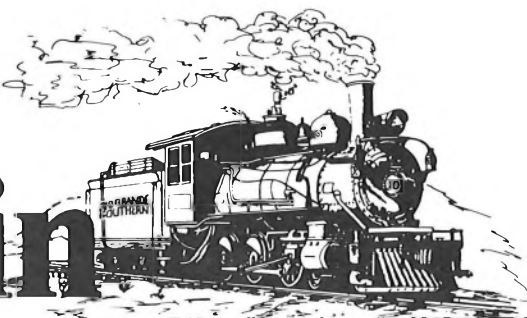


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 14, 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 May, 1992 Rail Report is due no later than April 14, 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

April, 1992..... No. 391
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.

APRIL 14 PROGRAM

One of our most eagerly awaited meetings of the year arrives this month...The Annual Potpourri Night!!

Who knows what wonderful material will be presented this year! You have to be there to appreciate it. So, double-mark the date on your calendars and join us for a truly great evening of entertainment.

If you procrastinated in giving slides to Erwin Chaim or Frank Stapleton at the two previous meetings, you may bring a set along and, if time permits, we will allow some additional entries. Please remember to limit your slides to 15 properly exposed and in-focus views and place them in order to be used in a Kodac Carousel projector--first slide to the front and last slide to the rear. If you have previously showed slides at the Potpourri Night and have retained your name slide, please add this to your set of slides.

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 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.

MARCH PROGRAM

The March program was about 80% experimental as we tried Video Projection for the very first time!! The general consensus of opinion after the program was that this medium works well for Club programs. Most of us were quite impressed with the picture. However, this is just an informal impression. As Frank Stapleton stated at the end of the program, we would like to have those in attendance drop us a line and specifically express their opinion. We will be sending out a questionnaire in the near future to get Club members' input as to what they would like to see in the future in the way of programs.

The March program began with Tom Lawry's slide presentation of a 1989 excursion to Alaska to ride the White Pass & Yukon RR. Along the way, Tom covered BC Rail from Vancouver to Prince George and VIA to Prince Rupert, and, along the Alaska Marine Highway through the Inside Passage. Frank Stapleton covered the same material via video so that the audience could compare the mediums and see if they like the video projection.

Our thanks to Tom and Frank, as well as

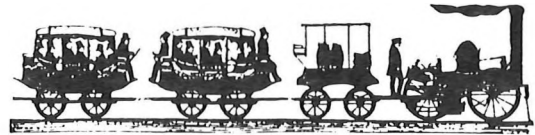
Soundtrack for their gracious loan of video projection equipment to try the medium out for the Club's particular set of circumstances.

NOTICE

MAY NEWSLETTER DEADLINE

The newsletter deadline will have to be strictly enforced for the May issue of the Rail Report as your editor will be out of town the later part of April.

News items, photo submissions, trip information, etc. must be in my hands on or prior to the stated deadline of April 14, 1992!! Your cooperation in this matter will be greatly appreciated.



JUNE WORKDAY 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 WORKDAY 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)

NEW MEMBERS

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

Charles Baker	Aurora, CO
Steve Guymon	Littleton, CO
Harry Olund	Pescadero, CA
Calvin Weber	Bellevue, WA

PRESERVATION FUND AND BOOK DRAWING

Prizes and winners at the March 10, 1992 meeting are as follows:

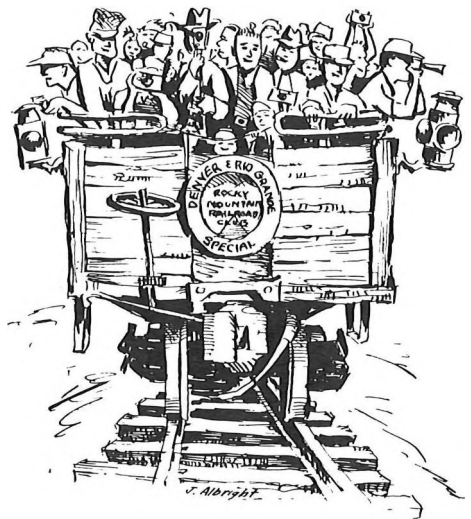
- Ed Dickens / Framed Photograph: Durango & Silverton NG RR in Winter
- Keith Goodrich / Print: D&RGW at Salida
- Jason Butler / Poster: Pike's Peak Cog Ry. 100th Anniversary Poster
- Gene Martin / Set of 9 Modeler's Magazines
- Al Jonez / Booklet: Last Spike is Driven
- Ardie Schoeninger / July, 1964, Railway Equipment Register
- Gary Ellison (NY) / Book: Buffalo Creek & Gauley
- Keith Kirby / Book: B&O Standard Plans
- Chuck DesSainsbury / UP System Timetable #7
- Peter Gilbert / Set of photos from Georgetown Loop (Tom Klinger)

