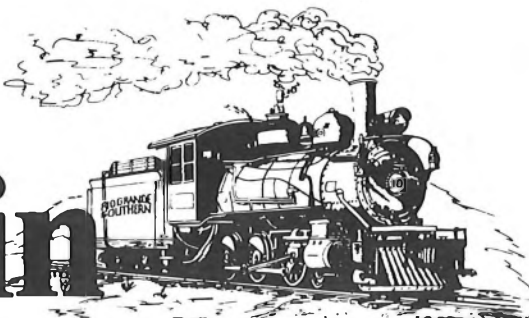


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

## MEETING SCHEDULE:

### ANNUAL BANQUET

October 16, 1993 -- 6:00 p.m.

WHERE: The Denver Athletic Club  
1325 Glenarm Place, Denver, CO

WHEN: 6:00 p.m. -- Cocktails  
7:00 p.m. -- Dinner

Free parking available at the Denver Athletic Club's indoor facility. Entrance is made off 14th Street, between Glenarm Place and Welton.

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 November, 1993 Rail Report is due no later than October 12, 1993!!



October, 1993..... No. 409  
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.

## MEMBERSHIP INQUIRES

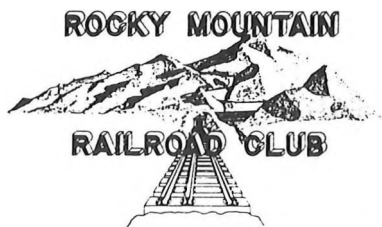
Please refer address changes, new memberships, dues payments, lost newsletters, missing newsletter pages, and, any other membership related matters to:

Tom Lawry, Membership Chairman  
c/o Rocky Mountain Railroad Club  
P. O. Box 2391  
Denver, Colorado 80201

## 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.

## OCTOBER 16 PROGRAM



### ANNUAL BANQUET

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!!

Those who have not made their reservations and receive their newsletter by the cut-off date may call the Club's phone answering service to make last minute arrangements.

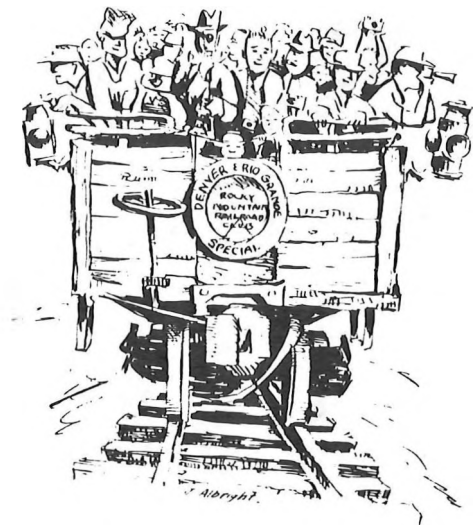
The Perry program is just a part of the Annual Banquet festivities. A fine dinner and door prizes are also part of the evening's entertainment. We will cover the event in a future Rail Report.

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## 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 Street, 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.



## 1993 SCHEDULE OF EVENTS

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!

## SEPTEMBER PROGRAM

We tried a different approach to programs at the September meeting. Tables were set up in the middle of the meeting room and Bill Cox gave a brief historical comment on various models (mostly wooden) to show the progression of railroad engines and passenger equipment over the past 150-plus years. After a 45-minute presentation, Bill opened the platform to questions and input. The program seemed to be well accepted and the change of pace seemed to be welcomed.

Our thanks to Bill for his time and effort in presenting this different program.

# REMINDER

## 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.

## NEW MEMBERS

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

- |                   |                |
|-------------------|----------------|
| John Aiken        | Lacanada, CA   |
| Michael P. Bryans | Vancouver, WA  |
| Paul Burgardt     | Lakewood, CO   |
| Mark Campbell     | Denver, CO     |
| Richard Corry     | Thornton, CO   |
| Richard C. Kent   | Broomfield, CO |
| Gerry Lemmons     | Denver, CO     |
| Allen Maywald     | Nederland, CO  |
| Charles Rovetta   | Boulder, CO    |
| Larry Southwick   | Cincinnati, OH |
| Robert E. Wilson  | Laramie, WY    |
| ASSOCIATE MEMBER: |                |
| Loretta Griego    | Denver, CO     |

