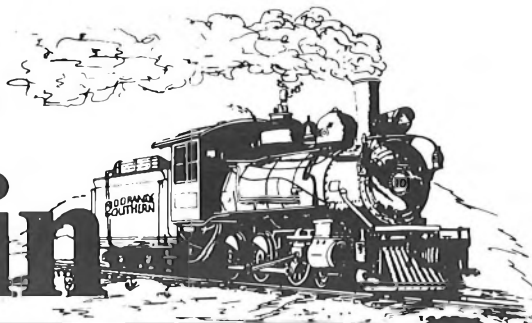


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

January 11, 1994 -- 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
Roger Callender..... President
Sherm Conners..... 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 February, 1994 Rail Report is due no later than January 11, 1994!!

MEMBERSHIP INQUIRIES

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

January, 1994..... No. 412
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 \$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

JANUARY 11 PROGRAM

The Rio Grande Zephyr was one of the most photogenic trains to ever ride the rails through the Rocky Mountains, or any other place for that matter. So it was, that on April 24 and 25, 1983, it made its final trip, being discontinued in favor of AMTRAK. It had lasted fifteen more years than the majority of the nation's passenger trains, offering such niceties as full dining car service with its world famous trout dinner and RGZ French Toast! Now, it is eleven

years later (this coming April).

As he did at the April 10, 1984 Club meeting, Erwin Chaim is going to once again present his multi-media program with music and slides, entitled The Rio Grande Zephyr Revisited.

Erwin, in 1984, suggested that this was a "sad" show if you are (or were) in love with that beautiful train and suggested that everyone bring a hanky! [But, is it the memory of the train--or--Erwin's jokes that will have you crying!?] Be there to find out!!

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.

DECEMBER MEETING--ELECTIONS

Besides handing out his Annual Photograph (every year since 1952!), Neal Miller treated the Club to two 16mm films from Neal's library: Film No. 1 contained material, mostly UP, shot between 1968 and 1983. In black & white and color, it depicted great action of 6900's (Centennial units) on freight and in passenger service. Film No. 2 covered the March 28, 1971 Club trip behind No. 844 (8444) to Laramie and back to Denver. Neal refers to this film as "smokey" due to the cooperation of the UP's engine crew to produce great "smoke" for photo runbys. Out-of-town members will enjoy the reproduction of this year's Annual Photograph, Union Pacific's Denver Roundhouse on August 25, 1957. This fine photograph depicts four UP steam engines lined up for the "call". Our sincere THANKS to Neal for the program and his annual photographic gift.

Annual Elections saw two new officers and three new board members placed into office. Our new President is Roger Callender; Vice President is Sherm Conners; and, the three

new board members include Keith Goodrich, Bill Gould and Chip Sherman. The nominations committee advised the audience that the election for board members was close and thanked Doug Gorton, Art Ives and Bob Wilcoxon for also running and expressed their desire to have these men volunteer in other service to the Club.

Out-going President, Joe Priselac, was awarded a plaque for his service and out-going board members were presented with certificates of appreciation. These included Bryan Bechtold, Sherm Conners and Hugh H. Wilson. Our thanks to these men for their service to the Club.

Another special award was presented by Jim Trowbridge to John Maxwell, longtime Club member, noted photograpger and historical narrow gauge equipment plans provider. Unfortunately, John was unable to attend; however, his award was delivered a couple days later by Jim. The award is the last of seven annual awards presented by the Middle Atlantic Narrow Gauge Guild and the inscription on the beautiful silver plate read as follows:

The Donald G. Brown Memorial Award presented to John Maxwell in recognition of achievement in the promotion and encouragement of narrow gauge railroad model building in all scales. With deep appreciation, this award is presented on behalf of all narrow gauge modelers by the Middle Atlantic Narrow Gauge Guild, 1993.