If members have items they wish to donate for monthly drawings, 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.

Roger announced at the March meeting that next month all prizes will be Union Pacific related and a Denver & Rio Grande Western night will also be forthcoming. Again, Roger wishes to thank those who have so graciously donated the many fine items we use for the monthly drawing.

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.



1992 SCHEDULE OF EVENTS

April 14	Regular Monthly Meeting
May 12	Regular Monthly Meeting
May 30	Colorado RR Museum Tour and Picnic
June 6	WORKDAY 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 24*	ANNUAL BANQUET
November 10	Regular Monthly Meeting
December 8	ELECTIONS and Regular Monthly Meeting

*Please note this change. Due to a scheduling problem at the Denver Athletic Club, the Annual Banquet had to be moved from October 17th to October 24th.

ROCKY MOUNTAIN RAILROAD CLUB

TREASURER'S REPORT

FOR THE YEAR ENDED OCTOBER 31, 1991

TREASURER'S COMMENTARY

We were all saddened by the death of our treasurer, Bert Bidwell in October, 1991. We will certainly miss him.

I was honored to be asked by the Board of Directors of the Club and Foundation to take over the Treasurer's position. I hope I can live up to the contribution which Bert made to the Club in the capacity of Treasurer.

It has taken me several months to learn the job and input all of the Club's accounting data onto my Macintosh computer. I have certainly learned a lot in the process.

I feel the one thing that needs highlighting is that our Club is in the process of restoration of Trolley Car No. 25 and so far has spent almost \$36,000 on this project. Keep in mind that once the car is restored to its original condition it will operate on Denver's Central Platte Valley line in cooperation with the Denver Rail Heritage Society. For you history buffs, Car No. 25 was owned by the Denver & Intermountain Railway and ran on the line between Golden and Denver. The Club obtained the car in 1953 after the car made its last run.

The reason I am emphasizing this Club project is that thousands of man-hours have gone into the restoration of Car No. 25, as well as thousands of the Club's dollars. However, the project is still incomplete and needs additional funds in order to finish the project. Your financial help in the form of contributions to the Rocky Mountain Railroad Historical Foundation will certainly be appreciated and used towards the costs of completing this important part of Colorado railroad history. Keep in mind that donations to the Foundation are tax-deductible. Also, remember that many of our Club members have already given so much of their time in this project, but can certainly use more help from additional members of Club. Your help on this project is definitely needed. If you can help, please contact Darrell Arndt who is in charge of the project and he can give you more details on how you can help.

The financial statements for the year ended October 31, 1991 are presented below:

Sincerely,

Larry Lombard,
Treasurer

ROCKY MOUNTAIN RAILROAD CLUB

BALANCE SHEET

OCTOBER 31, 1991

ASSETS

General Checking Account \$5,578
Money Market.....75,319
Cash on Hand..... 300
Due from Historical Found.. 3,579
Total Assets..... \$84,776

LIABILITIES

Current Liabilities.....\$ 108

FUND EQUITY

Accumulated Earnings*..... 81,369
Preservation Fund..... 3,299
Total Assets & Liabilities...\$84,776

* Includes accumulated deficit fund balance for Equipment Restoration Project in the amount of \$35,917.