## PRESERVATION FUND AND BOOK DRAWING

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

- Bruce Johnson / Set of miscellaneous booklets including Three Railroads to Mineral Wells
- Gary Ellison (NY) / Railway & Locomotive Society Bulletin #122
- Lynda Clay / Rail Talk
- Don Zielesch / Railroads in the Lehigh River Valley
- Virgil Light / Official Railway Guide, Nov/Dec, 1992
- Jim Earhardt / Prairie Rails
- Rich Kent / Down at the Depot
- Chris Larscheid / Set of Amtrak Timetables
- John Holzman / Set of Postcards
- Noel Hover / Cincinnati Locomotive Builders, 1845-1868
- Bud Lehrer / Complete Set of TRAINS magazines--1988
- Keith Goodrich / TRAINS Album of Photographs--Modern Steam Locomotives--No. 10
- Beverly Cowan / Baldwin Diesel Locomotives

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.

## 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.



*Rocky Mountain Railroad Club members and guests have reached the furthest point on the Tennessee Pass Hike on Saturday, August 21, 1993. The group is looking across the boggs at the old Coke Kilns. Many will soon make their way across the wetlands to get a closer look at these old structures. The old right-of-way winds its way down grade to the left where it hooked back into the present line. We were able to view a coal train on the Tunnel Line from this point before we turned back toward our starting point of the day's hike. Many of us would later make our way to the Tunnel Line to photograph a number of regular trains on the line that included many Rio Grande-lettered diesel units along with SP, UP and others. The grade is in remarkable condition for having been abandoned for over 100 years. It would be nice to someday complete the hike all the way down the west side. (Jim Trowbridge Photo)*

## **TENNESSEE PASS HIKE REVIEW**

Approximately eighty folks showed up for our hike on the old narrow gauge roadbed of the D&RG's Tennessee Pass line. The date was Saturday, August 21st.

The sky looked dark and threatening as we approached our meeting place atop the Tennessee Pass Tunnels. Awaiting us were Jim & Lil Ranniger and Carl Carlson and Roger Callender, providing hot coffee, lemonade and donuts. The air warmed up somewhat by the time we began the hike and

we thought we might be "OK" as we headed down the right-of-way. While there is very little to see in the way of railroad structures or on-line activity in this area, the scenery more than made up for the lack of things to see; however, there are some coke kilns along the way with some major installations at the end of this day's hike. Never-the-less, the hike is a beautiful setting and one could just imagine the little narrow gauge engines of the 1880's working their way over this historic piece of right-of-way!

The weather held out for us until the



*A very wet group lines up at the Rocky Mountain Railroad Club's Event Tent where the Ranniger Roadbed Commissary has set up to feed the cold, wet and hungry group. A typically outstanding meal was served by a great group of folks including Jim & Lil Ranniger, Carl Carlson, Cathy Lawry, Al Jonez and Roger Callender. (Jim Trowbridge Photograph)*

first to turn back reached the 1/3 mark of the return hike. Then, the heavens opened up and we were treated (?) to quite a show of lightening and thunder as well as a soaking rain.

In spite of this unwelcomed treatment from Mother Nature, the Ranniger Roadbed Commissary was up and working!! Credit must be given to Jim Ranniger who had to cook in the open to keep smoke from choking the other workers under the Club's tent. And, those high country hamburgers, baked beans, chips, cookies, fruit salad and drink were a welcomed treat to the rain-soaked crowd that descended the Pass. Our very grateful thanks to Jim & Lil Ranniger, Carl Carlson, Cathy Lawry, Al Jonez and Roger Callender!

While the rain dampened the event to some extent, all seemed to enjoy the hike and

we wish to extend our thanks to trip leaders Tom & Cathy Lawry and Rich Dais. (Jim Trowbridge)



## **NEWS FROM THE NARROW GAUGE**

A recent trip to Chama just prior to Ed Gerlits' excursion on the D&SNG, found your editor and Frank Stapleton inspecting the current renovation point of the #463. The K-27 has its new patches in place with only remaining holes drilled and revits put in place before reflueing. All running gear has been redone already along with a new tender and cab. John Bush believes the job will be done by the end of November. In any event, we should be seeing the 463 running next season.