This award was originally presented at the 13th National Narrow Gauge Convention in San Antonio, Texas, in August, 1993. The award was sent up to Denver and Jim to represent at a Club meeting. John is in good company including Bob Richardson, Cliff Grant and Bob Brown and others. Our congratulations to John.

After all this, two fine cakes and other goodies were served with plenty for all! Most stayed for quite some time to enjoy the food and drinks and companionship of other members before we called it a night. Our thanks to all who helped provide the goodies and serve them. It made for a most enjoyable evening!!





The Denver & Rio Grande Western's Ski Train departs Denver Union Station, Denver, Colorado, on March 4, 1984. Aboard are Eskimo Ski Club kids going to ski at Winter Park Ski Resort. Today, F-7A #5771 is stored at Burnham Shops, Denver, Colorado. Chip Sherman used this photograph for his Christmas Card and your editor thought it tied in nicely with the program being given at the January Meeting as this unit was used to pull the Rio Grande Zephyr over the years.

(Chip Sherman Photograph)

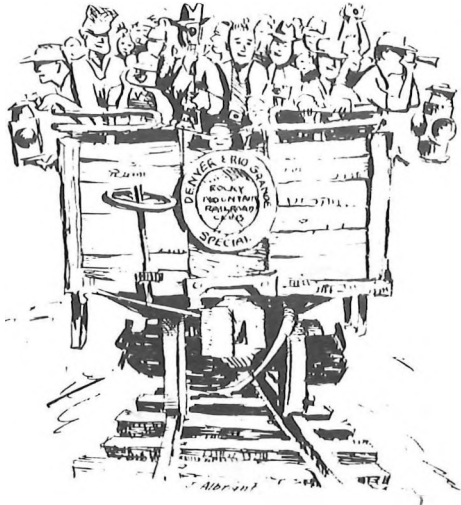
FROM THE EDITOR

This issue of the Rail Report completes ten years as Editor. Wow, a whole decade! I look forward to the next decade (or so) and wish, at this time, to thank the many contributors who have helped me out these past ten years. I hope that the membership has enjoyed my work (and really do appreciate hearing from members that take the time to express their satisfaction and thanks for the effort). It is my intention to keep a good product coming.

I had hoped to catch up with material pre-

viously submitted by this issue; however, the trip committee requested having the newsletter cut back to ten pages so as to insert the 125th Anniversary Celebration of the Golden Spike at Promontory, Utah, Excursion and spread out the mailing cost of this piece. This represents one of the problems of containing first class postage costs. The treasurer's report that will be included in the February newsletter will provide information on this aspect of Club expenses.

With less activity in the next couple months, we should catch up with contributions, and, I think you will find the wait worthwhile.



1994 SCHEDULE OF EVENTS

| | |
|------------------|--|
| January 11 | Regular Monthly Meeting |
| February 8 | Regular Monthly Meeting |
| March 8 | Regular Monthly Meeting |
| April 12 | Regular Monthly Meeting |
| May 6-14 | Golden Spike 125th Anniversary Celebration |
| May 10 | Regular Monthly Meeting |
| May 28 | Lakeside Amusement Park RR |
| June* | Annual Workday at the Colorado RR Museum |
| June 14 | Regular Monthly Meeting |
| July 12 | Regular Monthly Meeting |
| July 24-31 | Chicago & Vicinity Excursion: 10th Anniversary Return Trip |
| August 9 | Regular Monthly Meeting |
| August 20 | Sherman Hill Field Trip |
| September 13 | Regular Monthly Meeting |
| Fall* | Denver Union Station Tour |
| October 8 | Manitou & Pike's Peak Cog Railway trip |
| October 15* | ANNUAL BANQUET |
| To Be Announced* | MAC/RTD Light Rail Tour |
| November 8 | Regular Monthly Meeting |
| December 13 | 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!
 *These particular events are still tentative at this writing. When the events are set and definite dates established, we will make an announcement in the newsletter.

