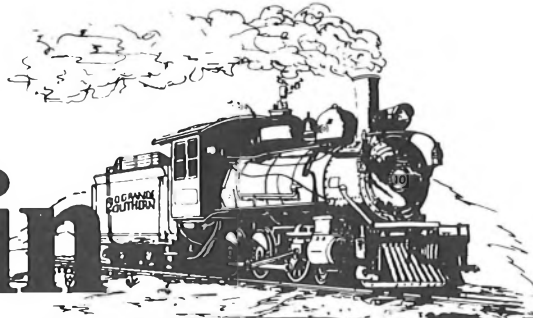


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

March 8, 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 Connors..... Vice President  
Bill Gordon..... Secretary  
Larry Lombard..... Treasurer

Send all items for publication to: Rocky Mountain Rail Report, c/o Jim Trowbridge, Editor, 502 South Cody Street, Lakewood, Colorado 80226.

**COPY DEADLINE** ALL copy for publication in the April, 1994 Rail Report is due no later than March 8, 1994!!

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## 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

March, 1994..... No. 414  
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.

## MARCH 8 PROGRAM

Jim Ozment, retired D&RGW civil engineer, will present a slide program on the Santa Fe Railroad--Past and Present. Jim has presented several programs for the Club over the years that have been excellent! Jim's style is both entertaining and informative and we strongly suggest that you mark your calendars and be at the March meeting.

## 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.

## FEBRUARY MEETING

A fine multi-media program of slides, narration and background music was provided by Chip Sherman. Chip is well known for his photography and we were not disappointed! His coverage of various private varnish and business car specials was outstanding and well received. Our thanks to Chip for his time and effort.

## ANNUAL POTPOURRI NIGHT-- MAY MEETING

The Annual Potpourri Night is coming to the May 10th regular Club meeting!! It is time to think about selecting slides to share with fellow Club members.

You are invited to submit 15 slides. They should be in-focus and properly exposed, and, perhaps, numbered so that Ye Olde Master of Potpourri Night, Erwin Chaim, can be sure that they are in proper order, should you not do so. However, we would appreciate your putting your slides in the proper order for use in a Kodak Carousel [first slide to the front and last slide to the rear]. If you have previously submitted potpourri slides, you probably have a name slide. Please submit this slide as well and save Erwin the trouble of making a new one for you. Remember! We can only have 18 to 20 sets of slides for the program...so, get yours in ASAP!!

Please bring your slides to the March or April meetings (April 12th will be the deadline!) and give t-em to either Erwin Chaim or Sherm Connors. Some out-of-state members have also submitted slides via the mail and this is just fine with us. Slide sets will be used on a first come, first used basis.

# EXTRA!

## MEMBERSHIP CARDS AND RENEWALS-- ANNUAL BOOK RAFFLE

Membership cards were sent out with the February issue of the Rail Report to all who have renewed for 1994. If you received a final notice, please renew today to keep your number sequence and make life easier on our membership chairman and treasurer.

Since the Annual Book Raffle is to be held at the April 12th regular Club meeting, you still have time to enter. Chances are \$2.00 each. Complete information can be found in the December, January and February issues of the Rail Report. The following coupon must be filled out (or copies for multiple entries) for each chance that you desire to enter:

ROCKY MOUNTAIN RAILROAD CLUB 1994 Book Drawing - April 12, 1994	
NAME	_____
ADDRESS	_____
	Zip _____
<i>Please Print or Type. Winners need not be present.</i>	

## NEW MEMBERS

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

Ron Booth	Larkspur, CO
David Halsted	St. Louis, MO
Bruce Hartel	Littleton, CO
Jack Hatfield	Littleton, CO
Keith Jensen	Englewood, CO
Woody Ralston	Pueblo, CO
Edward Sands	Rifle, CO

## PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the February, 1994 meeting are as follows:

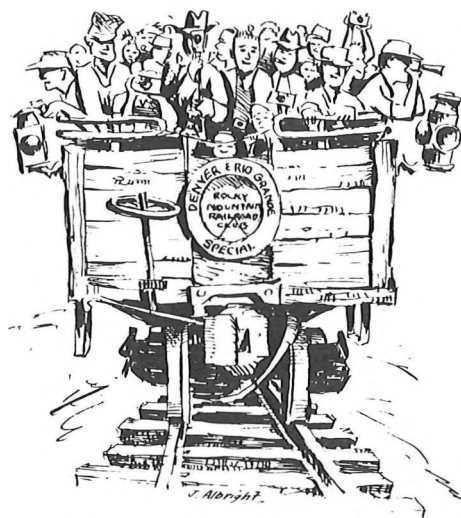
- Bryan Bechtold / Set of Misc. Timetables  
 Ken Zutz / Set of Amtrak Timetables  
 Gary Ellison (NY) / Set of Postcards  
 Francis Bain / Shay Locomotive Belt Buckle  
 Al Jonez / Lehigh & New England booklet  
 Doug Junda / USRA 2-8-8-2 Series booklet  
 Rich Kent / Dispatcher's Record--UP RR--  
 Green River, WY  
 Keith Kirby / Video: Colorado's Narrow  
 Gauge Railroads  
 Oren Whitwell / North Shore--America's  
 Fastest Interurban  
 Richard Corey / The Official Guide of  
 Railways, November, 1970  
 Bruce Johnson / Set of Misc. Magazines  
 G. W. Poole / History of the Atchison,  
 Topeka & Santa Fe

