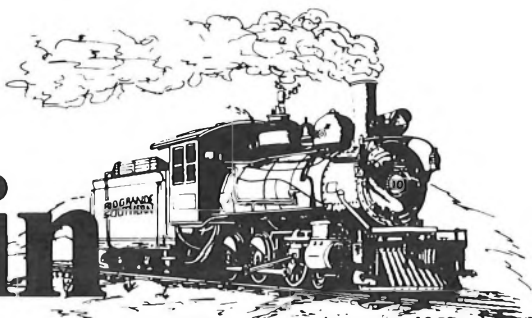


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

March 10, 1992 -- 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
Joseph E. Priselac..... President
Frank H. Stapleton, Jr..... Vice President
Bill Gordon..... Secretary
Larry Lombard..... 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, 1992 Rail Report is due no later than March 10, 1992!!

MEMBERSHIP INQUIRIES

Please refer address changes, new memberships, dues payments, 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, 1992..... No. 390
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 10 PROGRAM

NORTH TO ALASKA with Tom Lawry and Frank Stapleton. Relive a trip in 1989 from Vancouver, B.C. to Skagway, Alaska for a ride on the White Pass and Yukon Railroad. The trip covers BC Rail from Vancouver to Prince George, VIA to Prince Rupert, The Alaska Marine Highway through the Inside Passage, and a ride on th White Pass. The program will include slides and an experi-

ment with Video Projection. Depending on how well the video projection idea is received, it may be something to consider using more in the future. Your comments will be appreciated. (Frank Stapleton)

PUBLISHER'S STATEMENT

The Rocky Mountain Rail Report (ISSN 1040-9223) is published by the Rocky Mountain Railroad Club at 212 Union Station, 17th and Wynkoop Streets, Denver, Colorado 90201 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 PROGRAM

To get us started, Joe Priselac presented some of his slides from the 1987 Club trip to the Pennsylvania area where RMRRRC members visited the EBT. This led into Part II, presented by Sharon Brown of the National Park Service at the Denver Service Center. Sharon presented an insight into the EBT operations of the past along with current information and possible future operations, possibly in connection with the America's Industrial Heritage Project. Part III was presented by Bob Pilk, also of the National Park Service, specifically concerning Steam Town and its involvement with the America's Industrial Heritage Project.

Judging by the questions from the audience and the fact that many members stayed long after the meeting to talk with Sharon and Bob about their presentation, everyone found the program to be most interesting!

Our thanks to Joe, and, especially Sharon and Bob for their time and effort.

APRIL AND MAY NEWSLETTER DEADLINES

The newsletter deadlines will have to be strictly enforced for the April and May issues of the Rail Report as your editor will be taking annual vacation in March and out of town in April for his parent's Golden Wedding Anniversary.

News items, photo submissions, trip information, etc. must be in my hands on or prior to the stated deadlines on the 1st page of the Rail Report!! Your cooperation in this matter will be greatly appreciated.

Memo!

MEMBERSHIP CARDS

Membership cards were sent out with the February newsletter to those who have paid their 1992 membership dues. Those who have not paid were sent a notice advising them that they still had not renewed and would be purged from the Club's membership list in April.

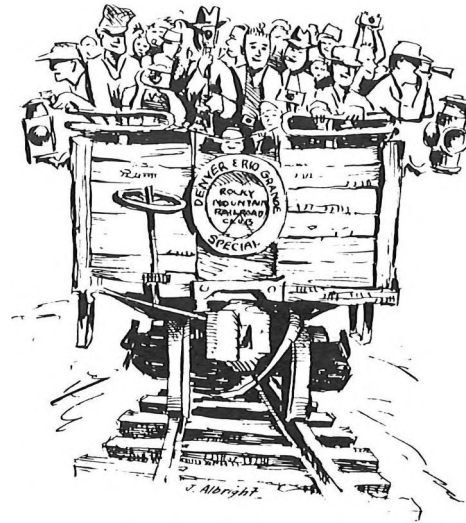
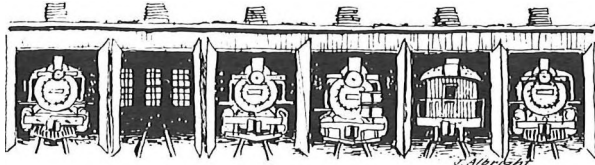
If you haven't renewed your membership as yet, please do so as soon as possible.



ANNUAL POTPOURRI NIGHT

Don't forget!! The annual potpourri program will be held in April. Begin selecting 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 and Frank can be sure to put them in proper order for use in a Kodac Carousel [first slide to the front and last slide to the rear]. 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. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!!

Bring your slides to the March meeting and give them to Erwin Chaim or Frank Stapleton.