PRESERVATION FUND AND BOOK DRAWING

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

Bill Cox / Santa Fe belt buckle

Sherm Connors / 1989 TRAINS magazines set

Dale Downing / Set of miscellaneous timetables

Charles Baker / Set of Amtrak timetables

Alan Wise / Set of postcards

Gene Martin / TRAINS Album of Photos--Book III--Midwestern Railroads

Tom Gill / America's Colorful Railroads

Gary Ellison (NY) / The Lake Superior Iron Ore Railroads

John Beck / The Official Railway Guide, July/August, 1980

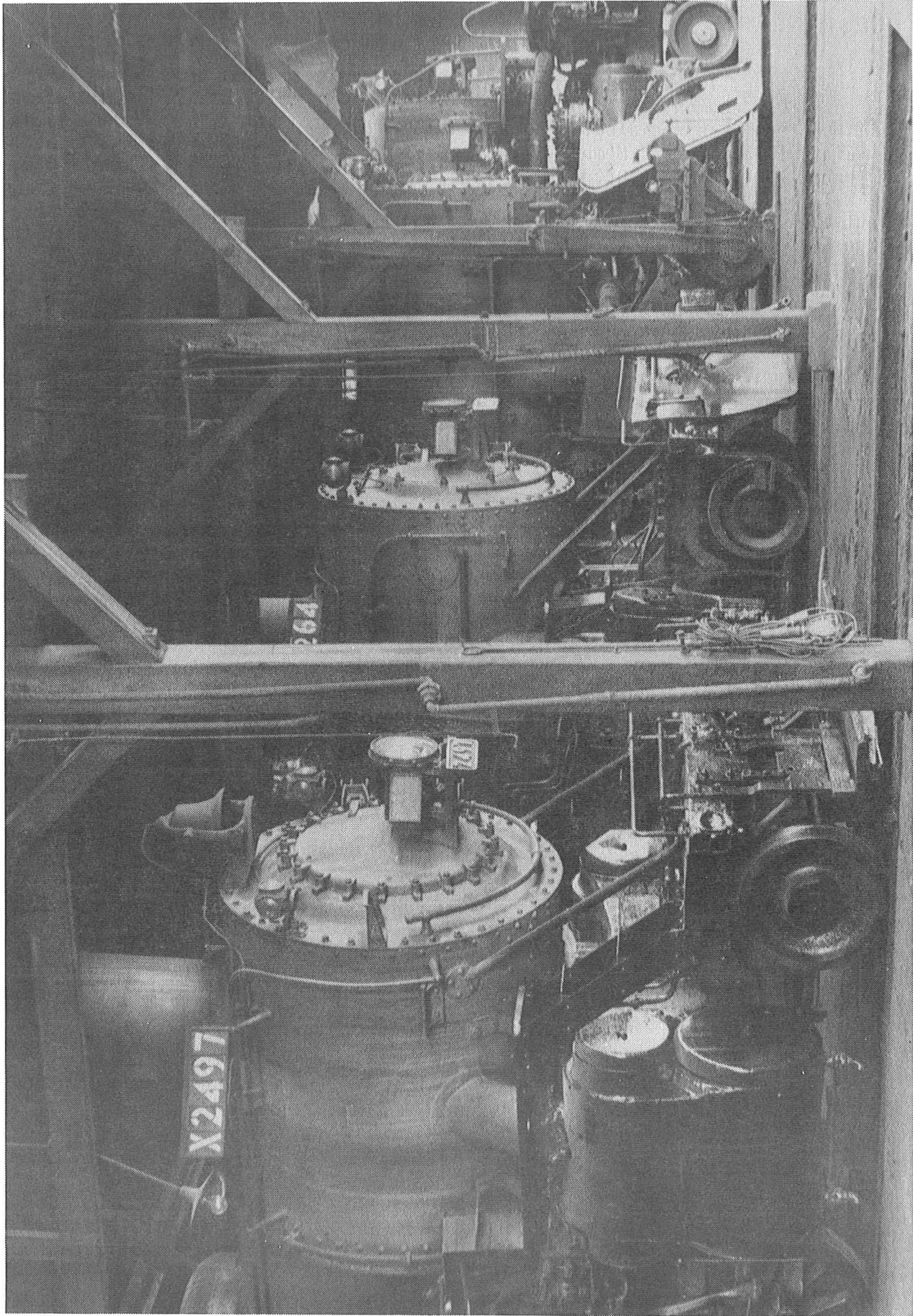
Hugh W. Wilson / History of the Canadian National Railways