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

### 125th ANNIVERSARY OF THE GOLDEN SPIKE EXCURSION



This trip has just about sold out for one-bus-load restriction. The Club can still take a couple of folks at this date, and, if another ten or so folks wished to join this excursion, the Club may be able to swing a second bus to take additional fares. Details on this trip are provided in the flyer that was sent out with the January newsletter. Questions can be directed to the Club's telephone. Long-distance calls are returned "collect." If you have an interest in this trip, please make your reservations immediately!



## 1994 SCHEDULE OF EVENTS

March 8	Regular Monthly Meeting
April 12	Regular Monthly Meeting
April 30	MAC/RTD Light Rail Tour
May 6-14	Golden Spike, 125th Anniversary Celebration Trip
May 10	Regular Monthly Meeting
May 28	Lakeside Admusement Park RR
June 25-26*	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 Tour
October 15	ANNUAL BANQUET
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!

ROCKY MOUNTAIN RAILROAD CLUB, INC.

TREASURER'S REPORT

February 8, 1994

Members & Officers  
Rocky Mountain Railroad Club, Inc.  
Denver, CO

Dear Members & Officers:

Attached is the Statement of Revenues & Expenses for the year ended October 31, 1993 and the balance sheet at October 31, 1993. You will note that the balance sheet now includes values for the club's fixed assets, which were not included in previous year's reports. The amounts for the historic railroad equipment located at the Colorado Railroad Museum and the film archives are estimated values that were submitted to the insurance company for casualty loss insurance. In addition, values for the club's merchandise inventory as well as the Georgetown Loop Book inventory have been included. The purpose of making these changes is to present a more representative balance sheet.

The Statement of Revenues & Expenses include revenues from trip sales and trip expenses. The budget amounts for fiscal year 1993 for trip sales and trip expenses were not determined at the time the 1993 budget was passed by the Board of Directors. The reason for this, was the difficulty in attempting to forecast revenues for each of the trips planned by the Trip Committee. Thus, variances for trip revenues and trip expenses are not as meaningful as for the other operating revenues and expenses. In this regard, note that the trips generated a net profit of \$9,914 for the year.

Also included with this report is the budget for fiscal year ending October 31, 1994 passed by the Board of Directors at its meeting on November 19, 1993. It is hoped that the forecasted net loss of \$4,845 for fiscal year ending October 31, 1994 will be covered by profits from the trips planned during the year.