BURLINGTON NORTHERN SHOP TOUR

The Rocky Mountain Railroad Club is pleased to announce a tour of the BN locomotive and car shops. The tour has been scheduled for Saturday, March 21, 1992. The tour will begin at 10:00 a.m.

All participants MUST sign a BN liability waiver at the beginning of the tour. Although this tour will undoubtedly be an extremely interesting and popular tour with our members, the BN has requested that we limit our group to 36 members. Because of this limitation, we have developed the following plan to distribute tickets on an equitable basis:

Each member attending the March meeting who wishes to participate in the BN tour will fill out a "drawing" slip. Each out-of-town member or member who cannot attend the March meeting may call the Club's telephone [303-431-4354] and give their name, phone number and address. This information will also be placed on a "drawing" slip. During the March meeting, the trip committee will draw 36 names. Those attending the meeting can check out the results and purchase their tickets. Members not in attendance will be notified by mail and may pay for their tickets on the tour. The location where the group will meet for the tour will be given with the tickets and/or notification.

Cost of this tour will be \$2.00 per person.

The BN has requested (instructed) that we keep all tour members out of the yards, shops or other buildings on the property unless accompanied by a BN official. Please honor this request so that our Club may continue to have a good relationship with the BN and allow for possible future tours.
(Alan Greene)

1992 SCHEDULE OF EVENTS

| | |
|---------------|---|
| March 10 | Regular Monthly Meeting |
| March 21 | Burlington Northern Shop Tour |
| April 14 | Regular Monthly Meeting |
| May 12 | Regular Monthly Meeting |
| May 30 | Colorado RR Museum Tour and Picnic |
| June 6 | WORK DAY at the Colorado RR Museum |
| June 9 | Regular Monthly Meeting |
| June 28 | Wyoming-Colorado RR Trip |
| July 14 | Regular Monthly Meeting |
| July 18 | Georgetown Loop RR Trip |
| August 11 | Regular Monthly Meeting |
| August 15 | Colorado Midland Field Trip |
| September 4-9 | Old Threshers Reunion, Mt. Pleasant, IA--AMTRAK |
| September 8 | Regular Monthly Meeting |
| September 26 | Photographer's Day: Joint Line at Palmer Lake |
| October 17 | ANNUAL BANQUET |
| November 10 | Regular Monthly Meeting |
| December 8 | ELECTIONS and Regular Monthly Meeting |

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the February 12, 1992 meeting are as follows:

Peter Gilbert / Joe Priselac Print: D&RGW
Big Steam at Salida

Spencer Jonland / LGB Model RR Book

John Holzman / American Steam

Wally Porter / Howard Fogg Print

Jim Jones / Santa Fe RR Station List

Ronny Bill / Set of Tom Klinger Photos:
UP 4000's

Keith Goodrich / Official Railway Guide,
May, 1973

Don Chambers / Highline to Leadville by
Doris Osterwald

Gary Ellison (NY) / Promontary's Locomo-
tives

Al Jonez / Railroads of Today

Danny Hogan / American Freedom Train Photo

Support continues to very strong for the monthly drawing and Roger Callender wishes to thank those who have participated and also those who have donated materials for the drawing. Your participation is greatly appreciated and welcomed.

If members have items they wish to donate for the monthly drawing, such as railroad books, pamphlets, timetables, maps, etc., they may contact Roger Callender at his home address, 2573 So. Williams Street, Denver, Colorado 80210, or, phone (303) 722-4733.

CAN YOU IDENTIFY?

Well, it looks as if Bob Griswold stumped everyone with last month's mystery photograph. The mule car is in front of the Acme Hotel, Rusk, Texas, home of the Texas State Railroad. The photograph was taken circa 1891. The line operated to New Birmingham, Texas, located a few miles from Rusk at the time the picture was taken. The town no longer exists on any maps.

NEW MEMBERS

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

Roxiena Blue San Diego, CA

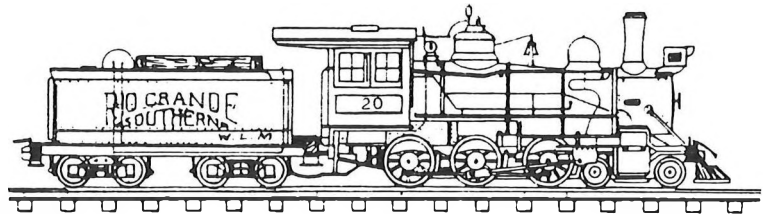
Corrine Johnson Minneapolis, MN

Len Kohler Aurora, CO

Colin J. O'Hanlon Boulder, CO

The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Martin Due Littleton, CO



JUNE WORK DAY AT THE COLORADO RAILROAD MUSEUM

Our equipment needs your help!! Remember the Adopt-a-Relic idea? Its time for you to sign up for the Saturday, June 6 WORK-DAY at the Colorado Railroad Museum. If enough people sign up, maybe we can arrange for a picnic/hamburger fry to refresh the weary workers. Set aside one good day a year to help keep our equipment from falling victim to time and weather. Let Hugh Wilson (Sr.) know if you can help.