*The date is September 25, 1949 and the Rocky Mountain Railroad Club has chartered a narrow gauge trip to Monarch where we see our Pullman green consist and the Silver Vista being pulled by K-37 number 499. Your editor had asked Irv August to supply some photographs of narrow gauge trains of the era that Irv writes about regarding Otto Perry, and having only limited space and budget, your editor selected two interesting scenes showing RMRRC members enjoying their outing, along with interesting equipment and locations. Perhaps we can make use of some of the other photos at a later date.* (Irv August Photograph)

## **A ROCKY ENCOUNTER ON CUMBRES PASS**

by Irv August

Otto Perry became a legend in his own time. Known the country over for his lifetime dedication to railroad photography, his photographs graced many a railroad book. Starting with black and white stills, he moved on to some of the finest 16mm railroad movies ever filmed. Sunday River Productions has put some of the best on video covering the Rio Grande Southern.

I look back fondly on my association with

Otto over the many years. In some ways, one could say that he was certainly cut from an unusual mold. Let me tell you about an interesting incident he related to me. One time, he suddenly decided to make a trip to Nebraska to shoot some UP and Burlington action photos. As was his want, he started off after work, taking his usual "provisions"--some cheese and crackers, candy bars and Pepsi--all stowed under the front seat of that ubiquitous 1935 Ford sedan. Reaching south central Nebraska late at night, he decided to get some sleep. So, he pulled to the side of the road and dozed off. Some time later, he was awakened to the sound of a bull horn ordering him to



*May 30, 1952, and the Rocky Mountain Railroad Club is on the first leg of a three-day trip that will take them to Durango and Silverton. Here the special train has stopped at Toltec Gorge, just outside Rock Tunnel at the Garfield Monument. The Rio Grande's passenger equipment is still being changed over from Pullman Green to Rio Grande Gold as a couple front cars are in the Gold Scheme while most of the back cars are still in the traditional Pullman Green. Of particular interest is the Silver Vista with the Club's world famous tail plate! Once again, it's nice to see some oldtime members in the view. Recognize anyone, yourself?!*  
*(Irv August Photograph)*

come out with his hands up, all the while being bathed in the blinding glare of spot lights. Naturally, he did as told, but it was a skeptical bunch of police officers who listened to him tell that he was only photographing trains. It seemed that earlier that evening a bank in a nearby small town had been held up and the robber's get-a-way car resembled Otto's. He got but little more sleep that night.

Then there was the 1961 Memorial Day weekend trip to Durango. I was shooting 16mm film myself and at Alamosa Otto approached

me with the suggestion that I go along with him instead of driving two cars. It sounded like a good idea and I accepted. All went well until we got to La Manga Pass. This was before the road over the Pass was paved and in the Spring it could be a motorists nightmare. And so it was! Near the top of the Pass our worse fears were realized. There, smack-dab in the middle of the road was a gasoline transport truck mired down to the axles and hopelessly stuck. On each side was more mud and slush but a four-wheel vehicle had managed to get around the stalled truck on one side and make it back to the road. It looked ominous, but Otto

thought he could make it. Waiting for me to set up the movie camera, I gave Otto a high-ball when ready. With a roar of the engine, into the mud he went with wheels spinning and mud flying in all directions, and, after several heart-stopping moments he was back on the road. Fortunately, this dramatic scene can be seen in the video Silver Rails and Golden Memories, produced by WB Video.

We got to Los Pinos tank to get some good shots and then on to Cumbres. Leaving there, we planned on some photos at Lobato Trestle, but, on the way down, we suddenly decided to stop in a meadow not far away. It proved to be a good location. Rushing back to the car, we piled in and with a flourish, Otto backed up so he could turn and drive out. We went about twenty feet back when CRASH: we came to a sudden stop. Otto looked at me and with a dead-pan expression said, "Now, just what do you suppose that was?" We soon found out! Otto had managed to back into the only rock in the entire field, so positioned as to lift the left rear wheel about three inches off the ground. We could go neither forward nor reverse.

