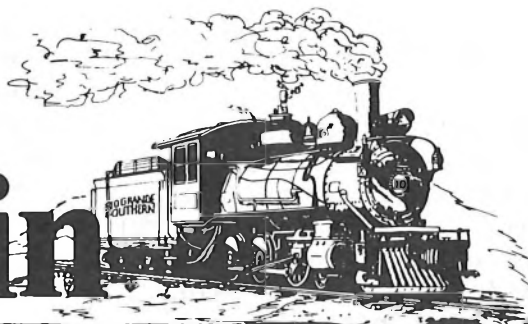


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

September 14, 1993 -- 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  
Joseph E. Priselac..... President  
Roger Callender..... 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 October, 1993 Rail Report is due no later than September 14, 1993!!

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## MEMBERSHIP INQUIRES

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

September, 1993..... No. 408  
Club Telephone..... (303) 431-4354  
P. O. Box 2391..... Denver, Colorado 80201

CURRENT NEWS AND HISTORICAL NOTES OF ROCKY MOUNTAIN RAILROADING PUBLISHED MONTHLY FOR ITS MEMBERS BY THE ROCKY MOUNTAIN RAILROAD CLUB.

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## CLUB MEMBERSHIP

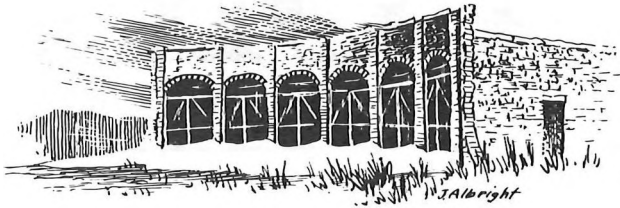
Membership in the Rocky Mountain Railroad Club may be obtained by sending \$24.00 (\$20.00 annual dues plus enrollment fee of \$4.00) to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201. An Associate Membership for Spouses and Children is also available for a yearly rate of \$10.00. On regular memberships, new members joining after April of each year may obtain membership for a payment of \$4.00 enrollment fee plus \$2.00 for each month remaining in the calendar year. Dues for the next year are solicited in November of the current year.

## SEPTEMBER 14 PROGRAM

Something Very Different!! Bill Cox will present the "History of Railroads." The something different comes from Bill's use of models of historic locomotives and trains which members and guests will be able to see up close as we direct our attention to the center of the room and display tables instead of the usual projection screen in the front. Bill started to collect and assemble these models in the mid-1930's.

## 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 \$14.00 per year which is deducted from member's dues. First Class postage paid at Denver, Colorado. Postmaster: Send address changes to the Rocky Mountain Rail Report, Box 2391, Denver, Colorado 80201.



## AUGUST PROGRAM

Jack Morison didn't fail to live up to his reputation for outstanding programs at the July meeting. Jack's "History of South Park" was informative and entertaining. From his math figures of people and trains that had passed through Como (and South Park) to interesting little facts about the Park and its railroading, mining and farming history, Jack kept our attention throughout the evening. And, the "then and now" photographs (slides) were quite effective in the telling of the story.

Our thanks to Jack for a wonderful evening. We look forward to another such adventure in the future.

## NEW MEMBERS

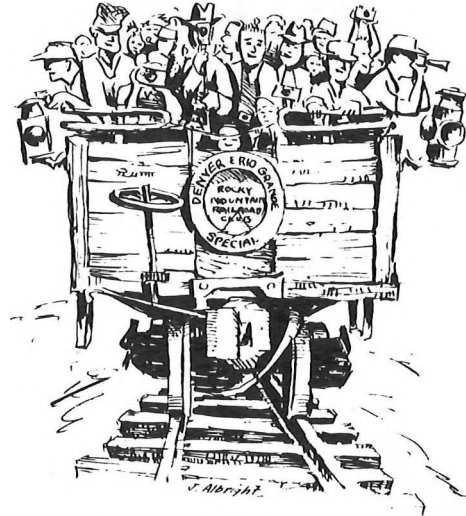
Your editor does not have a listing of new members for this month; however, we have heard from a member listed last month who actually lives in Union City, California, not Union City, Pennsylvania as reported in the August, 1993 issue of the newsletter. This new member is Ed Patterson. Sorry for the error, Ed.