(Frank Stapleton)

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.



K-36, Number 482, arrives at the Durango Yards of the Durango & Silverton Narrow Gauge RR on October 9, 1991.
(Amos Cordova Photograph)



NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

As the 1992 summer train season on the D&SNG rapidly approaches, we reflect on the past events of 1991, which is considered our best passenger year ever in the railroad's 110 year existence, whereby we

were able to accommodate 210,344 passengers on 516 trains. Sometime this summer, we will reach our 2,000,000th passenger since the Durango & Silverton Narrow Gauge Railroad was purchased by C. E. Bradshaw, Jr. from the Denver & Rio Grande Western in March, 1981.

1992 appears to be on its way to another banner year on the D&SNG as passenger interest through several travel consumer shows the railroad has participated in indicates, as well as the healthy increase in group and individual advance reservations.

The 1992 operating season will begin on

May 2nd and run through October 25th will additional trains to Silverton beginning on May 23rd, June 8th and June 22nd and the afternoon Cascade Canyon Wye train beginning on June 29th through August 23rd.

The photographers special will run on September 19, departing Durango at 7:30 a.m.. The consist will be a mixed train of freight and passenger cars with several photo runbys scheduled.

For the first time since the winter of 1986, we will operate an abbreviated winter schedule. The Winter Holiday Train will begin on November 25th, the day before Thanksgiving, and run daily through December 31st, except on December 24th and Christmas Day. The Holiday Train will depart Durango at 10:00 a.m. and run to Cascade Canyon Wye, arriving back in Durango at 3:00 p.m. Great interest has been generated locally and we hope all can come ride with us through the snow.

On May 1st, we will be introducing our annual Victorian Ball to be held at the Iron Horse Resort in Durango. The first Victorian Ball was scheduled on August 3, 1991 to celebrate our 110th year of mountain railroading and was abruptly cancelled that same day due to the derailling of the private car, Nomad. Needless to say, the Nomad was back in service on August 22nd.

Locomotive 497, a K-37, 2-8-2, built by Baldwin in 1902 and rebuilt by the D&RGW in 1930 and the only operating K-37 on the D&SNG was traded to the Cumbres & Toltec Scenic Railway for derelict locomotive No. 482, a K-36, 2-8-2, built by Baldwin in 1925, last operated on the Rio Grande in 1959.

A major extensive restoration of the 482 is underway at this time. Locomotive 482 will be in operation for the first time in 33 years when she joins her sister locomotives Nos. 480 and 481 for passenger service on the "Silverton". Pulling the 8:30 a.m. "Silverton Train" on May 2nd on her maiden trip will be none other than locomotive No. 482. Come see her and be one of the first to ride behind this gallant lady. As a matter of information, all this res-

toration work being done on the 482 is being recorded on tape. A pre-production sale of this tape will be available for \$19.95 through May 1st for a June 1, 1992 shipping date. The cost will be \$29.95 after May 1, 1992. The tape will be narrated by C. W. McCall.

Yard tours, which have become quite popular, will continue this summer at the cost of \$5.00 for adults and \$2.50 for children, ages 5 through 11. (D&SNG Newsletter, February 7, 1992: Amos Cordova)