After much hard work, we managed to wedge some smaller rocks under the offending wheel and were able to drive away. By then, Lobato Trestle and even Chama was out. We did manage to catch the train at Monero and then again east of Durango. And, wouldn't you know it, neither of us thought to take any photos of that rocky encounter on Cumbres Pass that long ago day. I treasure the memory.

**1994 NARROW GAUGE TRIPS AVAILABLE**

Two trips are being made available by Jim Trowbridge. The first will take place on Saturday & Sunday, August 27 & 28, 1994 on the C&TS. This will be the annual 2-day Freight Train with the K-27, No. 463 doing the honors as road engine. Cost is \$500.00 per person with a side trip on the D&SNG's NOMAD available for \$150.00 per person. Flyers are available from Jim.

The second trip is two days later on the C&TS, Tuesday, August 30, 1994. This trip is being held in conjunction with the 14th National Narrow Gauge Convention being held in Denver, August 31 through September 3,

1994. The trip will be a 1-day excursion from Chama, NM to Big Horn Wye and return. It will have two engines, K-27 No. 463 and K-37 No. 497 and will be a mixed train with a full freight in front with passenger equipment on the end. The cost is \$125.00 per person. Flyers are available.

Both trips will include photo runbys. The 2-day trip usually has some 40 to 45 runbys during the two days and the Big Horn Wye, Convention trip will have 7 or 8 runbys.

For additional information and flyers, write to the Jim Trowbridge Freight Train, 502 So. Cody St., Lakewood, CO 80226.

**3967 RETURNS -- MARK I VIDEO**

A few copies of the Mark I Video, 3967 Returns, the documentation of the Club's May, 1993 and 1953 trips on the Union Pacific Railroad behind challengers are still available at the discounted price to members of \$20.00 plus \$5.00 shipping. A complete review can be found in the September issue of the Rail Report. In addition, A Mile High & Three Feet Six Wide is also available for \$8.95. The review on this publication can also be found in the September issue of the Rail Report.

-----  
Book & Video Order Form

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_

(Please Print or Type)

_____	Copies of <u>A Mile High &amp; Three Feet Six Wide</u> @ 8.95	\$ _____
	Tax (Den, 50¢; CO, 25¢)	_____
_____	Copies of <u>3967 Returns</u> @ \$25.00 ea.	_____
	Tax (Den, \$1.46 ea. and CO, 60¢ each)	_____
	Total	\$ _____





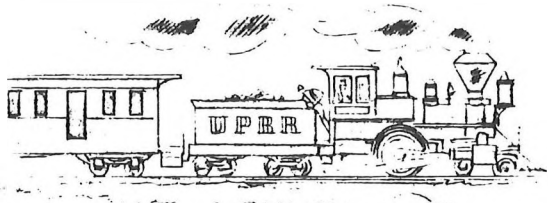
## GOLDEN SPIKE RAILS PROJECT

The National Park Service has initiated a study to determine the feasibility of providing a rail link from Union Station in downtown Ogden, Utah, to Promontory Summit within Golden Spike National Historic Site, to enhance tourism with a historical perspective.

The idea of a tourist railroad from Union Station in Ogden to Promontory Summit is not a new idea. The idea dates back to the inception of the historic site and the recognition of the railroad's importance to both the local and national heritage.

The Union Pacific Railroad operates freight service through Corrine to Ogden, and Amtrak operates a passenger service through Brigham City to Ogden. There is no track on twenty-eight miles of abandoned railroad grade stretching from Corrine to Golden Spike National Historic Site. The old railroad grade linking the park to Corrine was abandoned by Southern Pacific (formerly Central Pacific) years ago.

Many other local areas also have bits and pieces of American history related to transportation and the railroad. The study of the rail link is intended to investigate the connections between the people, the land, and the resources with early railroad history. Alternatives developed by the study would also recognize that the pursuit of economic opportunity, the preservation of traditional ways of life, and the enhancement of the quality of life for residents are as important as protecting natural, cultural, and scenic values.