Dick Ross / Steam on the Anthracite Roads

Keith Goodrich / Coat Hanger Wall Unit--using RR Spikes

Dale Downing will be taking over for Roger Callender at the monthly drawings; however, until further notice we continue to state: 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.

In addition to the regular items handed out during the monthly raffle, those in attendance at the December meeting received a 1994 Union Pacific calendar, courtesy of Jim Ehernberger. Out thanks to Jim and the Union Pacific Railroad.



Denver, Colorado. Union Pacific Roundhouse. August 25, 1957. NEAL R. MILLER

ANNUAL DUES RENEWAL

Everyone received a dues notice along with the November newsletter. Your cooperation in returning your dues payment as soon as possible will be greatly appreciated. This will greatly aid both Tom Lawry, Membership Chairman and Larry Lombard, Treasurer. In addition, we will be able to get membership cards out early if a substantial number of dues get in early!!

You will note that we have requested your full 9-digit zip code. [You can easily obtain this number on any "junk mail" you may receive as it is required by the Postal Service to get their lowest mailing rates] You know that this zip code will be required in the future and it may now get your newsletter to you faster. Your cooperation in this matter is especially appreciated.

If you have misplaced the renewal notice form, another copy may be obtained at the Club's regular monthly meeting, or, you may use the following form:

1994 DUES RENEWAL

NAME _____
Please Print or Type

ADDRESS _____
Zip _____
9-Digit

TELEPHONE () _____

NAME *(Spouse)* _____

NAME *(Child)* _____

NAME *(Child)* _____

1994 Primary Membership \$ 20.00

1994 Associate Membership*
@ \$10.00 each [] _____

Number
Total..... \$ _____

*Associate members receive their own membership card and assigned number that transfers to a regular membership should they desire it later. Only one newsletter is sent to each family unit.

ANNUAL BOOK RAFFLE

Prizes to be awarded this year are as follows: 1st Prize--*Mixed Train Daily*, Collector's Edition (E. P. Dutton & Co) by Lucius Beebe with photos by Charles M. Clegg, Jr., signed by both Beebe & Clegg; 2nd Prize--*Custom Pen Set*, Desk-style pen mounted on a collector's slice of Lackawana Iron & Coal Company, 40# rail, dated "Scranton--9/1888."; and, 3rd Prize: *Georgetown and the Loop*, (RMMRC) by Griswold, Kindig & Trombly.

Chances are \$2.00 each and you may enter as many times as you wish. Coupons are provided for your convenience. *Please be sure to fill out each coupon with your name and address!* Additional coupons may be created by members by photocopying the ones provided.

The Annual Book Raffle, held at the April Regular Club Meeting, provides additional funds used toward the preservation of the Rocky Mountain Railroad Club's historical railroad equipment at the Colorado Railroad Museum.

Send your coupons to: Rocky Mountain Railroad Club, Annual Book Raffle, P. O. Box 2391, Denver, Colorado 80201.