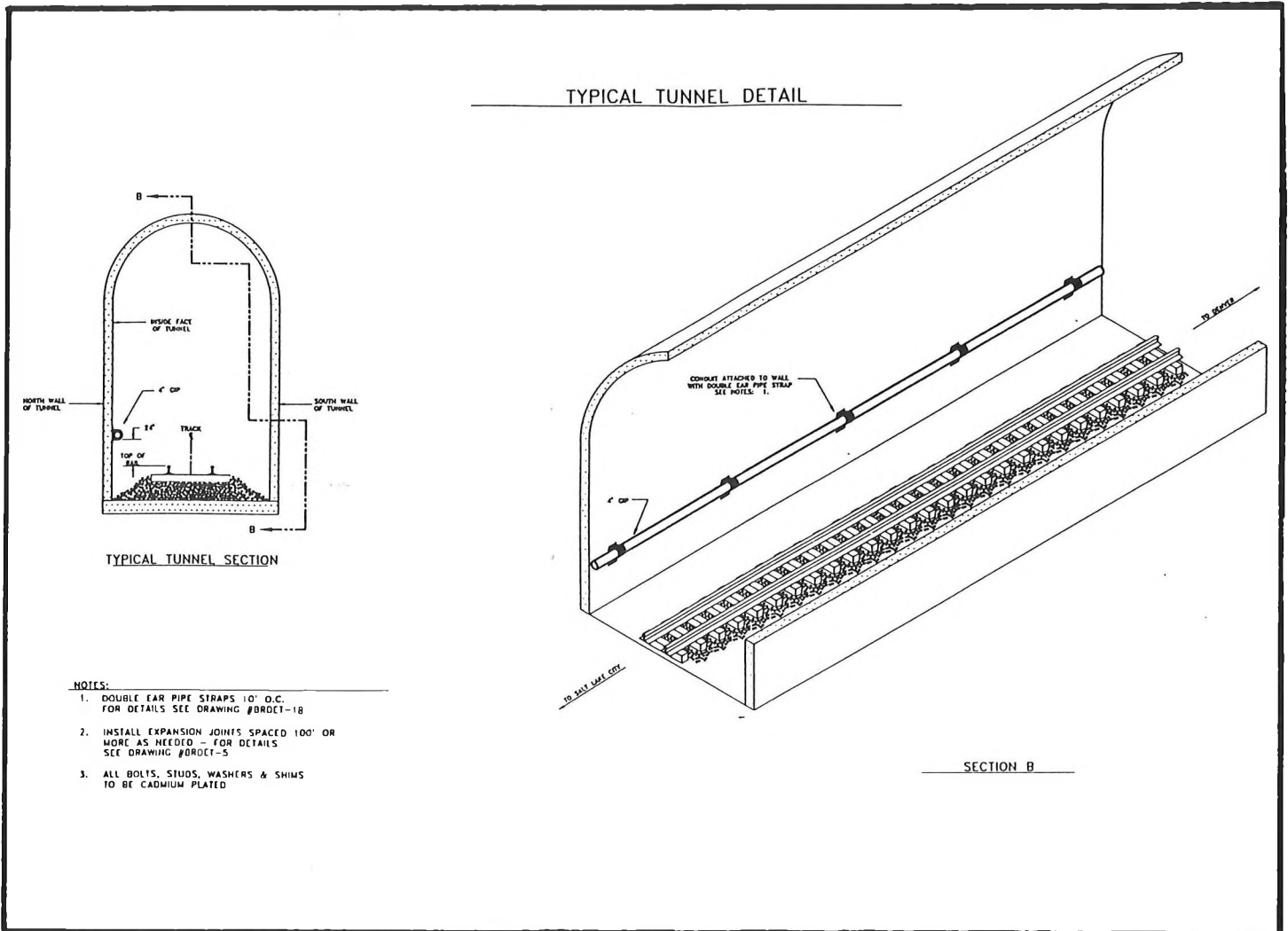
SWAP 'N SHOP

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

WANTED: Video of the RMRR Club's 1988, 50th Anniversary trips. Please advise if copies may be obtained for personal use. Robert Balzer, 1228 S.W. Woodward Ave., Topeka, KS 66604.

WANTED: Colorado Railroad Annual #4, 1966. Robert W. (Bob) Gotthelf, 5114 Galena Drive, Colorado Springs, CO 80918.

WANTED: Xerox copies of portions of Employee Timetables from 1900 from: D&RG and C&S from Denver to Trinidad, Santa Fe from La Junta to Denver, MP in Colorado, and any Beaver, Penrose and Northern or Colorado-Kansas. Mel McFarland, 1731 No. Cooper, Colorado Springs, CO 80907.



This (not-to-scale) drawing shows how the conduit for the fiber optic cable will be mounted in the Moffat Tunnel.

MOFFAT TUNNEL NEWS

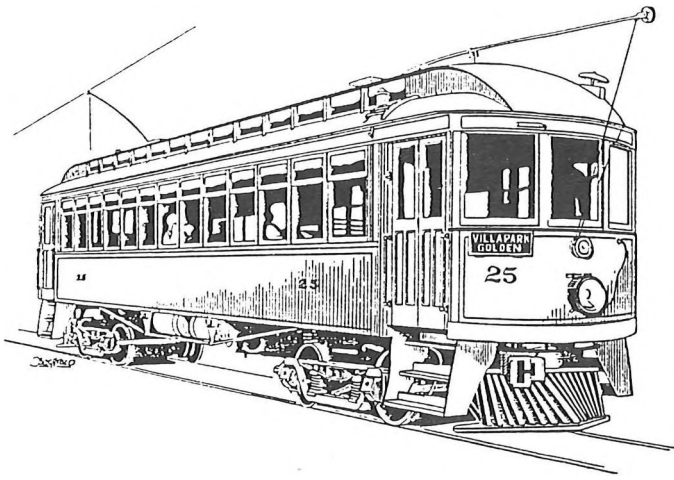
Edward J. Jakubowski, Rocky Mountain Railroad Club member, has been elected president of the Moffat Tunnel Commission. It is gratifying to know that several of the Moffat Tunnel Commission members are also members of the Rocky Mountain Railroad Club.