Sincerely,  
*Larry Lombard*  
Larry Lombard  
Treasurer

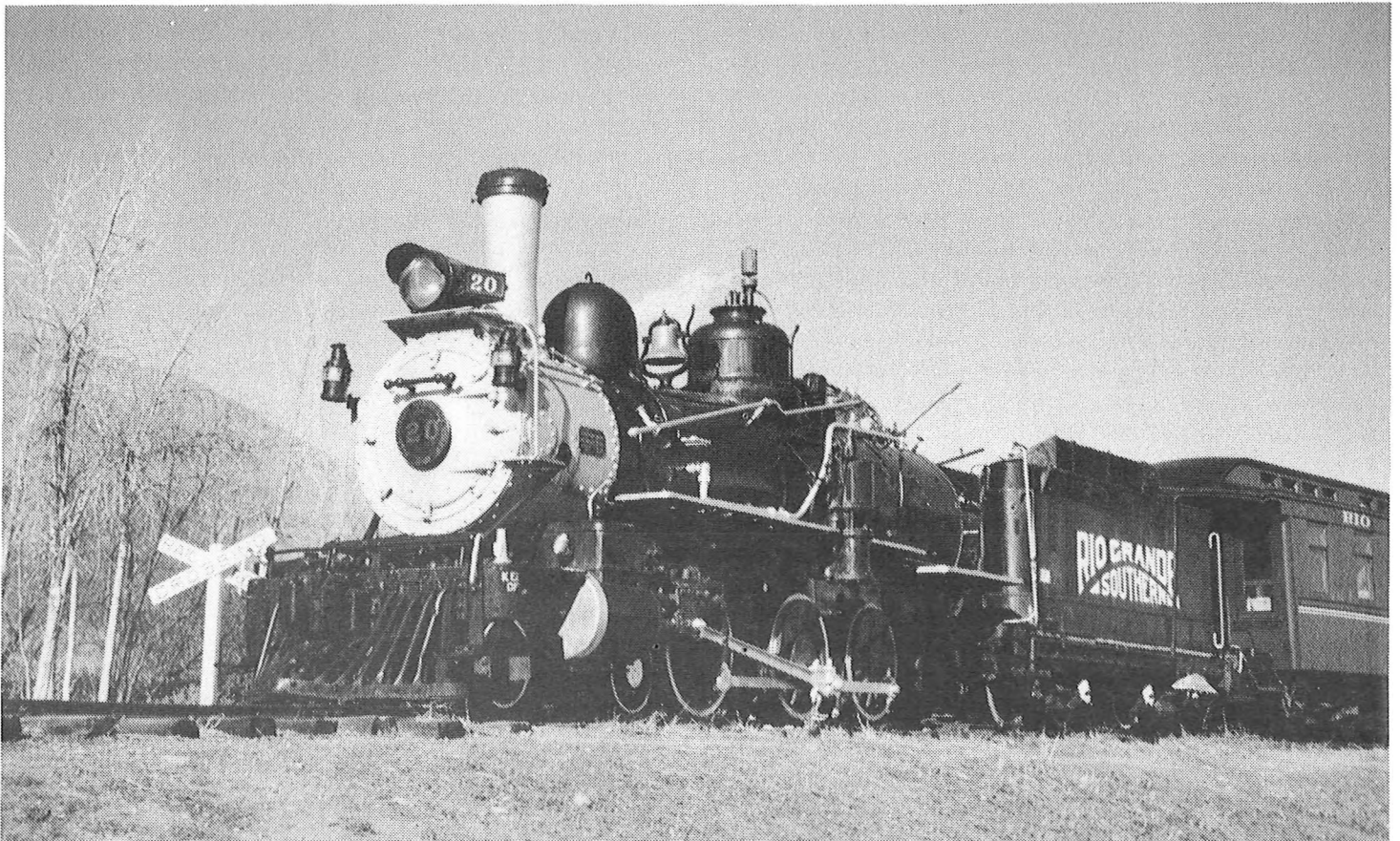
ROCKY MOUNTAIN RAILROAD CLUB  
STATEMENT OF REVENUES & EXPENSES - ACTUAL & BUDGET  
FOR FISCAL YEAR ENDED OCTOBER 31, 1993

REVENUES	ACTUAL	BUDGET	VARIANCE
Dues	\$20,370.00	\$20,100.00	\$270.00
Trip Sales	\$82,419.00	\$0.00	\$82,419.00
Other Operating Revenue	\$17,189.00	\$4,860.00	\$12,329.00
Total Revenues	\$119,978.00	\$24,960.00	\$95,018.00
EXPENSES			
Trip Costs	\$72,505.00	\$0.00	\$72,505.00
Operating costs	\$32,945.00	\$48,045.00	(\$15,100.00)
Total Expenses	\$105,450.00	\$48,045.00	\$57,405.00
DIFFERENCE	\$14,528.00	(\$23,085.00)	\$37,613.00