ROCKY MOUNTAIN RAILROAD CLUB
1994 Book Drawing - April 12, 1994

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present

ROCKY MOUNTAIN RAILROAD CLUB
1994 Book Drawing - April 12, 1994

NAME _____

ADDRESS _____

Zip _____

Please Print or Type. Winners need not be present



An inquisitive rail fan inspects the undercarriage of RTD's MAC (METRO AREA CONNECTION) Light Rail Vehicle (LRV) Number 102, open for public viewing during the December 4, 1993, Light Rail Operations Facility tour, sponsored by the Rocky Mountain Railroad Club, the Intermountain Chapter, NRHS, the Colorado Railroad Museum, and, the Denver Rail Heritage Society. (Joe Priselac Photograph)

RTD/LIGHT RAIL TOUR

An open-house tour of the Regional Transportation District's new 2.5-acre Light Rail Operations Facility at seventh and Mariposa street on December 4, 1993, drew close to 250 traction buffs and railfans to get a closeup view of the brand new attraction in the Denver area. The tour was sponsored jointly by the Rocky Mountain Railroad Club, the Intermountain Chapter of the National Railway Historical Society, the Colorado Railroad Museum and the Denver Rail Heritage Society. The fans were first shown the Central Control Center which coordinates and monitors all operations, communications, access and Rail Vehicle movement, then an eleven minute RTD promotional Video with computer imaging to illustrate actual operations on Downtown

streets plus a brief overview of the planned 5.3-mile route. After being able to view and take pictures from the second floor mezzanine of the interior of the 25,640-square foot high bay area, those in attendance were able to inspect, at their leisure, and board the one LRV (Light Rail Vehicle) Number 102 on the property, and, view the many features and functions of the maintenance of the car sets and yard area with its already installed catenary overhead wire and yard track and switches. Functions of interest included the "Hegenscheidt" wheel truing machine to reprofile the rail wheels, the "Penn" wheel press to mount new rail wheels on the LRV axles, the 7.5-ton overhead bridge crane, the floor jack system to lift the LRV's for inspections and maintenance, "turntables" to assist in re-locating LRV trucks throughout the shop,

and, the Paint and Body shop and Wash Rack. The LRV's, (a total of eleven are on order) are being manufactured in Sacramento, CA, by Siemens Duewag. The power source will be 750-volt direct current through the overhead catenary wire via the pantograph for power pickup. The cars weigh approximately 40 tons, are 87-feet long (coupler-to-coupler), can be coupled together to form a two or three-car train, and have a capacity of 64 seated and 61 standing with a maximum load of 226 passengers, are wheelchair accessible and can travel 55MPH maximum.

RTD also made available for distribution, informal packets about the light rail. Our sincere thanks and appreciation to John Claflin, General Superintendent of Light Rail Operations for RTD, who was so generous to make this fact-finding tour available and personally conducted the technical end of the tour, answering all of our questions; and, to Dixie Turnquist, Light Rail Administrative Technician, who also was so very gracious and hospitable. "Thank You" also to Kenton Forrest, rail historian and trustee of the Colorado Railroad Museum, who made the arrangements for the tour with RTD. Our "Thanks" also to the 134 Club members who supported and enjoyed the tour. (Joe Priselac)



MEXICO/COPPER CANYON

TRIP REPORT

PART 2

by Doug Geiger

[Editor's Note: This completes the review of the Club's 1993 Mexico/Copper Canyon Excursion. Part 1 may be found in the Rail Report of December, 1993.]

Dawn greeted several hardy folks at the edge of the Canyon. The view was striking. Several hiked or rode horses around the rim of the Copper Canyon (the bottom is over 4100

feet below), others watched and purchased items like dolls and pots made from grass and pine needles and manufactured by the local Indians around the castle, while several tried to do a bit of train watching. After a very good lunch, a short bus ride took us to Divisadero. After more shopping (and much looking) at ironwood carvings, pots and jewelry in the open-air market at Divisadero, we re-boarded our cars and journeyed by rail to Creel, the furthest town on our route. Along the way, the train traversed a complete 360-degree loop, one of only six in North America. Further along the trip, Fertility Rock was passed, a formation that was quite explicit and needs no description. Arrival at Creel was late in the afternoon, with our accommodations at the Hotel Nuevo: no two rooms were furnished the same! This town gave most of us our first real taste of frontier Mexico. After all, the town just got running water 30 years ago! Feeling adventurous, many had dinner at one of the several restaurants. Although plain, the food was generally delicious. Some of us even began to experiment with Spanish by talking to the Mexican people: success! If no restaurant seemed appealing, there were the grocery stores, or *abbarotes*. At least 20, all within walking distance from each other.