After five months of negotiations, Southern Pacific Telecommunications (SP Telecom) and the Moffat Tunnel Commission have signed a contract to permit SP Telecom to build a fiber optic cable through the Moffat Tunnel. SP Telecom is a wholly owned subsidiary of the Southern Pacific Transportation Company (SPTCo.) and has 6,000 miles of fiber optic lines along Southern Pacific Railroad rights-of-way. SP Telecom, SPTCo. and Denver & Rio Grande Western will con-

struct a Salt Lake City-to-Denver fiber optic line, primarily along the D&RGW right-of-way to connect Denver with the line over Donner Pass from California.

The cable will be housed in a four-inch galvanized steel conduit along the north side of the Moffat Tunnel. Plans are to begin construction in the Tunnel in April with a crew of 15 men and three highrail pickup trucks. A technique with truck-mounted generators and lights will be similar to the procedure used to build the cable through the tunnels of the Sierra Nevada Range last year. The conduit will be mounted four feet above the floor of the tunnel, and, it is expected that the project will take about forty-five days. Ample protection will be provided for the workers and the trains using the tunnel.

(Bob Griswold)



INTERURBAN No. 25 UPDATE

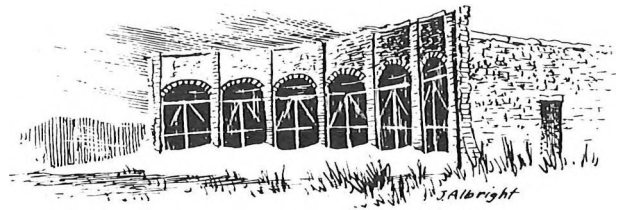
Work continues on the restoration of the Club's Denver & Intermountain Interurban No. 25 with hope that much can be accomplished during these cooler months of the year. Our work crew has evolved into teams consisting of one or more individuals working on different aspects of the car. The basic "working areas" address the rear platform, front platform, window framing, interior wood work, interior door and bulkhead wall, roof rehabilitation, casting and parts preparation, electrical, generator and pilot. Future areas will include the ceiling, body painting and wood replication painting. "Pieces" are starting to go back on the car, which certainly provides inspiration to those of us who have put so much time into the effort. Reassembling the car is really the easier, more "exciting" and interesting aspect of the work. Careful removal and rehabilitation of car parts is more time consuming and tedious, but very necessary and important.

We would encourage anyone supportive of historic restoration projects, particularly rail, who has never become directly involved to consider participating in the No. 25 work. Restoring the No. 25, I believe, is one of the most significant restoration undertakings ever done in the Denver area. Although it is a "small" project compared to many fine building restorations, it is distinctive in that it is a railroad/trolley project supported by volunteers with funding from a relatively small, non-profit organization. No. 25 is the only intact car left of the Denver

Tramway System, a car whose unique heritage goes back over 80 years. Very importantly, when completed, the car will not just be a static display, but will become alive; transporting, entertaining and educating those who remember our electric transit past and those of future generations. Inside storage will reduce maintenance and insure that the many hours and dollars given to the car project will not be lost to nature's elements.

If you would like to help a little or a lot (either makes a big difference), give Darrell Arndt a call at 572-7868. Work is done weekends and some evenings. Even a few hours a month can be a big help to us!! The work is not complex and can be very educational and rewarding experience.

(Darrell Arndt)



COMO ROUNDHOUSE UPDATE

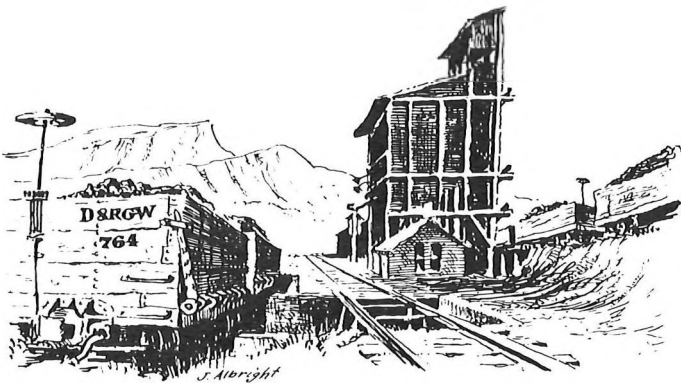
Few roundhouses survive today. But, within a few hours of Denver, by car, several can be seen. One of them is a 6-stall roundhouse located in Como, Colorado. It was built in 1881 by the Denver, South Park & Pacific RR. It is believed to be the last stone-cut roundhouse built in the U.S.