ROCKY MOUNTAIN RAILROAD CLUB  
BALANCE SHEET  
October 31, 1993

ROCKY MOUNTAIN RAILROAD CLUB BUDGET FOR YEAR Nov 1, 1993 to Oct. 31, 1994		ROCKY MOUNTAIN RAILROAD CLUB BOARD OF DIRECTORS APPROVED BUDGET*	
REVENUES		REVENUES	
Dues	\$20,000.00	Dues	\$20,000.00
Enrollment Fees	\$100.00	Enrollment Fees	\$100.00
Interest Earned	\$2,200.00	Interest Earned	\$2,200.00
Georgetown Loop Book	\$4,600.00	Georgetown Loop Book	\$4,600.00
Merchandise Sales	\$500.00	Merchandise Sales	\$500.00
Raffle Ticket Sales	\$1,700.00	Raffle Ticket Sales	\$1,700.00
Video Royalties	\$1,500.00	Video Royalties	\$1,500.00
TOTAL	\$30,600.00	TOTAL	\$30,600.00
		EXPENSES	
		Newsletter Printing	\$14,000.00
		Rent	\$2,430.00
		Postage	\$6,460.00
		Office Supplies & Expenses	\$400.00
		Other Printing	\$2,500.00
		Telephone	\$360.00
		Insurance	\$5,500.00
		Meeting Set-Up & Refreshments	\$345.00
		Legal & Other Services	\$500.00
		Repairs & Maintenance	\$100.00
		Advert'g. Shows & Memberships	\$600.00
		Color RR Mus Equip Restoration	\$2,000.00
		Taxes	\$150.00
		Miscellaneous	\$100.00
		TOTAL EXPENSES	\$35,445.00
		NET LOSS	-\$4,845.00
		FUND EQUITY	
		Accumulated Earnings	\$171,322.00
		Museum Equip & Film Archiv	\$301,608.00
		TOTAL FUND EQUITY	\$472,740.00
		TOTAL LIAB & FUND EQUITY	\$473,163.00
		LIABILITIES	
		CURRENT LIABILITIES	
		Sales Taxes Payable	\$423.00
		Total Current Liabilities	\$423.00
		TOTAL LIABILITIES	\$423.00
		FIXED ASSETS	
		Historic Railroad Equipment	\$267,000.00
		Film Archives	\$34,608.00
		Office, AV & Comm Equip	\$26,038.00
		Less Accum Depreciation	(\$9,058.00)
		Total Fixed Assets	\$318,588.00
		TOTAL ASSETS	\$473,163.00
		CURRENT ASSETS	
		Cash in Banks & On Hand	\$91,461.00
		Accounts Receivable	\$84.00
		Due from RMRR Hist Found	\$51,415.00
		Merchandise Inventory	\$2,615.00
		Retail Book Inventory	\$9,000.00
		Total Current Assets	\$154,575.00

\*Budget approved on Nov. 19, 1993



What's missing in this photo, taken in December, 1993, of the Club's No. 20 narrow gauge "Rio Grande Southern" locomotive on permanent display at the Colorado Railroad Museum? The wooden cab has been removed for a complete rebuilding and restoration. This restoration and preservation was funded, "Thanks," to the generous support of Club members through the monthly book raffles and annual April book drawings. The cab is now back on the engine and final completion work is in process. The little, 1899, Schenectady-built 10-wheeler first saw service on the Florence and Cripple Creek Railroad, and, was then sold to the Rio Grande Southern in 1916. She was then renumbered to No. 20 by the RGS and was the star performer in the 1949 major motion picture *A TICKET TO TOMAHAWK* as "Tomahawk & Western No 1," the "Emma Swenney" which starred Dan Dailey, Anne Baxter and Walter Brennan. Thanks to the foresight of dedicated "older" members of the Rocky Mountain Railroad Club, the little engine was bought by the Club in 1952, saved and preserved for all future generations to enjoy. The engine is a very popular attraction at the Colorado Railroad Museum, especially with Rio Grande Southern fans, near and far. [Editor's note: In fact, a group of Rio Grande South. Modelers have volunteered their services to the Club (some already being members of the Club) to refurbish the RGS No. 20's tender and other work on the engine itself]

(Joe Priselac Photograph)