ROCKY MOUNTAIN RAILROAD CLUB

STATEMENT OF REVENUES AND EXPENDITURES

FOR THE YEAR ENDED OCTOBER 31, 1991

REVENUES

	<u>% of Total Revenues</u>
Dues & Enrollment Fees.....\$15,596	30.8
Trips & Annual Banquet..... 17,439	34.4
Book Sales & Video Royalties..... 10,786	21.3
Interest & Other..... <u>6,838</u>	<u>13.5</u>
Total Revenues..... <u>\$50,659</u>	<u>100.0</u>

EXPENDITURES

Direct.....\$16,686	32.9
Indirect..... <u>32,241</u>	<u>63.6</u>
Total Expenditures..... <u>\$48,927</u>	<u>96.5</u>
Excess Revenues over Expend.....\$ <u>1,732</u>	<u>3.5</u>

ROCKY MOUNTAIN RAILROAD HISTORICAL FOUNDATION

BALANCE SHEET

OCTOBER 31, 1991

ASSETS

Checking Account.....\$3,461
Due from RMRR Club..... 70
Car #25 Art Prints Inventory 1,729
Total Assets.....\$5,260

LIABILITIES

Due to RMRR Club.....\$3,579

FUND BALANCE

Accumulated Earnings.... 1,691
Total Liab. & Fund Bal.....\$5,260

STATEMENT OF REVENUES AND EXPENDITURES

FOR THE YEAR ENDED OCTOBER 31, 1991

REVENUES

Contributions.....\$1,538
Sales..... 379
Interest Earned..... 133
Total Revenues.....\$2,050

% of Total Revenues

75.0
18.5
6.5
100.0

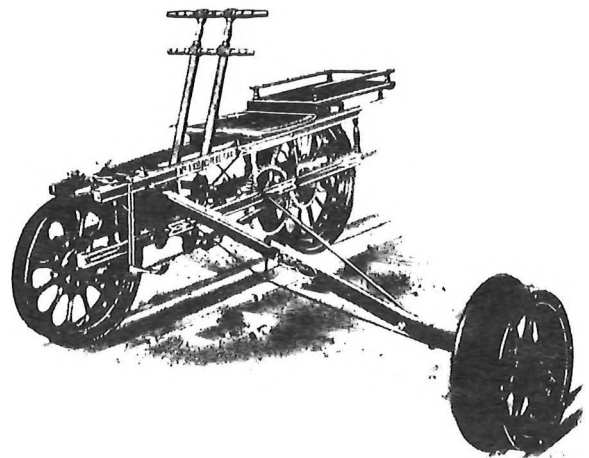
EXPENDITURES

General & Administration.....\$ 300
Office Supplies & Other..... 69
Total Expenditures.....\$369
Excess Revenues over Expenditures.....\$1,691

14.6
3.4
18.0
82.0

INTERESTING NEWS FROM THE PAST

THE DENVER POST, MARCH 11, 1933--A novel service is being offered placer miners along the Colorado & Southern Railroad from Golden to Idaho Springs by the railroad company. A new "open air job" consisting of a remodeled motor hand car has been placed in service for those who wish to travel by rail between these points. Five passengers are required before the car makes a trip. (Bob Griswold)



TOURIST RAILROADS IN COLORADO, WYOMING AND NEW MEXICO

As in past years, we are listing the most current addresses and telephone numbers of tourist railroads/museums in the three-state area. We are primarily concerned with the Colorado scene, but have included operations that are close to the Colorado borders or operate in more than one of the states. We have tried to be complete; however, if we have missed someone, please let us know and we will publish additional information.



COLORADO RAILROAD MUSEUM
P. O. Box 10
17155 W. 44th Avenue
Golden, Colorado 80402
(303) 279-4591
1-800-365-6263

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]



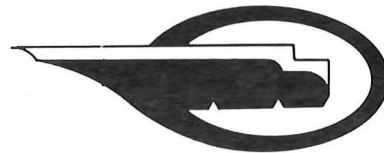
DURANGO & SILVERTON N.G. RAILROAD
479 Main Avenue
Durango, Colorado 81301
(303) 247-2733

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) 670-1686 [Reservations]
(303) 279-6101 [Recorded Message]
(303) 569-2403 [Old Georgetown Station]