We expect to have a full listing of August members as well as September members in the October issue.

## 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 RAIL REPORT, 502 South Cody St., Lakewood, Colorado 80226.



## 1993 SCHEDULE OF EVENTS

September 14	Regular Monthly Meeting
October 1-9	Mexico/Copper Canyon Excursion*
October 16	ANNUAL BANQUET
November 9	Regular Monthly Meeting
December 14	ELECTIONS and Regular Monthly Meeting

Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly!

\*If there is still interest in the Mexico/Copper Canyon Excursion, contact the Club's phone (303) 431-4354 (Out-of-state calls will be returned COLLECT) or Al Miller at World Travel (303) 752-0900. We may still be able to get you aboard this trip!



# ROCKY MOUNTAIN



## RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

### ANNUAL BANQUET

You are cordially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 16, 1993.

This gala event will be held at the Denver Athletic Club, 1325 Glenarm Place. Cocktails will be available at 6:00 p.m. at a cash bar; Dinner will be at 7:00 p.m. with the evening's program following dinner and door prizes.

Free parking is available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton. Please mention that you are with the Rocky Mountain Railroad Club should an attendant be stationed at the entrance.

Our Banquet will be held in the Grand Ballroom. Those attending the Banquet the past few years can attest to the outstanding accomodations!

Dinner will consist of broiled beef tenderloin and Norwegian salmon filets, served with bearnaise sauce; herb roasted new potatos; mixed green salad with julienne of carrots, cucumbers, and herbed croutons with honey mustard dressing; green beans almondine; and, grasshopper mousse pie--a chocolate cookie crust with a cool mint mousse middle layer with a finishing layer of dark chocolate. A choice of regular and decaffeinated coffee, and tea will be provided during service.

A very special program has been arranged for this year's banquet. You will be the

first to see extensive footage of Otto Perry Video!! As has been noted in the Rail Report, the Otto Perry 16mm movie collection is being converted to Video Masters. Program chairman and vice president, Roger Callender, has made arrangements for video projection equipment and some of the Perry footage already converted to video to be made available for your pleasure. This program should be worth the price of admission alone!!

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is only \$25.00 per person. Tickets will be available at the regular monthly meeting or by mail. Please order as soon as possible. We must submit a head count by Friday, October 8th. We cannot seat people who arrive without a reservation!!

Send your reservations, along with a check or money order to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, Ticket Chairman, 700 So. Elizabeth, Denver, Colorado 80209.

*[Please send a stamped, self-addressed envelope with your order to reduce the work load for Hugh. Your cooperation in this matter is greatly appreciated]*

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### ANNUAL BANQUET ORDER FORM

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

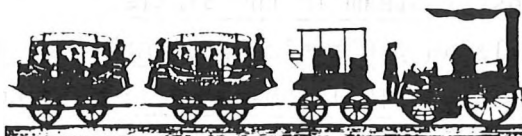
Zip \_\_\_\_\_

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

Please send \_\_\_\_\_ tickets for the RMRRC Annual Banquet on October 16, 1993. I/we enclose a check or money order for the amount listed below:

Total \$ \_\_\_\_\_

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# NOTICE

Phil Klinger / Official Railway Guide--9-10/92

Carl Carlson / 1994 Sundance Rocky Mountain  
Railroad Calendar

## ELECTIONS

It is that time of the year to once again begin thinking about nominations for Club officers and board members.

The nomination committee, made up of the hold-over board members, is composed of the following three men: Rich Berens, Jim Hurt and Mike Johnson. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.

## PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the August, 1993 meeting are as follows:

Don Peterson / Set of black & white photos,  
miscellaneous RR scenes

Truman Young / Set of Postcards

Bob Tully / Set of Timetables

Bob Fryml / Second Diesel Spotter's Guide

Ray Fleisleber / Official Guide of Railways,  
March, 1955

Chuck Baker / Gary Railways

Gene Martin / Railroad Maps--Midwest

Dave Henry / Waiting for the 5:05--American  
Depots

Dick Ross / Steam in the Sixties

John Holzman / Classic North American Steam

Rich Berens / TRAINS Magazines: 1990 Com-  
plete

If members have items they wish to donate for the 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.

## SANTA FE IS REALLY GETTING "MICKEY MOUSE"

Call it the "Silver Squeak!" Mickey Mouse will be hitting the rails this fall on his own 30-city whistle-stop train tour to celebrate his 65th birthday, according to Disney officials. But, this will be no super-speed train. In keeping with Mickey's new senior-citizen status, the venerable mouse will be taking this trip at a little slower pace, on a train pulled by a 66-year-old steam engine. [Editor's note: This apparently refers to the recently restored Northern, ATSF #3751].

Disney officials landed on the idea of a whistle-stop tour to mark Mickey's birthday because of Walt Disney's lifelong fascination with trains. Santa Fe Railway was one of the original sponsors of Disneyland and operated the train at Disneyland for years. The Disney officials first approached Santa Fe Railway about the idea last year after the railroad sponsored a tour in 1991 of a steam engine owned by the San Bernardino Railroad Historical Society.

Details are still being worked out. Officials expect the tour to take about 30 days, ending in Anaheim, California on November 18, 1993, Mickey's birthday. The train, which will include five private cars, will not be available to the public for rides. Mickey, however, will be making appearances at each of the stops.

This year's tour will mark not only Mickey's birthday, but Santa Fe's 125th year of operation. (Southeast Wyoming Extra, Cheyenne, WY, June 16, 1993, reporting an article by Mary Ann Milbourn, Orange Co. Register, via Club member Bob Fryml)



*Caboose 0500 (formerly of the Denver & Rio Grande) of the Durango & Silverton NG Railroad, awaits departure from the Durango Station behind a section of the Silverton Train in July, 1993. This beautifully restored caboose is a wonderful sight in its bright red paint with railroad name, car number and car data in white lettering and "caboose" in gold lettering! Seating can be arranged as either charter or individually at premium fares. Reports give the D&SNG RR car shop men A+ for restoration and the car is also reported to ride exceptionally well.*  
*(Ed Gerlits Photograph)*

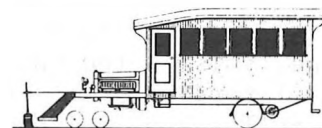
## CABOOSE 0500 UPDATE

We thought you might like to know the story completion of ex-D&RG Caboose 0500 that Ed Gerlits sold to the Durango & Silverton NG RR on April 28, 1993 and reported in the June issue of the Rail Report. Ed relays the following information, along with a photograph of the 0500 as it now appears on the D&SNG RR:

The Durango & Silverton Narrow Gauge Railroad car shops completed the restoration of caboose 0500 with shop forces riding 0500 on a test run to Rockwood on July 2, 1993. The next day, 0500 went into daily service. The 0500 rode and handled very

well, completing nine hectic weeks of work, including reinstalling the original interior, reupholstering seats and cushions, installing new siding, roof, wheels and applying a deep red Imron paint with gold and white lettering.