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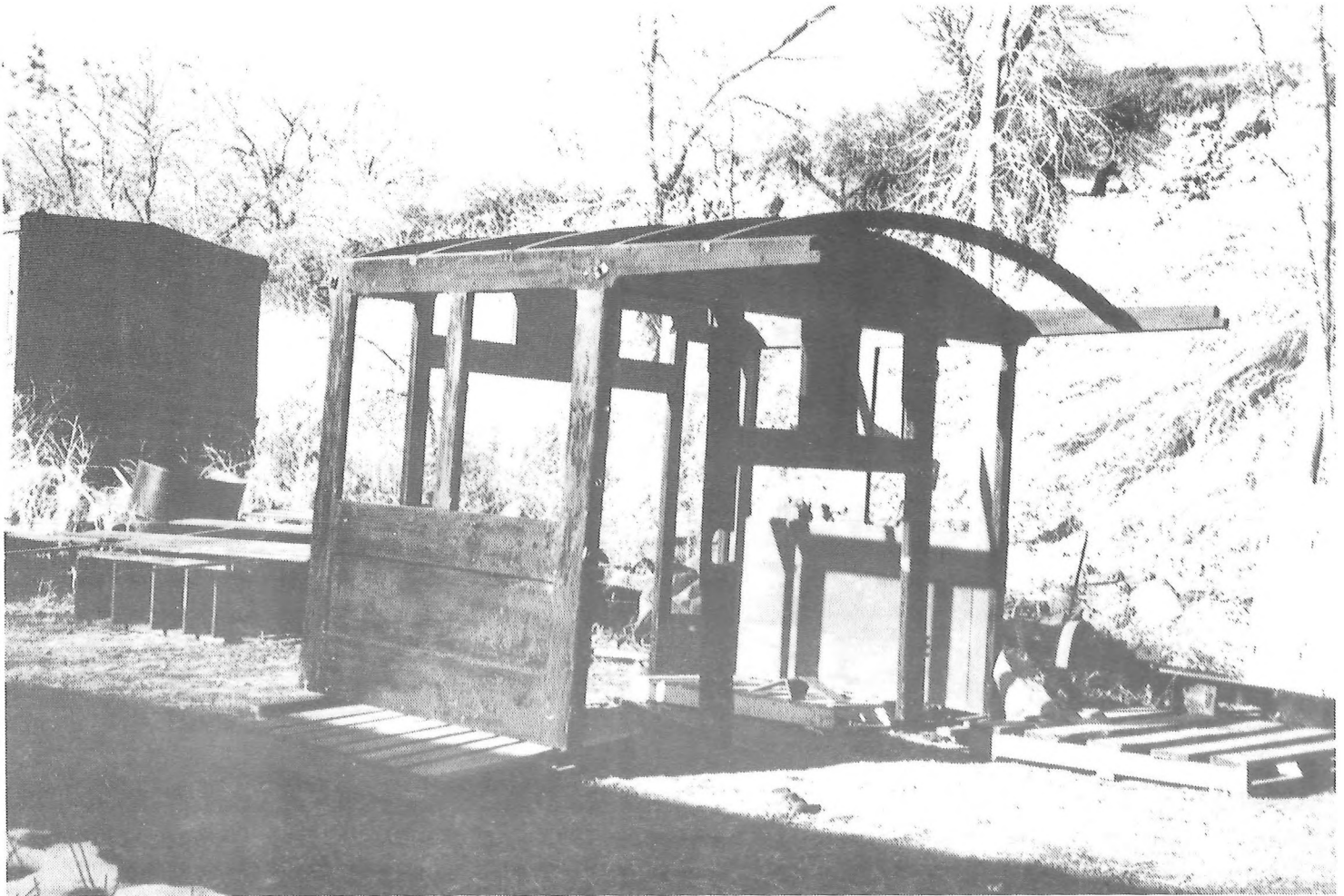
## ANNUAL EQUIPMENT WORKDAY-- COLORADO RAILROAD MUSEUM

Dates have now been set for the Club's annual workday at the Colorado Railroad Museum. Please set June 25 & 26, 1994 aside and plan to join fellow Club members at this important event. This workday will be held in conjunction with the Museum's June steamup of the No. 346. Details will be forthcoming in future issues of the Rail Report.

## CORRECTION



As regards the article about 1994 Union Pacific Steam Excursions, the Rail Report received some incorrect information. The Club does get 10% of the ticket price for ticket orders placed through the Club. We do not get one free ticket for each one sold! Wish we did!!



*In this photo, we see the rebuilt cab just prior to being refitted back onto the Club's No. 20, Rio Grande Southern, narrow gauge locomotive, so that the doors, windows and roof can be remounted to it. The cab was completely disassembled and many new, replacement, wood parts fabricated. Future restoration projects for the No. 20 include replacement or repair of the front end sill on the locomotive (which the coupler and pilot are mounted to), the planking walkways on both ends of the tender, and the tender end sills, patching of the tender tank and fabricating a new deck for the tender wrapper. (Joe Priselac Photograph)*

## 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: AMTRAK COLLECTORS--I have a boxful (85 Round-trip Sets) of original Track Warrants/Bulletins ("Train Orders") & Delay Reports for Denver-based Amtrak trains, '91, '92, some '93, used by Engine Crews during trips. Plus, other Amtrak related paper stuff. Asking \$120.00 or Best Offer for the lot. Call Ken Scheer at (303) 424-9899. [Editor's note: Ken is currently a "traveling Engineer" with Amtrak. He'll get back to you ASAP]

FOR SALE: The last copies of Narrow Gauge East from Denver, by John Newell and Bob Griswold. \$6.00 plus \$1.00 shipping. 5½x 8½, 90-page, paper back history of the Colorado Eastern. More than 50 rare photos. P. R. (Bob) Griswold, 3470 South Poplar St., #310, Denver, Colorado 80224.

## CHICAGO '94 EXCURSION

You received a complete flyer on this trip with the February, 1994 issue of the Rail Report. We encourage you to consider this excursion and contact either the Club or its agent, Allen Miller at (303) 752-0900.