The group split the following day, with some journeying to the rail yards at La Junta and others doing some sightseeing around Creel. The shops at La Junta were more of a diesel dinosaur graveyard than a working repair shop. However, the work forces there had just finished cosmetically restoring an old Fairbanks-Morse Baby Trainmaster in the FNM colors. The paint was still wet when we arrived. Grease and dirt were the norm for this shop, with parts from a multitude of diesels hidden in the acres of weeds. An F-unit was even found residing in the deadline. FM's, Alcos, GE's and EMD's were everywhere, mostly as hulks, some laying on their sides. At the depot, a steam-operated rail crane, along with an excess of working stockcars were photographed, along with the passenger train headed for Chihuahua. Lunch was snacks and fruit at a local *abbarotes* that displayed a skinned head of a cow ready for barbequeing! For the others, sightseeing consisted of visiting a live-in cave and a local village where they dis-

covered a funeral taking place in the local church. The body of the deceased was in a plain, wooden coffin and the grave was being dug at the nearby hill! Some also walked to a beautiful waterfall. Both groups had much to discuss over dinner and socializing that night, which found us back at the Hotel Nuevo.

Shopping and additional sightseeing tours were on the next day's menu. A Tarahumara Indian settlement was visited, more remote than the previous day. The lifestyle of these primitive people must be seen to be believed. While living in caves year round, the Indians are farmers and make souvenirs for the tourists. Until recently, over 75% of their children failed to live beyond five years of age. Several of our group brought items to give to the local mission school. Our journey back to the States would retrace the previous route, but at different times of the day. Since the train arrived several hours late (no surprise) to collect our three passenger cars, most of the return trip through the canyon regions was in the late evening twilight. But the views from the gondola were fantastic later that night as the locomotive's headlight would illuminate the sheer cliffs of the canyons. Viewing the stars, the Milky Way, and a falling meteorite were high-points for several people. This night found us once again asleep in our Pullman berths with all the air conditioning working now.

The last day of the train journey was made returning to Nogales, this time in daylight. Scenery changed from tropical at the seaport city of Guaymas, to desert around Hermosillo, and finally orchards and farms near the border with the U.S. Since the trip was taken just after the rainy season, the desert areas were quite green and the tropics lush. Relaxing was the order of the day since the train made few stops. At one point near the end of the trip, a surprise awaited us: a cab ride in the ex-British Railways Alco Century-series engine that was pulling our train! Listening to the burble of that almost-extinct diesel was indescribable. A great end to a great railway trip. Around evening, we again arrived back in America, much to the relief of some. The border guards took one look at these 40 crazy railroad buffs and knew they had to be Americans. A delayed farewell dinner

at our hotel in Tucson allowed us a final goodbye to our many friends. Additional farewells were exchanged at breakfast the next day and as several folks photographed both the arriving Amtrak Sunset at the Tucson depot and the newly-restored Tucson trolley.

The trains, our Pullman cars, the people, the scenery, the engineering, the railroad shops, the hotels, the shopping, the foods: all unforgettable. A trip to be remembered.

