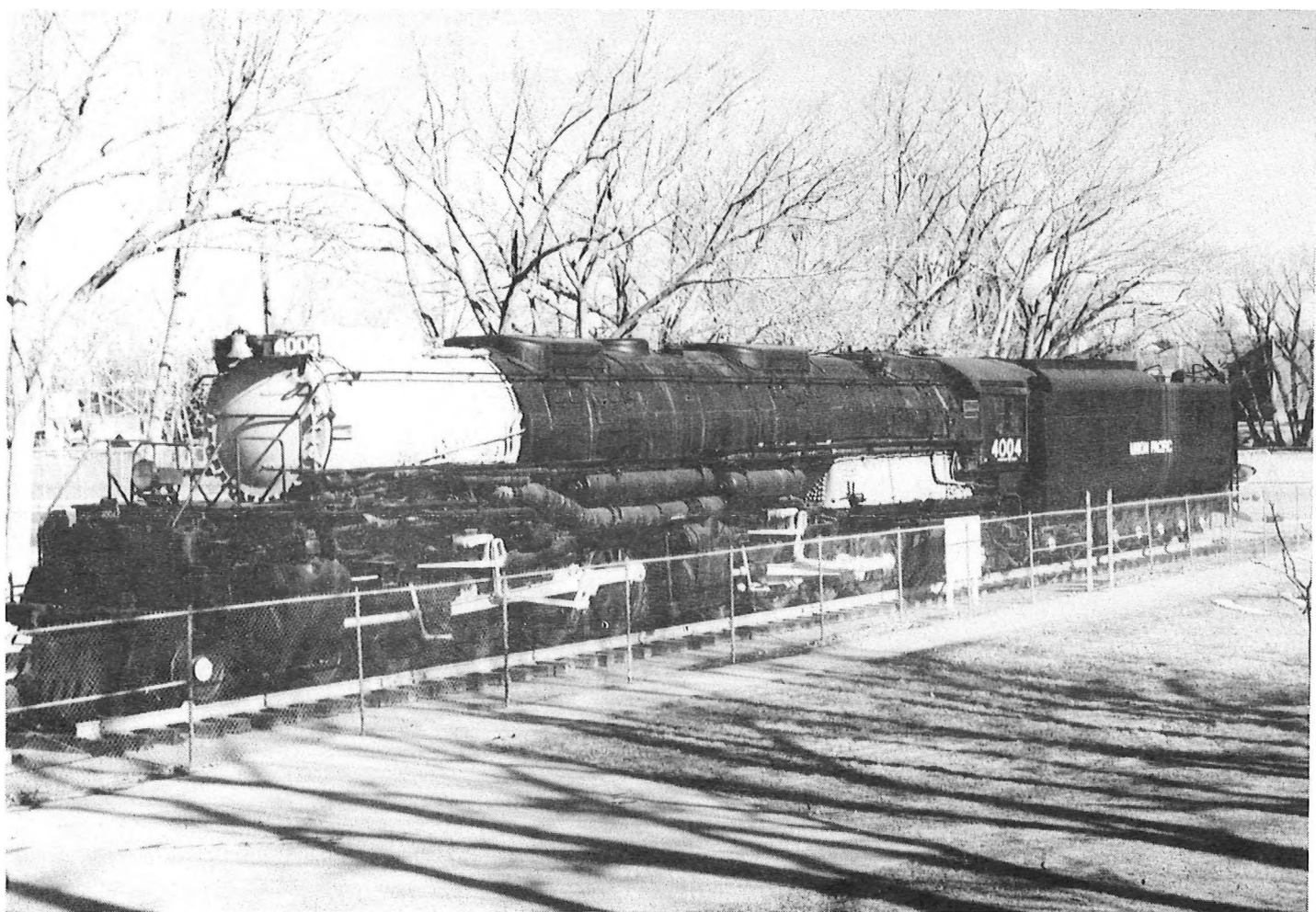
and passenger trains using F-3's, FT's and some of the silver PA's pulling the California Zephyr appear. One scene has the famous meet of the two CZ trains and ending the movie was the end shot of the CZ passing. All great photography of trains we loved.

Of course, the classic item in this movie is the famous head-on crash of the 319 and 268. To those who have not seen it, this is where the crews jump off in time and in a big open area, hit head on with resounding blasts and steam, possibly aided by Hollywood special effects crews. After that, in viewing the damage I have been told, those engines could have been repaired and on the road again in a week's time.

Those were the days when anything narrow gauge that could be disposed of, was! Before the crash, one of the cabooses and car 212 were uncoupled and coasted to a stop before the impact so they were not damaged.

I have been told by others that the 319 might have been a C-19 and actually destroyed. The other one might have been repaired or it too was another engine that was to be disposed of, and not the 268 (which makes more sense) but painted and lettered for the 268. Both engines had been painted up in the "Bumble Bee" color scheme.