## 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.

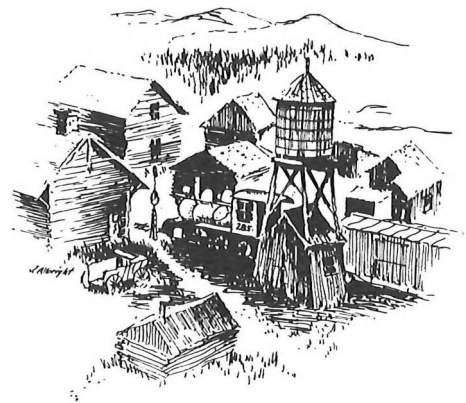
FOR SALE: 35 years railroad collection: Midwest and Western Roads; from keys, locks, lanterns, books, timetables, tools, locomotive bell, rail crossing light, AT&SF safe, switchstands, to operational semi-phore. Also, 35mm slides and 16mm films and Jim Beam Train Set. W. N. Dixon. Telephone weekends only. (505) 354-9131.

FOR SALE: William Henry Jackson's Rocky Mountain Album #2335, in mint condition, \$375.00 plus shipping. Alan Eikelberger, Box E, Edgemont, SD 57735-0813.

FOR SALE: European HO trains. Made by ROCO and LILIPUT. All in original boxes and all are 2-rail D.C. Steam, Diesels, Electrics and passenger & freight cars. Erwin Chaim, (303) 777-7682.

WANTED: D&RGW locomotive classification lamp--Handlan radial lens style. Any condition OK. State price and condition in first call or letter. Ron Keiser, 5832 W. Atlantic Pl., Lakewood, CO 80227. (303) 986-5996.

FOR SALE: The well-known "Loose Caboose." Originally built by the Pullman Company in 1914, the caboose is now partially refurbished and presently located at the Forney Museum in Denver, CO. The non-negotiable price is \$8,000. Interested parties may contact "Grandpa" White at (303) 892-1177, or, at Grandpa's Depot & Caboose, Denver Union Station, 1701 Wynkoop St., Denver, CO 80202.





## TIDBITS FROM MEMBERS

BRANCH LINE BITS by Jim Jones.

While the Union Pacific continues to sell or abandon many of its branch lines, the unpredictable railroad has just begun a re-vamping of its LaSalle-to-Fort Collins portion of the Dent Line. Look for the 35-mile line to be rebuilt with welded rail in the next twelve months or so. Employees say that Fort Collins will become a more self-sufficient interchange point with the Burlington Northern.

The Wyoming-Colorado (WYCO) has applied for permission to abandon their line from Fox Park (MP 54) to Walden, Colorado. By the time you read this, the last freight run may have been made. The passenger service to Fox Park will remain in service. Look for a surprising new paint scheme on the F-Units next year!

The Santa Fe Southern's ex-ATSF 18-mile branch from Lamy to Santa Fe looks promising. Freight business is steady and passenger business encouraging. The mixed train runs Tuesday, Thursday and Saturday. The depot office is open six days a week for reservations at (505) 989-8600.

WELD COUNTY COMMISSIONERS WANTS HEARING ON RAIL CLOSURE by Tom Caldwell, from the Greeley Tribune.

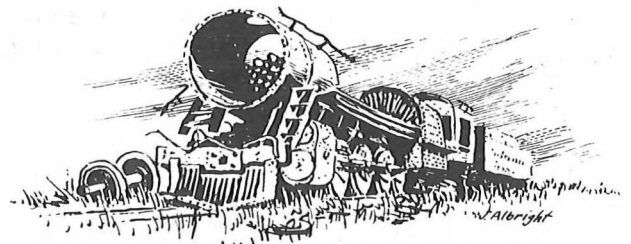
The Weld County commissioners will be sending a letter to the Interstate Commerce Commission opposing the plans of the Union Pacific Railroad to abandon about 40 miles of a stretch of track between Fort Morgan west to the Monfort, Inc. feedlot outside of LaSalle. Union Pacific has filed for an "out-of-service" exemption and a waiver of formal abandonment hearings for the stretch of track.

Logan, Morgan and Weld County business-people and farmers are writing letters to the ICC in hopes a formal hearing will be held on the matter and they have asked government agencies, state legislators and other organizations also to write letters.