Will this roundhouse get a new lease on life? It's anyone's guess. As you may be aware, there is an organization that is considering opening a tourist railroad between Breckenridge and Como.

This historic structure is now for sale. The asking price is \$100,000.00. This includes the 6-stall roundhouse, encompassing 7400 sq. ft., plus 65 acres. Power is available and there is a well on the property. The roundhouse is a Certified Historic Structure which qualifies for Federal tax credits. Anyone considering the purchase of this property may contact John Simos at (303) 779-9501. Serious inquiries only, please. (Alan Greene)

Chama and funds for restoration of the cars.

Anyone interested in making a donation or in joining the Friends of the C&TS should write: Friends of the Cumbres & Toltec Scenic Railroad, 7801 Academy NE, #2-102, Albuquerque, NM 87109. (Hugh K. Wilson)



UPDATE ON THE CUMBRES & TOLTEC SCENIC RAILROAD TANK CAR PURCHASE

The Rail Report previously reported that the C&TS would be purchasing some tank cars from the White Pass & Yukon RR. Hugh K. Wilson provides this update on the purchase of the tank cars that are being returned to the Cumbres & Toltec after spending nearly 30 years on the White Pass & Yukon Railway. A total of eight cars were purchased by the Friends of the Cumbres & Toltec, a non-profit organization that was formed a few years ago to further Rocky Mountain Railroad history, particularly as it relates to the Cumbres & Toltec. The Friends has been working to return some of these tank cars to the C&TS property for a number of years.

The eight tank cars should be arriving in Alamosa in February, where they will be off-loaded. Two of the cars were actually purchased by the Colorado Railroad Museum and will be shipped to Golden while the remaining six will be moved to Chama, NM, via flatbed. At Chama, the cars will be restored this summer by volunteers who are members of the Friends of the Cumbres & Toltec Scenic Railroad.

A portion of the costs of the purchase of these cars is being paid by the Union Tank Car Company, the original owners of the cars when they were on the D&RGW. Three railroads, the Burlington Northern, the Union Pacific and the Denver & Rio Grande Western have agreed to donate the transportation costs of moving the cars from Vancouver to Alamosa. However, additional funds are being sought to cover significant remaining charges including loading and unloading as well as transportation to

Cumbres & Toltec Scenic Railroad

NARROW GAUGE TRIPS AVAILABLE IN 1992

Your editor will be busy this year with two trips on the narrow gauge. If you were unable to ride the Club's outstanding double-header mixed train on the Cumbres & Toltec Scenic Railroad last September, then you have one more opportunity to enjoy a 90-mile, full day of narrow gauge railroading with numerous photo runbys.

This trip is in conjunction with the 12th National Narrow Gauge Convention to be held in Colorado Springs from September 16 through the 19th. As with the Club's trip, a complete freight train will precede the passenger equipment and we will travel from Chama to Big Horn and back with lunch and snacks enroute and included in the fare. The date of the trip is September 14, 1992 and the cost is \$100.00 per person. Flyers are available. Write: Jim Trowbridge, 502 South Cody Street, Lakewood, CO 80226.

The second trip is my annual two-day freight excursion on the C&TS. This year's trip will feature the #497 in front of a work train. Flyers are also available, giving the particulars as well as a private car trip on the Durango & Silverton Narrow Gauge Railroad.



JOB'S BEING LOST ON THE SOUTHERN PACIFIC AND RIO GRANDE

Jim Jones sent in an item from the 2/7/92 Business Section of the Rocky Mountain News announcing that the Denver & Rio Grande Western Railroad has eliminated 160 positions, which could cost 75 jobs in Grand Junction, a spokesman for the United Transportation Union said. The affected railroad workers will now have to decide whether to accept \$60,000 individual buy-outs provided for in a 1991 arbitration ruling that authorized the railroad to eliminate the brakemen and switchmen positions. Union spokesman Jan Pollard said the jobs paid an average of more than \$50,000 each.

In the Business section of the 2/5/92 Denver Post, the headline read: Southern Pacific plans to cut 11% of workforce. The article was quoting the San Francisco Chronicle: In its latest cost-cutting move, Southern Pacific Transportation Co. disclosed plans to cut 2,475 jobs, or 11 percent of its workforce, during the next five years.

The historic railroad controlled by Denver billionaire Philip Anschutz has been trying to reverse years of operating losses.