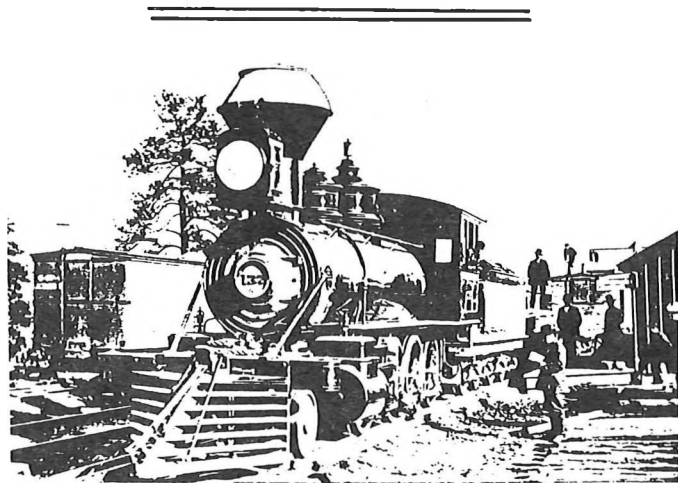
I have been in sound studios, on movie lots



UP "Big Boy" No. 4004 rests in Cheyenne in Holliday Park on East Lincoln Way. Cheyenne is fortunate to have such historic big steam in the area along with the still-in-service 844 and 3985. A visit to Cheyenne is a must for big steam-era buffs. (Bud Lehrer Photograph)

and many movie sets. It is interesting to see how movies are photographed and made and how they are done with all the special effects. Most of this movie appeared to have been filmed outdoors. I tried to relate to many of the areas, having ridden the "Silverton" many times over the years. I wonder how much film ended up on the cutting room floor that were great train shots. Well, if any one ever comes up with a time machine, I want to set it to go back in the late 40's and early 50's to watch them film a lot of these trains, taking my 35mm, movie and video cameras. To me, that would be the peak of narrow gauge operations in Colorado. Believe me, it would be a great photo trip. Besides, I could take a few of those Rocky Mountain

Railroad Club trips that I missed out on.
(John Dillavou)





SKI TRAIN EXCURSION

The Rocky Mountain Railroad Club is pleased to announce the annual D&RGW Ski Train excursion. This trip has been set for Sunday, March 24, 1991.

Our trip begins at 7:15 a.m. when the D&RGW Ski Train departs Denver's Union Station for a trip to Winter Park, Colorado. Arrival in Winter Park is scheduled for 9:15 a.m.

Upon arrival at Winter Park, members of our group will have several activities to choose from. Skiing, shopping and eating are, of course, available; however, we have added some options. We've chartered a Snow Cat which will take a group of 12 up the old railroad grade to Rifle Sight Notch. This trip leaves at 10:00 a.m. and will return between 3:00-3:30 p.m. The fare is \$46.00 and well worth the money if you've never taken the trip. There is another Snow Cat tour available: We are offering a 2-hour tour of the Winter Park Ski area. Departures for this trip are 10:00 a.m., 12:00 noon and 2:00 p.m. The fare is \$15.00 for adults and \$10.00 for children 13 and under. When making reservations, please specify which time you would like to depart.

We have also chartered a bus to take photographers to Tabernash tp photograph the Ski Train being turned on the Wye. If time permits, we will also try to catch the California Zephyr between Winter Park and Tabernash. Departure at 9:30; Return at 11:30 a.m. Fare is included in basic trip cost.

Fare for the Ski Train, shuttle bus, charter bus (for Ski Train photographers) and railroad movies is \$28.00 per person.

In the afternoon, railroad movies will be shown in the meeting room we've booked at the Mary Jane Ski area (Free shuttle bus service is available to Mary Jane). The Ski Train departs Winter Park at 4:15 p.m. with an arrival in Denver set at 6:15 p.m.

We highly recommend reserving your seats as soon as possible since the Ski Train Trip and Snow Cat trips have always sold out in past years.

All tickets must be purchased by March 1, 1991. NO REFUNDS will be available after March 1, 1991.

SKI TRAIN & SNOW CAT TOUR ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

PHONE () _____

_____ Ski Train tickets at \$28.00 each \$ _____

_____ Railroad Grade Snow Cat Tours at \$46.00 each \$ _____

_____ Winter Park Snow Cat Tours at \$15.00 ea. \$ _____

_____ Winter Park Snow Cat Tours at \$10.00 ea. \$ _____
(Children's Fare)

Please provide your first and second choices for departure times on the Winter Park Tours:

1st: _____

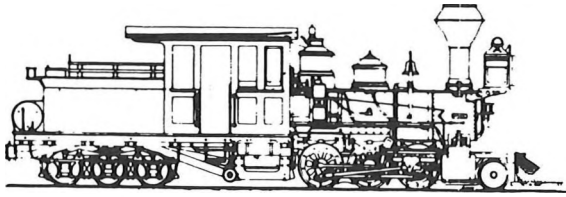
2nd: _____

Total Enclosed \$ _____

Send ticket orders to:

ROCKY MOUNTAIN RAILROAD CLUB
c/o Joe Priselac
5100 Stuart
Denver, Colorado 80212

PLEASE PROVIDE A SELF-ADDRESSED, STAMPED ENVELOPE WITH YOUR TICKET ORDER.



TOURIST RAILROADS IN COLORADO AND 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.

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 Routt 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

ROCKY MOUNTAIN

SECOND CLASS



RAILROAD CLUB

BOX 2391
DENVER, COLORADO 80201

ERWIN CHAIM
560 EMERSON
DENVER, CO 80218

Dated Material

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