*It has been almost 44 years since the big, yellow Denver Tramway streetcars provided rail service for Denver-area commuters and 123 years since the first horse cars plied the streets of Denver. As Denver, once again, prepares for modern rail commuter service, this January, 1994 photo shows RTD's MAC light rail vehicle #102 southbound, crossing 14th Avenue, just west of Osage Street, on double track mainline. Currently, this is the test track between the Operations facility at 7th and Mariposa Street on the south and the east end of the Colfax viaduct on the north to train the operators and de-bug the new vehicles as they arrive from the Siemens Duewag Company in Sacramento, California. All eleven car sets are due to arrive by the end of April, 1994, and regular scheduled service is due to begin in October, 1994.*

*(Joe Priselac Photograph)*

## **MAC LIGHT RAIL-- CONSTRUCTION UPDATE**

Denver, the Mile High City, is taking on a new look as construction progresses on the new MAC (Metro Area Connection) light rail system being built by the Regional Transportation District. Called the Central Corridor, construction, slated to be completed in May of 1994, is well along as track laying on the 5.3-mile start-up route between Interstate 25 and Broadway to the southeast and 30th and Downing St, the north terminus, is mostly in place. The corridor will be the spine or center of the entire rapid transit system. By building

this section first, RTD should be able to lower future costs of planned corridors which would feed into the start-up Central corridor. The south terminus near the Gates Rubber Company, now under construction, will be a park-n-ride end transfer facility for Express and Regional buses from the southeast and southwest. 494 bus trips per day into downtown Denver will be eliminated from Broadway and Lincoln streets as commuters transfer to the light rail vehicles that will take just five minutes to travel to the Auraria campus. Doubletrack and catenary poles are in place heading north toward the Alameda Avenue rail overpass and

parrallel the existing north-south "Joint Line." As fate would have it, at this location, the light rail corridor is just two blocks west of the old Denver Tramway Corporation's "South Division" shops at Alaska Avenue and Broadway and just east of the long-gone Denver Tramway materials yard at Alameda and Santa Fe Drive. (Note: for Club members not familiar with the Denver Tramway, it was the forerunner of rail commuter service in the Denver area prior to RTD and ran streetcars, or trolleys, replacing them in 1950 with diesel buses or trolley coaches.)

The line continues north in the old Denver & Rio Grande Western's railroad right-of-way and is elevated at 1st Avenue and Santa Fe and 3rd Avenue and Kalamath to maintain speeds of 55 mph and not impede vehicular traffic at these points. The elevated section is 350 feet across at Kalamath and 330 feet across at Santa Fe and completion is called for at the end of February, 1994, so doubletrack can be laid, catenary poles, electricity and signals can be installed.

Club members were able to view the completed Operations facility at 7th and Mariposa Street on a December 4, 1993, tour. For the interested "juice fan" (slang for "Traction Fan"), the MAC Operations facility is just northwest by a few blocks of one of the last remaining Denver Tramway structures still in existence at 4th and Kalamath Street. It was the system paint shop and originally a carhouse for the streetcars.

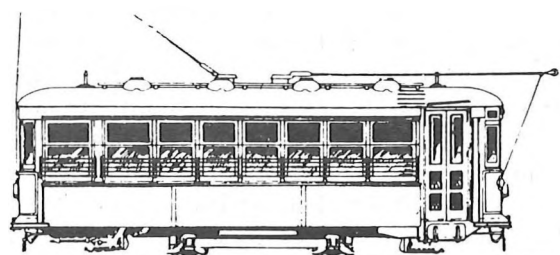
The double track from the Operations facility north to Colfax Avenue was the first trackage to be completed and is presently being utilized as the testing area for the LRV's as each one must undergo 1,500 miles of reliability testing to make sure that all mechanisms and brakes are working consistently prior to scheduled October, 1994 opening. The last LRV is scheduled to arrive in April (11 have been ordered). The Club's scheduled April 30th tour should be very interesting as we will have the privilege of riding on the cars in this area and view all the car sets.

It is a sight to see where the line emerges from underneath the east end of the Colfax viaduct, crossing 7th Street and heads east along the Auraria campus, parrallel

to West Colfax Avenue. Looping northeast, the right-of-way crosses the southeast-bound lanes of Speer Boulevard and then Cherry Creek on its own doubletrack bridge, crosses the northwest-bound lanes of Speer at Stout Street with all poles and overhead catenary in place. Is this Denver!?

Being constructed on its own right-of-way, opposite the traffic flow, through Downtown Denver, the line travels on Stout Street between the Colorado Convention Center and Curriagan Hall until it reaches 14th Street where the northbound track sweep right up 14th to California Street and travels northeast until it meets the southbound track at 19th and California Streets. The southbound track, having turned right at Broadway and Welton (Old Denver Tramway Route 28) from the northeast, continues west on 19th Street to Stout Street. It travels south (Denver Tramway Route 64) and links up at 14th with the double track at 14th and Stout. A switch has been installed near 13th and Stout to bypass any disabled LRV's. During morning and evening rush hours, northbound two-car sets will turn back at 19th and California Streets and return southbound and one-car sets will continue to 30th and Downing, I-25 and Broadway being the busier end for more frequent headways.