QUESTIONNAIRE UPDATE

In the July, 1992, issue of the Rail Report, your Officers and Board of Directors had a questionnaire included to get some feedback from the membership on many aspects of the Club. While the Board has acted on many of areas of response from the membership, we have not gotten around to publishing the results. Board member, Mike Johnson, has taken it upon himself to advise the membership of results, along with some editorial about what we think the response means and what we are, or are going, to do about your wishes. The following is the first of many insertions over the next few months that should bring the membership up to date. [Mike is spreading this information out so as not to overload the Rail Report in one issue]:

The Club received 204 responses from a membership of some 1000+ people. While this is a pretty good showing, we can only hope that it is representative as we had hoped for a larger return. Questionnaires were returned from 106 members in the Denver metro area; 27 from outside the Denver area, but within Colorado; and, 71 from outside of Colorado, including 1 from Australia. We were able to determine this information from postmarks or addresses. The age groups responding ranged from: (10-20) no response; (21-30) 4 responses; (31-40) 23 responses; (41-50) 44 responses; (51-60) 45 responses; (61-70) 42 responses; (71-80) 38 responses; and, (over 81) 8 responses. When you consider that no one under 20 responded and only 4 people in the 21-30 range responded, we can only assume that our membership is in the older range, which we find pretty alarming and suggests that we need to address the needs of younger people to keep the Club healthy for the future. Recruiting

younger folks has been hard, and, we feel that we need the help of all members in this area. Can members take it upon themselves to bring younger folks to the meetings and/or Club events and introduce them to the Club and its activities? Next month, Mike will be covering what the Club has to offer its members and give some insight to what draws attendance. We hope that you will find this information interesting, and, perhaps incite some additional input. (Mike Johnson & Jim Trowbridge)

NEW MEMBERS

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

Ruth Koons Lakewood, CO

Corrine Gallagher San Diego, CA

Mike Nolan Denver, CO

ASSOCIATE MEMBER:

Helen Nelson Denver, CO

THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS

by Chip Sherman

Amtrak trains are beginning to see the new Genesis Series One, GE model AMD-103, 800-series numbered units on the combined California Zephyr/Desert Wind/Pioneer into Denver, but they are taken off at Denver. 824 was the first on the point into Denver on Saturday, 12/4/93. (Hugh Wilson)

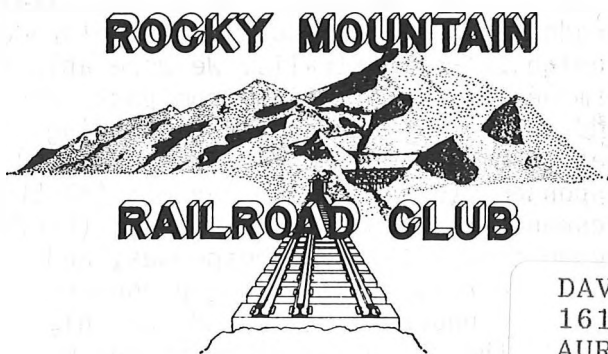
SANTA FE RAILWAY ORDERS 50 GENERAL ELECTRIC (GE) LOCOMOTIVES. The Santa Fe will acquire 50 4,400-horsepower GE DASH 9-44CW locomotives for February through April, 1994 delivery.

NEW BURLINGTON NORTHERN SD70MAC'S ARRIVE IN DENVER. The latest addition to BN's locomotive fleet, EMD model SD-70 MAC AC traction, arrived in Denver, November 21, 1993. The 9402, painted in BN's executive fleet paint scheme (dark green and cream with red pinstripes), confirms that BN had adopted a new paint scheme for the newest addition to their locomotive fleet. The BN's F-9M's #1 and 2 have been painted in this new scheme.

The new units have engine numbers located on the side of the cab and the BN initials on the long hood. BN is not written out.

The 9402 was the first of the new 380 units--upped by 30 in November, 1993--ordered by the BN from General Motors EMD and built in Canada. The 9402 was accompanied by EMD test car ET840. They departed south on the point of Santa Fe train HDVKC (Denver to Kansas City, KS) that evening, November 21, 1993. 9402 and the ET840 were bound for the Transportation Test Center, east of Pueblo, CO.

BN will be setting up the new SD70MAC's at their Denver 23rd Street Shop starting in December, 1993. The 9400's will be delivered at a rate of about ten per month after December, 1993. (C.W. Edinger and Louie Di Mattia).



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