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

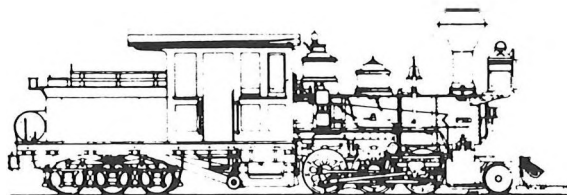
Leadville, Colorado & Southern



Railroad Company

LEADVILLE, COLORADO & SOUTHERN
326 East 7th Street
P. O. Box 916
Leadville, Colorado 80461
(719) 486-3936

LIMON TWILIGHT LIMITED
P. O. Box 341
Limon, Colorado 80828
(719) 775-2373
[As of 3/9/92, operations are undetermined]



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: Photographs, timetables, technical information, company publications, etc., memorabilia of Denver Tramways system collected by a soldier stationed at Lowry in WWII and never published. Please send a SSAE to Ron Dawson, 6021 Midas, El Paso, TX 79924.

WANTED: Information on Buffalo, Rochester & Pittsburgh Railway 4-wheel cabooses. Photographs of the Eureka & Palisade Ry. passenger car that bore a sign reading: "Special Train--This Car for Japanese & Dogs Only". Also, items related to Oklahoma & Texas Railways. A. von Blon, 1699 Ewing Avenue, Waco, TX 76706.

WANTED: Video of the RMRR'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 Dr., Colorado Springs, Colorado 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.

FOR SALE or TRADE: James Beam's Baggage Car, Regal China Porcelain Decanter, 4th in Beam Train Collectors Series, New Jersey Central Railroad. Walter Dixon, HC 71, Box 1028, Capitan, New Mexico 88316. Phone (505) 354-3161.

MANITOU & PIKE'S PEAK RAILWAY
P. O. Box 1329
Colorado Springs, Colorado 80901
(719) 685-5401
[Located in Manitou Springs]

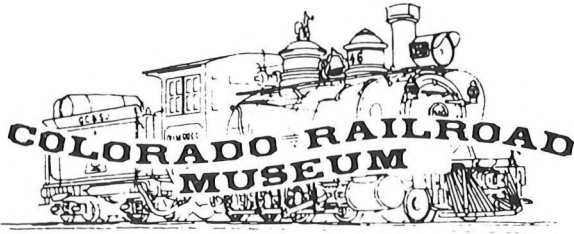
WYOMING-COLORADO RAILROAD
P. O. Box 1653
Laramie, Wyoming 82070
(307) 742-9162



A PLEA FOR PHOTOS & STORIES

Steve Rasmussin and Bob Griswold are seeking photographs and stories of La Veta Pass and surrounding areas from 1940 to the present. Items of particular interest include photos of freight trains, passenger trains, railroad yards, buildings. However, anything on this subject would be greatly appreciated and would aid Steve and Bob in their research project that may lead to a book on the subject.

If anyone has material that they would like to share, please contact either Steve Rasmussin at (303) 777-5210, 623 South Williams Street, Denver, Colorado 80209, or, Bob Griswold at (303) 756-7814, 3470 South Poplar Street, Apt. 310, Denver, Colorado 80224. (Steve Rasmussin)



NEWS FROM THE COLORADO RAILROAD MUSEUM

The Iron Horse News (No. 165, February, 1992) gave some good news about the Museum's operation. It was reported that 1991 turned out to be the best in the Museum's history in terms of revenue. The new 40-page catalog prompted excellent response and the Museum plans to maintain the momentum of their mail order sales during the coming year. Forty-two percent of orders from this mailing utilized the new 800 number (1-800-365-6263) and the Museum gained over 800 new customers.

Visitors to the Museum also increased last year, and this trend continued with January, 1992 admissions up 9% from the previous January in spite of cold and snowy weather in the first two weeks of the month.

New acquisitions at the Museum (besides the narrow gauge tank cars that are again discussed at the end of this article) include three original Howard Fogg paintings, including the one used as a dust jacket illustration for Rebel of the Rockies, the Rio Grande corporate history published in 1962, and a very interesting watercolor from the mid-1940's, quite early in Howard's career. In addition, a very fine 7½-inch live steam scale model of a Southern Ry. 4-6-2 built by the late Glenn Phillips was received from his widow, Polly Phillips.