The laying of rail downtown is complex and time-consuming as a trench is dug first and plastic ducts are installed to carry communication, ticket-vending machine, signal and traction power lines. The trench is then covered with dirt, an 8-inch thick ballast bed is put in place and 600-pound concrete ties are placed on the ballast. 27,500 ties will be used and 2,000 tons of rail will be required in the 5.3-mile system. Once the rail is aligned, a light brown concrete pad is laid around it. Check it out for yourself and watch history being made as Denver joins other big cities with light rail. (Joe Priselac, with facts compiled from RTD's MAC Newsletter)







*What's this...the familiar "Rio Grande" Winter Park Ski Train in Cotton Belt territory!? NOT!! The date is January 8, 1994, and the location is Fraser, Colorado. After turning on the wye at Tabernash, Colorado, the Ski Train (SP), powered by two SSW "Cotton Belt" Morrison-Knudsen rebuilt GP40-2M's #7286 and #7288 lays over before departing at 3:00 o'clock in the afternoon to Winter Park for the 4:15 p.m. departure back to Denver. The white ground cover in the picture is good ole Colorado high country winter snow and not cotton. Freight consists powered by "Cotton Belt" and Southern Pacific diesel locomotives are now routine on the "Moffat" and the "Joint Line." (Joe Priselac Photograph)*

## FROM THE PRESIDENT

Belated Happy New Year! As we head into 1994, I think that it is important to acknowledge the efforts of everyone who made 1993 another successful year for the Rocky Mountain Railroad Club. All who contributed their time and talent were important to the Club. You know who you are, so thanks!

In particular, I would like to acknowledge our outgoing President, Joe Priselac, for two years of devoted service; Larry Lombard who does a yeoman's job as Treasurer; and Bill Gordon, a legend in his own time as Club Secretary. Also thanks to our three

outgoing Board members--Bryan Bechtold, Sherm Connors, and Hugh Wilson, Sr. Hugh is also stepping down from our Equipment Committee which he headed up for many years; Bryan will continue in his role as Club Archivist; and, as you know, Sherm is our new Vice President and will be responsible for arranging the monthly programs and the Annual Banquet.

A special note of thanks to Tom Lawry who has faithfully served as our Membership Committee Chairman for 10, these many years, assisted capably by his wife, Cathy, who, among other thankless chores, has typed the membership cards that you receive in the mail each year. In a month or so, Tom and

Cathy will be stepping aside from their Membership duties and will turn over the reins (throttle) of this very important function to Linda Johnson. You may contact Linda in care of the Club's Post Office Box.

In addition, I would like to briefly bring your attention to our Committee Chairs (not mentioned above) for 1994. They are: Archivist Emeritus, Dick Kindig; Book Raffle, Dale Downing and Roger Callender; Car 25 Restoration Project, Darrell Arndt; Commissary, Jim and Lil Ranniger; Equipment Co-Chairs, Keith Goodrich and Doug Van Valkenberg; Trip Committee and Club Telephone, Bud Lehrer; Films and Videos, Bill Gould, with much assistance from his son, Brian; Newsletter, Jim Trowbridge; Newsletter Mailing, John Dillavou; Potpourri, Erwin Chaim; Publications, Bob Griswold; Ticket Sales, Hugh Alexander. This is an impressive list, and that's the point-- it takes a lot of folks to run a club such as the Rocky Mountain Railroad Club.

One final set of acknowledgements--Our 1994 Board of Directors consists of the following: Rich Berens, Jim Hurt and Mike Johnson who are carry-over Board members from 1993, and who did an outstanding job as our Nominating Committee; and newly-elected members Keith Goodrich, Bill Gould and John (Chip) Sherman. (There will be more about Board activities in future issues of the Rail Report.) Any of the Club's Officers, Directors, and Committee Chairs will welcome your comments and (constructive) criticism.  
(Roger Callender)

### QUESTIONNAIRE UPDATE--PART III

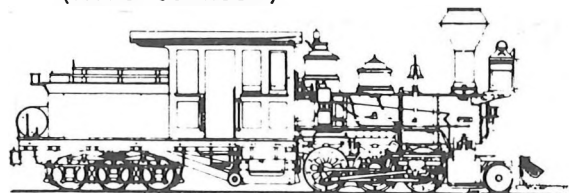
Question No. 4 continued with request for information regarding program content. Many have expressed that they will only attend monthly meetings when a program is of particular interest to the individual, thus making their attendance based on programs alone. While we try to provide a good variety of subjects, we realize that we cannot please everyone, all the time. Naturally, it is important to the Club to hear from members regarding suggestions as to program content, and, willingness to present programs. Variety is the "spice" of life, but your responses suggest that variety is fine as long as it doesn't mean