SP eliminated nearly 7,000 workers during the 1980's.

The latest round of cutbacks will be achieved through volunteer buyouts, attrition and layoffs and the cuts will occur throughout its 15-state operating territory which includes its Denver & Rio Grande Western unit.

About 700 of the jobs to be eliminated come as a result of a federal arbitration panel decision issued December 31. It allows the railroad to implement two-person train crews in portions of its system located in Midwestern and South Central states, instead of the previous three- or four-person crews on those trains.

These workers, who primarily belong to the United Transportation Union, are being offered a \$60,000 lump-sum payment to quit their jobs.

SP, the nation's fifth-largest railroad, announced two weeks ago it would take a \$270 million charge against fourth-quarter earnings. That includes \$125 million related to the 700-person workforce reduction.



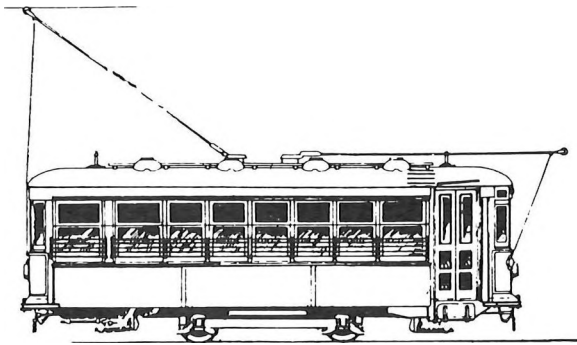
THE NEWSLETTER CREW

Have you ever considered what it takes to get the Newsletter put together and mailed to you each month?

There is a group of dedicated individuals who spend a considerable amount of time picking up the printed pages, making mailing labels, collating the various pages together, stapling, pasting on the labels, and sorting the 1100 addresses in a manner to satisfy the "Second Class" requirements of the U.S. Postal Service. This mail sorting is tedious, time-consuming, and, at times, very frustrating. Then, someone has to take eight large mail sacks to a post office.

This group deserves your thanks and support. Some deserve special "Thanks". Tom Lawry, who is the Club's membership chairman, maintains the computer records of the names and addresses of members and creates the 1100 mailing labels each month, and spends countless hours each year updating the many changes of addresses and additions and deletions of individual members, especially during membership renewal. Your newsletter editor, Jim Trowbridge, also spends many volunteer hours putting together information, pictures, articles, and, types the newsletter prior to his professional effort to print the monthly Rail Report.

Perhaps you would like to help this group. Additional hands are always welcomed on a regular basis, or, perhaps you could give limited help to fill in for vacationing or under-the-weather regular participants. Anyone interested in helping with the newsletter mailing should contact John Dillavou through the Club's Post Office Box (2391, Denver, CO 80201) or telephone (431-4354). (Frank Stapleton)



The reduced bus traffic would please Gertrude Grant, who lives at South Lincoln Street and East Alameda Avenue. "I vibrate every time a bus goes by my house," she said.

The plan also pleases Kirk Beardsley, vice president of construction for Antonoff Miller Properties, which wants to redevelop a "Broadway Marketplace" that includes the old Montgomery Ward building and borders the rail extension.

The curtailed bus service would save RTD \$3.1 million a year in operating costs, savings that could finance up to \$41 million in bonds to pay for the extension, said board Chairman Jack McCroskey.

In September 1990, RTD directors voted to build a 6-mile light rail line from Auraria to Stapleton Airport via Martin Luther King Boulevard. But within days, outcry from boulevard residents forced RTD to cut the line short at 30th and Downing Streets.

Just considering the southerly extension has split the 15-member board, evidenced by its 8-7 vote to approve the engineering study. Divisions were fueled when McCroskey presented cost figures that excluded the 11-block area connection line segment that runs through Five Points.

Director Ben Klein admonished McCroskey for not considering an extension westward to Mile High Stadium and other Central Platte Valley locations. Directors Roger Sherman and Glenda Swanson Lyle urged the board not to renege on its commitment to build rail to Five Points.

"I think this is an attempt to sabotage the piece that's going to Five Points," said Lyle. "I think there's a conspiracy here."

McCroskey denied any conspiracy, but said the board should consider all options. "I don't want to suggest that this board is committed hell or high water...to do any of this," he said.

RTD WEIGHS LIGHT-RAIL LINE TO SOUTH

The 1/23/92 Denver Post reported that the Regional Transportation District's shrunken light-rail line may grow again--this time to the south.

A sharply divided RTD board will spend \$100,000 to study extending the planned Metro Area Connection Line from Auraria Higher Education Center south to Interstate 25 and Braodway.