Room at the Museum is quite crowded for the current collection and as new materials are added, room space will continue to be a problem. Recognizing this problem, new building plans are being planned. This future project has reached the stage where the Museum has an architect to prepare drawings for use with a fund raising proposal. However, the Museum is quick to state that this will be a long-range project and a major undertaking and any formal announcement will be some time off!

Another aspect of the Museum regarding interior displays was addressed. The great majority of the Museum's visitors are not "railfans" or historians in any sense but are tourists, school groups or local residents. The Museum is making plans to better serve their needs in explaining the important role railroads had in the history of Colorado and the West.

In the research library, which enjoyed increased use by researchers during the past year, the tedious but important task of placing Mylar covers on all books with dust jackets has been completed. They are now in the process of transferring all paper files to acid-free folders. Preliminary plans are progressing to develop a computer program to catalog the collection.

HISTORIC RAILROAD CARS RETURN TO COLORADO: The Colorado Railroad Museum is expanding its exhibit of railroad equipment with the addition of two historic railroad tank cars. These were at one time used on the railroads of southern Colorado. After the usefulness of the cars ended in the mid-1960's, several were scrapped and a few were transported to Alaska for use on the White Pass and Yukon Railroad.

Previously, no cars of this type had been preserved in a museum environment. From an effort coordinated by the Friends of the Cumbres & Toltec Scenic Railroad (C&TS RR), to recover similar cars for that historic railroad in southern Colorado and northern New Mexico, the museum was able to purchase two cars. With a bit of additional "iron horse trading," arrangements were made to exchange one of the two cars for yet another historic tank car on the Georgetown Loop Railroad in Georgetown, Colorado. Charles Albi, the museum's executive director, states "These cars will complement our collection of railroad rolling stock. Because we have been able to obtain these two cars, we will be able to exhibit both major types of tank cars used on Colorado's narrow gauge railroads."

A total of eight tank cars began their long journey back to Colorado in late December by first being loaded onto a barge in Skagway, Alaska, and traveling to Vancouver, British Columbia. They were then transferred to railroad flat cars for the trip to Colo-

rado. All eight arrived in Pueblo, where two cars were switched out and sent to Golden. The six other cars were transported to the C&TS at Antonito, Colorado.

Obtaining the cars was made possible by the cooperation of the Burlington Northern RR, Union Pacific RR and Souther Pacific Transportation Company, parent organization of the Denver & Rio Grande Western RR. Each railroad handled the cars on a portion of their rail journey and consequently donated the transportation costs. Additionally, Burlington Northern provided the flat cars to transport the tank cars, as they are too small to couple with modern freight trains.

The tank cars are made of steel and are approximately 30 feet long, 8 feet wide and 12 feet high, weighing 16 tons when empty. When these 6500-gallon capacity cars were fully loaded, they could weigh as much as 46 tons. Cars such as there were used to carry crude oil to refineries or refined products back to distribution points along the railroad. They were built early in this century with some of them having been converted from larger, standard gauge railroad cars. (Museum News Release, 3/3/92)

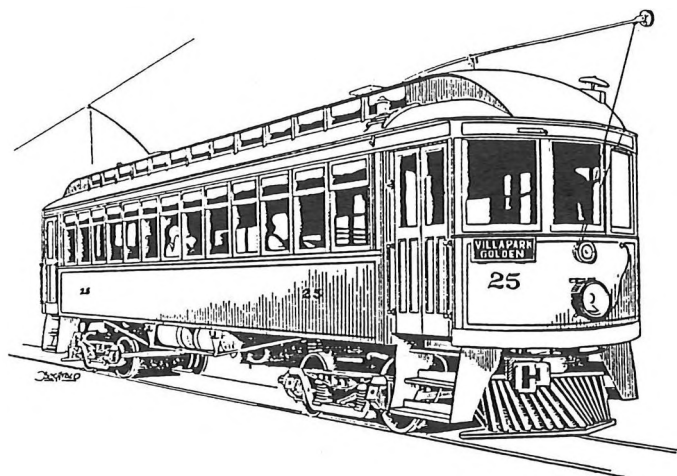
The Museum is holding their annual Mail Auction (No. 29). A descriptive flyer is available and bids will be accepted until April 30, 1992!! If you have not received a copy of this flyer, give the Museum a call as soon as you receive this month's Rail Report. You should still have time to enter bids on the vast array of railroad items.