Today, as pictured in the accompanying photograph, caboose 0500 runs everyday, available for either charter service or individually by premium ticket cost, and, becoming very popular as an option for riders of the Silverton! (Ed Gerlits)







*The 50 or so folks who attended the Denver & New Orleans Field Trip are seen here at Mile Post 35.9, site of the Whiskey Gulch Trestle and horseshoe Curve that provided a good example of how the D&NO twisted and turned along the high plains of eastern Colorado. There were actually four trestles in this area, this being the second largest with thirteen spans. Trip leader, Jim Jones, can be seen at the left center with "bull horn." Jim did an excellent job of organizing this excursion. (Mat Anderson Photograph)*

## **DENVER & NEW ORLEANS RAILROAD FIELD TRIP REVIEW**

Another highlight of the 1993 schedule of events of the RMRRC took place on July 10, 1993 when 50 or so folks toured the remains of the Denver & New Orleans Railroad.

The trip began at Connors (milepost 8.5). This is the last section of the D&NO trackage still in existence in the Denver area; however, the last trains ran over this section in 1979. In 1982, the line was sold by the C&S to RTD for future use as a commuter rail line. This is the only place where rail still remains on the roadbed that we would follow the rest of the day.

Thus began a wonderful day of following a very interesting rail line that took us through buildup neighborhoods of southeast Denver to Parker. The really outstanding thing that hit us is that, in spite of the building of homes and roads, a great deal of roadbed can be identified as we made our way to Parker, where, we were amazed to find remains of the water tank foundations in the middle of town.

Out of Parker, a considerable amount of roadbed can be traced up over Hilltop until the private property of the Wells Ranch forced us to leave-off following the R-0-W until we picked it up again at Whiskey Gulch where we took in the horseshoe curve and Whiskey Gulch Trestle remains.

The one thing that stood out in the minds of most of the folks by this time was the rather attractive nature of the country that we were travelling through. For many of us who had never been out this way, it was a surprise to see very hilly country with nice stands of forest. By the time we reached Elizabeth to take in the section house that still remains as a private home, we knew that we were in some really pretty country.

By the time we reached Elbert, we had seen a great deal and learned a lot about this really neat railroad. Jim had made arrangements for us to use the Elbert Community Center for lunch (and we were ready for a rest and some refreshments by this time). This building was originally the Gates Merchantile and was a chain of such units that were probably the first retail chain in Colorado (although we think that such merchandising is a modern phenomenon).

Our next destination was the approximate site of the Gomer's Mill (timber). Here we got our first real hike along a nice stretch of D&NO roadbed where we herded cattle and found railroad treasures (spikes). Having an opportunity to stretch our legs, we were now ready to continue of trip to Eastonville.

On the way to Eastonville, we crossed the Palmer Divide at APEX at an elevation of 7,263-feet. It is this territory that caused the demise of the D&NO (Colorado & Southern by the end of the railroad). This is quite a watershed and torrential rains in 1935 caused much of the railroad to be wiped out to such an extent that rebuilding was out of the question. Snow-fighting was also a problem in this area.

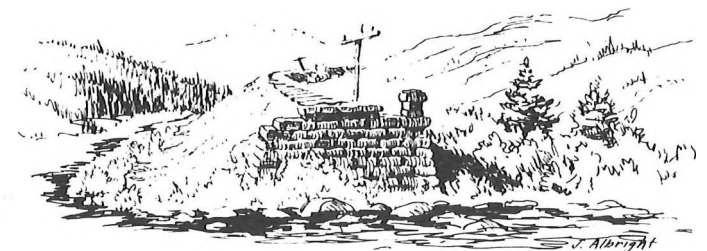
Eastonville required some extra time. With the landowners' permission, we walked about a large field that contained the foundation remains of over 100 buildings that once supported a town that boasted 293 people in 1910. One would never believe that this exists if just passing on the way to Falcon. But, once out of our cars and onto the property, there it is! Foundations all over the place!! A 1912 map of the town, listing buildings, was made up by a young girl, Opal Sellers, and was a part of our hand-out. This was used to investigate the site.