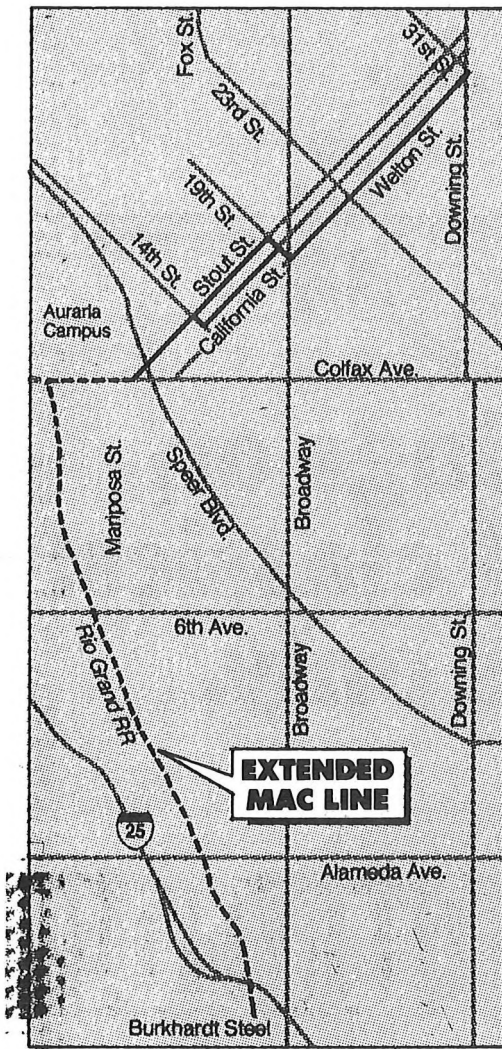
The extension would add \$35 million to the \$70 million now budgeted for the construction and more than double the line's length.

The connection line is now set to track 2.1 miles between Five Points through downtown to Auraria by next year. The addition would run another 3.2 miles along railroad right-of-way, much of which is now owned by RTD, and would be done within the next three years. The RTD board will make a final decision on the extension once engineering studies are complete.

"It will depend on where people are traveling, but (the extension) should make the commute into downtown a few minutes faster" for RTD users because the train bypasses traffic, said Mark Imhoff, light rail project manager.

A Park-n-ride and a bus transfer station at Burkhardt Steel would let RTD cut 538 bus trips a day into and out of downtown, mostly on Braodway, Lincoln, 15th and 17th streets. The extension would draw an expected 8,300 train riders a day, bringing the line's estimated daily ridership to about 13,000.

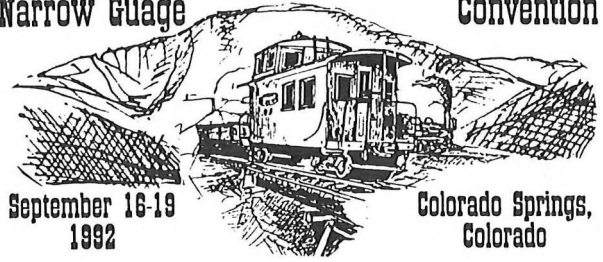




Source: RTD

The Denver Post / Bruce Gaut

12th National Narrow Gauge Convention



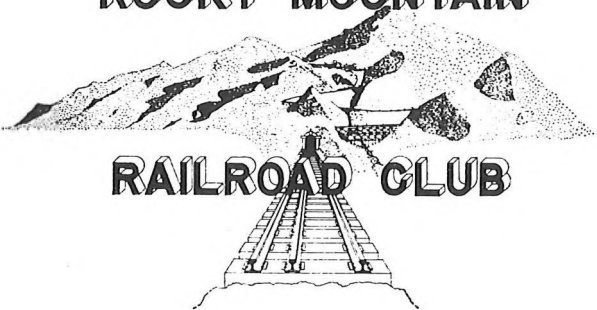
ANNUAL NARROW GAUGE CONVENTION TO BE HELD IN COLORADO SPRINGS

The 12th National Narrow Gauge Convention will be held from September 16 through 19, 1992 at the Red Lion Inn in Colorado Springs. The \$65.00 fee (prior to 8/1/92; \$75.00 after 8/1/92) includes a ticket on the Pike's Peak Cog behind the steam engine, entrance to the Western Museum of Mining, two breakfast buffets at the Convention Hotel and all Convention activities which includes clinics, manufacturers' room, contests, layout tours and auction.

Flyers may be obtained by writing the 12th National Narrow Gauge Convention, c/o Francis M. Cosgrove-Registrar, 1155 Valkenburg Drive, Colorado Springs, CO 80907.

ROCKY MOUNTAIN

SECOND CLASS



BOX 2391
DENVER, COLORADO 80201

DATED MATERIAL