TWO SISTERS RUN THEIR OWN RAILROAD

Francis Rizzari advises us that there is a very interesting article in the March/April Issue of Nevada Magazine (Page 28, 1992) about two sisters in Nevada and their 5-mile long railroad.

The 5-mile branch line runs from the U.S. Gypsum Mine to a siding at Gerlach where the Union Pacific picks up loaded cars and furnishes empties. The gals pick up the empties at Gerlach, take them to mine and return with loaded cars. One lady works

on the ground, coupling cars, throwing switches, etc., while the other runs the locomotive following the hand signals of the one on the ground. They trade jobs every other day.



DENVER LIGHT RAIL NEWS

Denver Tries Out Light Rail

by Bryan Bechtold

With a wave of a green starter's flag, Regional Transportation Chairman Jack McCroskey signalled the start of Light Rail construction in Denver. On cue, a crane pulled forward and began demolition of an abandoned warehouse to make room for the maintenance facility for the new line. This scene taking place on September 25, 1991 was years in the making. After a decade of countless studies and proposals have been shot down by public vote, RTD has found a way to construct and pay for a three mile LRT route. The District has collected some 67 million dollars in "Use Taxes" (tax on goods and services purchased outside the transportation district, but used within it's boundries). This windfall will allow the construction to be completed without help from any other source.

The idea of starting small, rather than shoving a full blown metro-wide transit package down the throats of voters, met the approval of the Denver Regional Council of Governments in July. DRCOG must give the go ahead for all RTD construction projects. To help sell the project to the public and DRCOG, RTD borrowed one half of Sacramento's

wreck-damaged car 105 for three weeks. Mounted on a flat bed trailer and in RTD colors, the LRV barnstormed the cause at various malls and civic events in June.

The initial route is designed to a light rail demonstration for metro area citizens, as well as the core route for all planned light rail transit corridors to enter the Denver downtown. Passengers will be carried on only 2.1 miles, the remaining track will serve as access to the five track maintenance facility being built directly to the east of the D&RGW's Burnham Shop complex. This access track will also serve as the first mile of the proposed Southwest (or Santa Fe) corridor line. This route is considered the most likely suburban route to be built first, with much of the right of way already cleared along the joint tracks of the ATSF and the D&RGW. RTD had already received the go ahead from UMTA to pursue transit planning studies for the Southwest corridor with Federal funds.

The passenger alignment will start at the Auraria Campus facility on private right of way. Heading into downtown will require crossing Speer Blvd. as well as an LRT only bridge over Cherry Creek. A transit reservation will be used all along downtown streets. Upon reaching the Colorado Convention Center at 14th and Stout, the route will divide onto parallel one way streets, cross the 16th Street transit mall, until 19th Street is reached. Here the line rejoin itself and run two blocks Southeast to Welton Street. Along Welton the rail will pass through the Curtis Park and Five Points neighborhoods and end at a bus transfer facility at the corner of 30th and Downing Streets.

This route to Five Points (historically considered Denver's worst neighborhood, although more by reputation than fact) has come under fire by metro residents, asking "who would go there?". RTD sees the terminus at 30th and Downing as only temporary, as long range plans call to push the route Northeast from here to connect with the new airport now under construction. Residents of the area have one of the highest levels of bus ridership in the District, and it is hoped the improved transit will also provide incentive for local redevelopment.

Eight U2A LRV's have been ordered from

Siemens-Duewag at an estimated cost of 1.5 million. They are being added onto San Diego's current order for 75 vehicles, allowing for substantial savings for Denver. The cars are expected to be delivered two a month, with all cars on the property by November of '93. The cars will be painted in RTD's bus scheme of ubiquitous transit white, with a three color cigar band of yellow, orange and red. Six cars will be needed to provide base service.

A final design firm was chosen in November. The line is planned to open in late '93 or early '94, depending on how quickly underground utilities can be relocated Downtown. Progress continues in the development of Denver's light-rail transit system. After considering arguments from a group of Welton Street residents opposed to two tracks running on that street, the RTD board has voted to continue with the original alignment. The Welton Street group had proposed a "loop" between 22nd Street and 31st Street with an outbound track on Welton and an inbound track on California. This arrangement would have necessitated tearing up two streets instead of one during construction, as well as calling for split-stations on each street, increasing cost considerably.