From Eastonville, we proceeded to Falcon, observing additional sites along the way. At Falcon, we again spent some time hiking around the area, noting the D&NO (C&S) yards, along with the sad state of affairs of the ex-Rock Island. While the dismantlers hadn't removed the track as yet, all angle plates had had their nuts and bolts loosened and/or removed and spikes had been loosened in anticipation of abandonment within a few weeks. At the time of this writing, these rails and ties are history.

It had been a long day by this time (5:30 p.m.) and many of the group opted to call it quits and head back to Denver. Fifteen especially hardy souls continued on to Colorado Springs and Shooks Run. Here the railroad crossed over a small creek (Shooks Run) via a very long trestle and tied into the Santa Fe mainline. Here we traced the wye that lead up Moreno Street to downtown Colorado Springs and the D&NO depot where crossbucks still remain. This site, being conveniently located just a few blocks from any railfan's favorite Colorado Springs restaurant, Giuseppe's, we ended a truly wonderful day enjoying a fine meal, good company and stimulating conversation.

This was an extremely well organized field trip with a great deal of thought put into execution and the handout was first class! Jim Jones deserves our most profound thanks for the time and effort put into this trip. And, another thank you goes out to Lee Whiteley who aided Jim in this endeavor and presented a considerable amount of material in terms of dates, tales, and historical information about the region.

Perhaps we will redo this outing in a few years so many more RMRRC members may experience this great outing. If we do, be sure to get "aboard." (Jim Trowbridge)





*Denver's first MAC (Metro Area Connection) light rail car is shown occupying one of the run-through tracks at the newly completed RTD, light rail maintenance facility at 7th and Mariposa Street, Denver, Colorado, on August 6, 1993. A total of eleven vehicles are being produced by Siemens Dueway in Sacramento, California and are scheduled to arrive, one, every three weeks.*

*The test track from the facility, north to Colfax Avenue, is almost complete; the posts are in place and overhead wire is being installed on this portion which will also be part of the MAC mainline on former D&RGW right-of-way parallel to the D&RGW/SP trackage into the Burnham Shops.*

*The car arrived aboard a Southern Pacific Railroad flat car and was off-loaded via a ramp onto newly installed MAC trackage.*

*Note the inspection pit in the left foreground.*

*(Joe Priselac Photograph)*

## **THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS**

by Chip Sherman

COLORADO HISTORICAL SOCIETY LOOKING FOR 1930'S ERA EXHIBIT ITEMS. Ms. Katrina Gilkey is asking members to loan 1930's era railroad related items for a Colorado Historical Society display. The display

will start in December, 1993, and run through August, 1994. Items of interest are employee uniforms, promotional advertising from that time, schedules and maps, train models made in the 1930's. For further information, call her at (303) 866-4692, or, Katherine Kane at 866-4601.

DENVER POST CHEYENNE FRONTIER DAY TRAIN operated with Union Pacific Centennial 6936, 18 Ski Train cars, and a full train



of 850 passengers on July 24, 1993. Two hundred people were on the waiting list when the train departed. The dome-sleeper CALIFORNIA, lounge UTAH, and business car KANSAS with a special Cheyenne Frontier Days drumhead, brought up the rear.

The Union Pacific special train left Denver at 7:08 a.m. and arrived in Cheyenne, WY, at 10:12 a.m. The train was wyeed by an SD40-2 which pulled the train back to Speer, WY. The special departed Cheyenne at 5:36 p.m., returning to Denver Union Station after 8:00 p.m. The train used Denver Union Station's track four where the passengers disembarked and used the passenger subway.