It is their contention that the UP has re-routed traffic on the line to another line through Cheyenne and then south to Denver, adding 200 additional miles of routing. It is also stated that the line has suffered poor service by the UP and such examples as follows are cited to show the railroad's failure to utilize the line: A Logan county farmer lost a 16,500-bushel contract to ship grain to Salt Lake City because he couldn't obtain a train for delivery.

Union Pacific can ask for an exemption from formal abandonment hearings because the track has not had any traffic in two years, but area residents claim the track would be in common use if their shipments weren't rerouted through Cheyenne. The 40-mile stretch is part of a longer 150-mile section of Union Pacific track between Julesburg and LaSalle that the company wants to abandon. Although there is no timetable for total abandonment, Union Pacific is negotiating with the Burlington Northern to purchase a short section of the track east of Fort Morgan. Burlington Northern uses the section for coal trains bound for Denver from Wyoming.

Union Pacific also says it will sell sections of the track to short-line operators, but so far, no interest has been expressed in buying the track between Fort Morgan and the Monfort feedlot. The Company also hopes to sell the track between Sterling and Julesburg to a short-line operator.



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

by Chip Sherman

SANTA FE AND DISNEY UNABLE TO AGREE ON 3751 STEAM EXCURSION, TRIP CANCELLED. The proposed Disney/Santa Fe "Mickey Mouse Special" was cancelled in late August, 1993. Indications are the two parties were unable to agree on the price of the operation. No other trips are planned this year for the restored Santa Fe 4-8-4 #3751, owned by the San Bernardino Railroad Historical Society. (Santa Fe Railway)

SP DERAILMENT AT BOONE, CO. Eleven cars on an SP train derailed August 19, 1993, on the Union Pacific (ex-Missouri Pacific) and Santa Fe Line east of Pueblo, CO. The Boone Hardware store was extensively damaged when rail rammed through the store's wall from the derailment.

BURLINGTON NORTHERN HUDSON, CO DERAILMENT. Two BN freight trains collided at 2:35 a.m. on August 11, 1993, at Hudson, CO on the BN's Chicago-to-Denver main line. No one was injured in the 22-car crash located 32 miles northeast of Denver.

One westbound train was waiting for another westbound train to complete a switching move. The waiting train rolled into the switching train. BN General Electric model C-30-7 #5558 was the lead unit absorbing impact. (Rky. Mtn. News, 8/12/93 & C. W. Edinger)

EMD SD70'S DEMONSTRATORS BACK IN DENVER. The three burgundy and silver painted SD70 demonstrators returned west on BN intermodal train 69, Chicago-Denver on September 5, 1993. The 7002/7001/AAR instrumentation car 112/7000 lashup was moved to BN's 23rd Street Diesel Shop. There, the SD70's underwent a required 92-day maintenance inspection. BN crews also took six hours to wash the three SD70's.

The SD70's went south on the Amarillo, TX, coal load train 161TT002 on September 9, 1993, departing Denver at 4:30 a.m. The 7000 developed flat wheels and was set out at Stadium siding, U.S. Air Force Academy, north of Colorado Springs. It was still blue flagged there 9/15/93.

The set will work BN service this month and go to the Union Pacific in October, 1993. (Lou Di Mattia, EMD Keyur J. Trivedi)

UP TRAFFIC DETOURS WESTBOUND TRAINS OVER SALINA SUBDIVISION VIA CHEYENNE WELLS, CO. Flood damage, concrete tie installation trackwork between Grand Island and North Platte, NE, and double track installation work on the Marysville Subdivision has prompted the UP to reroute westbound trains over the Salina Subdivision--Salina, KS, via Limon, Colorado, to Denver line. Re-routes started in July and continue in September, 1993. (Todd Rollheiser, C.W. Edinger, Darrell Arndt and Joe Snider)

AMTRAK INTERCITY EXPRESS (ICE) MOVES WEST VIA LA JUNTA, CO. The six-month ICE tour travelled through Colorado on August 21, 1993. Amtrak ran ahead of an advertised schedule and did not lay-over at La Junta as expected. The train was only at La Junta for 20 minutes.