The RTD board also voted to go ahead with the planning of the line's first extension, from maintenance Facility (at D&RGW Burham shops) to the old Burkhardt Steel Plant, now owned by RTD. The route would follow the old D&RGW line (also already owned by RTD) the whole way. The portion of the route that currently crosses Santa Fe and Kalamath at grade would be elevated to speed transit times.

The Burkhardt plant would be the site of large bus transfer facilities where buses from out-lying areas would transfer passengers to trains for Downtown. This alone would save RTD 570 daily bus trips to Downtown reducing operating costs and congestion in the Central Business District. This station would also serve as the junction for the proposed Santa Fe and I-25 South routes. A new station would also be built to serve Alameda Avenue.

Like the first segment, this extension would first have to be approved by the

Regional Council of Governments. The 35 million dollar cost the second extension would also be covered by RTD Use Taxes.

MISCELLANEOUS RAILROADING

Club member, R. A. Hoffmeister of Tacoma, Washington sends the following article from the February 16, 1992 issue of the Seattle Post-Intelligencer:

TRAINS AND NATURAL GAS. The Burlington Northern Railroad and a Tacoma company, Energy Conversions, Inc., are pioneering a new and welcome fuel for freight trains: clean-burning natural gas.

If a test now under way proves successful, it will present an opportunity to replace the heavily polluting diesel fuel with refrigerated methane, which, besides being far cleaner, is also 20 percent cheaper and in enormous abundance.

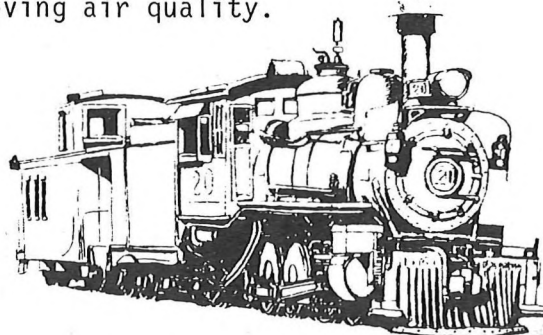
Liquid methane is a refined form of natural gas kept at 230 degrees below zero in a tank car just behind the diesel engine. The tank itself is a super "thermos bottle" that maintains the fuel at the low temperature. Cooling water from the diesel engine is used to warm the fuel into a vapor which is mixed with five percent standard diesel fuel then injected into the engine for combustion. Energy Conversions has developed this technology and Burlington Northern, blessed with progressive management, has led the railroad industry in experimenting

with this new fuel.

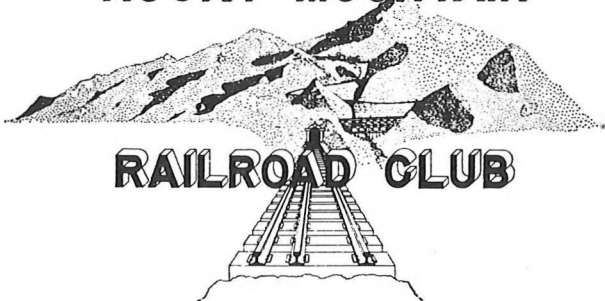
The only remaining question is, how will the modified engine perform with a heavy long-haul load? Burlington Northern is confident. The railroad already has contracted for three more engine conversions.

Moreover, the potential for converting other air-fouling diesel-engines is immense. Paul Jensen, president of Energy Conversions, told the P-I that there are more than 60,000 diesel engines around the world. And railroad officials note that liquid methane is safer than the bottled gas used to fuel their patio grills.

It should be abundantly clear to any rational person that present-day fuels and technology that daily pump smelly, dirty, unhealthy byproducts into the air must be replaced by cleaner energy sources. As the Burlington Northern test indicates, liquid methane refined from clean-burning natural gas holds great promise to help U.S. industry improve its competitiveness while improving air quality.



ROCKY MOUNTAIN



BOX 2391
DENVER, COLORADO 80201

SECOND CLASS

ERWIN CHAIM
560 EMERSON
DENVER, CO 80218

DATED MATERIAL