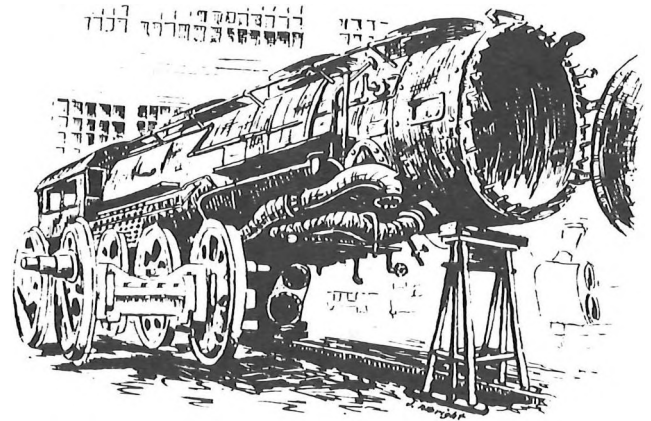
UP's E-units, 949, 951 and 963B had been released again from Paducah, KY, rebuilder VMV, but were slowed by Midwest flooding returning west and only made it to North Platte, NE, as of July 24th. They returned to Cheyenne, WY, on July 31st. (Todd Rollheiser & Darrell Arndt)

JOINT LINE HELPERS NOW STAGED AT ATSF'S BIG LIFT. In late July, 1993, Burlington Northern and Santa Fe helper engines began using the Santa Fe Big Lift location to lay over and then be placed on the end of long coal trains. This reduced the number of movements between Littleton and the Denver railroad yards--already congested with numerous northbound trains awaiting yard tracks.

LIMON TO COLORADO SPRINGS EX-ROCK ISLAND LAST RAILS PULLED IN AUGUST, 1993. Another link in the former Rock Island Railroad System fell in 1993. The 68 miles of track between Limon and Colorado Springs, CO, was removed between April and August. Determan & Merrill Ltd. of Marshalltown, Iowa, were the contractors who scrapped the line. The last rails were removed August 8, 1993, to the Union Pacific siding at Limon where they were loaded into gondolas. (Darrell Arndt & The Colorado Zephyr)

EUREKA SOUTHERN UNITS MOVE FROM CALIFORNIA TO SOUTH DAKOTA. Four GP38-2, ex-Eureka Southern Daylight-painted units, moved through Denver in early July, 1993. The units, 30-33, were moved dead in train into Denver on the Southern Pacific and interchanged with the Burlington Northern. They

were at BN's 23rd Street Diesel Shops for several days with air line work being performed. The BN moved them east to Lincoln, NE, then north to Huron, SD, and the Dakota, Minnesota & Eastern Railroad operation. (BN, David Phillips & Bruce Black)



## SP REPAIR SHOPS BREAK GROUND IN DENVER

On July 25, 1993, Southern Pacific Railroad broke ground on a new \$12 million maintenance facility in Denver that represents a near-total consolidation of the railroad's repair operations in the Denver area. The new facility, named the System Maintenance of Way Work Equipment Repair Facility, will cover 64,000 square feet.

In the past two years, SP has consolidated more than 90 percent of its maintenance operations in Denver--up from less than 5 percent conducted here in 1991. In 1992, Southern Pacific reopened its renovated Burnham Shops at Eighth Avenue and Osage Street to handle its heavy locomotive overhaul work. That facility employs about 800 of the 1200 employees that Southern Pacific employs in the Denver area. The new facility will be located on a 12-acre site at 59th Avenue and Pecos Street. The repair base will have three buildings when it is completed in the first quarter of 1994.

The facility will be Southern Pacific's primary repair station for its maintenance-of-way equipment. Sixty-four employees at the facility will handle repair work on equipment like power-strikers, tie extractors, bulldozers and front-end loaders--all used by the railroad to maintain its 15,000 miles of tracks. (Denver Post, 7/93)

**BOOK, VIDEO & AUDIO REVIEWS**

A MILE HIGH & THREE FEET SIX WIDE, Ken Fletcher. Mountain West Enterprises.