Amtrak's F69PH units 450/451 powered the eight car ICE set. The ICE train includes two power units rated at almost 6,500 horsepower, a restaurant car, ICE Deluxe car and four coaches accomodating 285 passengers. The restaurant car has a full-service restaurant that seats 24 people and a "Bistro" section featuring lighter fare. (Hugh Wilson, Amtrak)

### **NEWS FROM THE NARROW GAUGE**

We almost missed some very interesting news to pass on about the narrow gauge scene in Colorado. So much has been going on this year that we failed to mention that outside frame 2-8-0 No. 40 returned to Georgetown Loop on May 11th after an extensive overhaul in the shops of the Durango & Silverton Narrow Gauge Railroad and has been operating over the Loop this summer. And, your editor and Frank Stapleton were astonished to see Georgetown Loop's No. 15 being transported over Poncha Pass this past June as we were coming home from my two-day freight train trip. It seems that the No. 15 became surplus after the arrival of the larger units from US Gypsum, so, the No. 15 was shipped to the Cumbres & Toltec Scenic Railroad on a long-term lease. It will be based in Antonito and,

along with the C&TS's identical No. 19, will be available to retrieve a train that might be stranded out on the line if a steam locomotive should break down. One unit on each side of Cumbres Pass would be a source of braking power downhill to each terminal (Antonito and Chama).

## NEWS FROM THE COLORADO RAILROAD MUSEUM

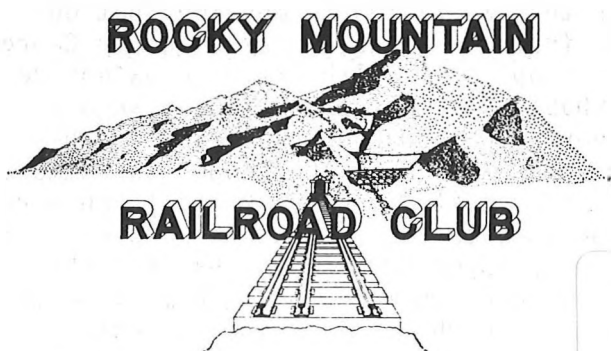
The Colorado Railroad Museum reports that 1993 has been a good year thus far. Although the number of visitors earlier in the year was about the same as in 1992, the pace has picked up significantly since May. Revenue from both mail order sales and gift shop is about 20% over last year, providing welcome funds for various projects and improvements. The grounds at the moment resemble a "cone zone" with various track relaying, water-line, sign erection and tree trimming projects under way. Even the flag pole is being relocated.

The July 24-25 steam-up of No. 346 was well-attended, with the crowd augmented on Sunday by a Masonic Lodge picnic of over 80. The picnic area is enjoying a lot of use. In addition to at least one or two families each day, it was the scene of the regional NMRA convention hobo breakfast on June 6 and, later in the month, the wedding reception of Rick and Patty Cooley (Rick has been the Museum's office manager for many years).

Denver's Westword newspaper has once again included the Museum in its annual "Best of Denver" issue. This is a much-read and popular guide to attractions, events and personalities, and mention there provides invaluable publicity and goodwill.

The July/August issue of Locomotive & Railway Preservation has a 14-page article about the Museum, with the cover photo of Denver & Rio Grande caboose 49 as restored by Paul Luning. Tom Lell has written a good account of the founding and development of the Museum and its collection, along with a discussion of the Museum's plans for the future in the context of some challenges now facing all rail museums.

Paul Luning was named the Museum's 1993 Volunteer of the Year and was presented with the award on June 5th, following the first steam-up of the year. On June 20th, Advisory Board Member, Lindsey Ashby, provided a special train on the Georgetown Loop for the annual get-together of the trustees, employees, volunteers and their families where an "unscheduled stop" was made in the middle of the high bridge to honor Museum co-founder, Cornelius Hauck, with a painting of locomotive 318 being photographed by Corny in 1950, as his bride Janet waited in their 1948 Packard. In 1954 Corny purchased 318, beginning what has become a four-decade-long commitment to preserving Colorado rail history. (Iron Horse News)



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