Great for all interested trolley (light rail) enthusiasts, but, particularly Denver area rail buffs, this 32-page booklet gives a very nice overlook at the metro area's traction history from horse-drawn cars to electrics to the current Platte Valley Trolley operation. Profusely illustrated with black & white and color photographs by numerous Club members including Ed Haley, Dick Kindig, Jack Thode, Rollin Cordill, Herb O'Hanlon and Darrell Arndt, it is a nice addition to your collection of railroad books. Non-rail enthusiasts who remember using Denver's vast trolley system will also find this of interest and it would make a great gift. (Jim Trowbridge)

The Club is making this available to members with some profit being put to use on the No. 25 and other historic projects. The cost is \$7.95 plus \$1.00 per book for a total of \$8.95. Colorado residents add 25¢ sales tax per book; and, Denver residents add 50¢ sales tax per book.

3967 RETURNS: Rocky Mountain Railroad Club 40th Anniversary Excursion. Mark I Video.

This is a superb tape running 55 minutes with full color coverage of the 1993 trip and 97% color and 3% B&W historic Otto Perry coverage of the 1953 trip. Produced and edited by Marc S. Balkin and written and narrated by Jim Boyd, it is a must for the RMRRRC member's collection.

The vast majority of the tape covers the 3985 making its way to Denver the previous day of the trip, the 40th anniversary trip itself with reflections back to the 1953 trip and other Union Pacific action of the period through Otto Perry footage and the return to Cheyenne the next day as the 3718! Did you catch that?! A triple-header: three challengers, numbers 3985, 3967 and 3718!! But wait! When you purchase these three challengers at the low, discounted RMRRRC price, you get a fourth challenger thrown in FREE!! You see Clinchfield #676!

Yeesss! You receive free coverage of the 50th Anniversary Santa Claus Train on the

CXS in November of 1992, travelling from Huntington, W. Virginia to Johnson City, Tennessee.

In addition, you will have the pleasure of listening to some short interviews with Club members Stu Anderson, Jim Ehernberger, Charlie Max and Dick Kindig who all rode the 1953 trip and added some color to the video. You will also see footage of the entire 40th anniversary group, photographed in front of 3967 (3985, 3718 & Clinchfield 676). There are cab shots too! All-in-all, this tape is fun and catches a fine Club UP steam excursion forever for your viewing pleasure. (Jim Trowbridge)

The Club is making this video available to Club members at a reduced price of \$20.00 (\$24.95 retail plus \$5.00 Shipping) plus \$5.00 shipping. Colorado residents add 60¢ and Denver residents add \$1.46 sales tax for each video.

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Book & Video Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

(Please Print or Type)

\_\_\_\_\_ Copies of A Mile High & Three Feet Six Wide @ \$8.95 \_\_\_\_\_  
Tax (ea.) CO/DEN \_\_\_\_\_

\_\_\_\_\_ Copies of 3967 Returns @ \$25.00 ea. \_\_\_\_\_  
Tax (ea.) CO/DEN \_\_\_\_\_

Total \$ \_\_\_\_\_

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Send check or MO to: ROCKY MOUNTAIN RAILROAD CLUB, P. O. Box 2391, Denver, Colorado 80201.  
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The 3967 Tapes are part of the financial agreement between Mark I Video and the RMRRRC for usage of the Perry footage. All proceeds go to the restoration of the Otto Perry films to video.



*We did not have a photograph of the Club's Work Day Crew in time for the August issue of the Rail Report; however, Jim Hurt provided this shot of most of the crew in front of No. 20. As it turns out, the day was even more successful than first reported. There were not just twelve workers, but seventeen of which fifteen are pictured here! Once, again, the Club wishes to acknowledge the work performed by these folks and thank them for their time and effort. Not only were they hard workers, but a good-looking bunch as well!! Also, note the range of ages--everyone can participate and we encourage more members to make arrangements to join in the fun next year. (Jim Hurt Photograph)*

## TIDBITS FROM MEMBERS

**SANTA FE SOUTHERN.** Club member, Chris Pease, of Santa Fe, NM, writes to suggest that Club members try out the passenger service on the Santa Fe Southern. This railroad runs on tracks originally laid by the Atchison, Topeka and Santa Fe Railway to its namesake city in 1879. ATSF passenger service to Santa Fe was terminated in 1960. In 1992, the line itself was threatened with abandonment. Santa Fe Southern was formed to preserve this historic piece of railroad.

Today, Santa Fe Southern is a thriving

freight railroad and is once again offering passengers the sublime pleasure of a leisurely train ride through New Mexico's enchanted landscape on a working freight train aboard the caboose. The train departs every Tuesday, Thursday and Saturday morning from Santa Fe. Have lunch at the historic Legal Tender restaurant or bring a picnic. Fares are: 14 years and over, \$20; 7-13 years, \$15, Children under 7 ride free (limit 2 per adult). Charters available. For reservations, call: (505) 989-8600 between 8:00 a.m. and 5:00 p.m.

**TWO-FOOT TO RETURN TO MAINE.** Club member, Larson Powell, of Portland, Maine, writes

to let us know that members of the Wiscasset, Waterville & Farmington Railway Museum have begun relaying two-foot rail on the WW&F roadbed at Sheepscot Station, located in Alna, Maine, just 4½ miles north of Wiscasset. They hope to begin running trains in 1994. Their group now numbers 250 from all over the country and a recent workday saw folks from as far as Texas. A similar group, the Maine Narrow Gauge Railroad Company and Museum in Portland has acquired the equipment from the Edaville Railroad in South Carver, Mass. and has rebuilt a two-mile stretch of the Sandy River line in Phillips, Maine. Apparently, these two groups are cooperating in their endeavor to reestablish two-foot gauge in Maine.

across the heartland. Pueblo's rail yards have been the home to trains of grain hoppers and other rolling stock not normally seen in the area because of the increased number of trains using southern routes to get across the country. Many Union Pacific trains that normally go through Cheyenne and North Platte, NE, have had to be re-routed to the railroad's southern route which comes through Pueblo and then sent up to Denver. In addition, other railroads are using the UP's trackage because of the number of lines damaged by high water in the Midwest. In effect, the railroads have put aside their normal competitions to get through the current situation.

### MISCELLANEOUS

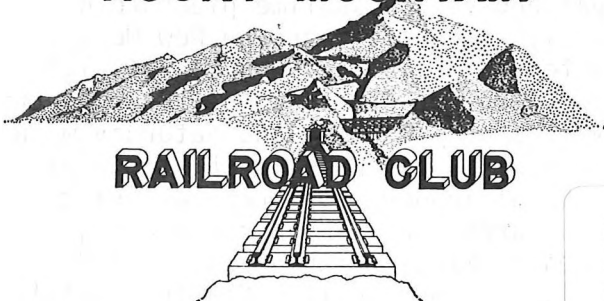
ADVENTURE GUIDE TO 15 BEST STEAM AND DIESEL TRAIN TRIPS. James L. Trowbridge of Peoria, Arizona, sent a copy of the August, 1993 issue of Popular Mechanics which lists their vote for the 15 best rail trips in the country. Colorado boasts two of the fifteen: The Silverton and the Georgetown Loop. Since it covers railroads across the country, members might want to pick up a copy for reference.

While talking to Ed Gerlits about the 0500 update article, Ed mentioned that he had added one car to his September 18, 1993 Animas Canon Express Train and had some extra space for additional passengers. If you are interested in a ride on the Silverton Train this fall with photo runbys, give Ed a call at (303) 232-9262. There may still be space available at the time this Rail Report reaches you. (Jim Trowbridge)

PUEBLO TRAIN YARDS ARE FULL, FULL, FULL. Club member, Al Knicklebine, of Pueblo, Colorado, advises that rail photography is currently way above average as floods in the Midwest boost local rail traffic. The country's transcontinental railroads have been having trouble finding a dry route



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