"a foreign program, or, East of the Mississippi River program." [Editor's Note: Before our good and beloved "East of the Mississippi" members have a heart attack, please remember that the vast majority of members who regularly attend the monthly meetings live in the West (Denver and its Metro area for the most part) and would probably prefer Western RR subjects as we would expect an Eastern preference if the Club's meetings were held in New York or Chicago. This is where the Club will have to make some subjective conclusions of the Questionnaire data]

Questions No. 5 and 6 dealt with Video programs. Even though the number of members who attend each meeting represents only 15 to 20 per cent of the total membership, the response to this question was very good as, it appears, that the number of Club members taking video has greatly increased and may now exceed slides. The Video projection was specifically demonstrated at the March, 1992 meeting and received a very good response from members with the purchase of a video projector given a "green light." The video projection at the Annual Banquet was also well received. Currently, the Club feels that rental rather than purchase is the best way to go with technology still improving. We will continue to try this medium and solicit membership input.

Next month, we will continue to analyze the questionnaire results, beginning with Question No. 7 which covers "goals."

(Mike Johnson)



### 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.

## THE COMBUSTION CORNER-- CURRENT RAILROAD HAPPENINGS

by Chip Sherman

**RAIL HAPPENINGS:** Amtrak's new Genesis Series One locomotives continue to share work with F40PH's on the California Zephyr through Denver through the first two months of 1994. The 800-series units usually run in pairs as seen January 15, 1994, climbing the Southern Pacific's (ex-D&RGW) Moffat Tunnel Line along the Colorado Rockies Front Range. An exception was noted February 3, 1994, when Amtrak Dash-8-32BWH #514 occurred on westbound train #5. It was paired with Genesis Series One #808. Amtrak 500-series units are rarely used on the California Zephyr, but were common on the Southwest Chief in 1992 and half of 1993. (C. W. Edinger, Colorado Zephyr, David Phillips)

Amtrak's westbound Southwest Chief, train #3, continues to have two 800's and occasionally a 500-series unit as power. Feb. 6th saw two 800's, 510, and privately owned, Houston, Texas, based business car INTREPID pass through Colorado. The INTREPID was built as a Pullman coach in 1927 for the Southern Railway. Southern converted it into a business car in 1952. Its amenities include a master bedroom, one double bedroom, a dining area, lounge, galley, and open rear platform. It was bound for Los Angeles, CA.

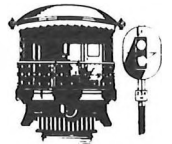
The Burlington Northern continues to receive SD70MAC's at a rate of about two per week. BN officials have been moving the units around to various BN locations to orient maintenance shop and operating personnel to them. A three unit SD70MAC consist was expected to be put together at Alliance, NE, for coal train service between there and the Wyoming Powder River Basin. Watch for the coal trains to start running with solid sets of these alternating-current locomotives through Denver, bound for Texas power plants this spring. (BN, Littleton Tower Operator, Don Zimmerman)

Freshly rebuilt and repainted GP40's for lumber hauling Idaho Northern & Pacific RR were noted working a Union Pacific westbound through Cheyenne, WY, on January 22, 1994. The units were 4502 and 4506. (C.W.)

Solid sets of Denver & Rio Grande Western power can occasionally be found on coal trains like the Nixon Power Plant run to Colorado Springs, CO. Four SD40T-2/SD50's were on the point with two mid-train SD50's on a loaded eastbound coal CSDU lettered hopper train, January 30th. (Darrell Arndt)

Amtrak's California Zephyr had to use BN/Union Pacific transfer track, also known as the Delgany Wye near BN's 23rd Street Diesel Shop on January 30th. A BN cabless General Electric model B30-7A #4036 had derailed the night before on the Buck Main under the 23rd Street Viaduct, Denver, CO. The 800's on train #5 came around the wye onto UP's tracks and then backed into Denver Union Station. (Darrell Arndt, C. W., Dave, Colorado Zephyr)

## RAIL PASSENGER CONFERENCE IN DENVER



The Colorado Rail Passenger Association (aka ColoRail) will be hosting the National Association of Railroad Passengers (NARP) annual Region 10 meeting on Saturday, March 12th at the Oxford Hotel. Registration begins at 9:00 a.m. with meetings starting at 10:00 a.m. There will be a lunch break at 12:00 noon and an afternoon session that will begin at 1:00 p.m. Highlights of the meeting include a guest speaker from RTD to discuss the Denver Union Station redevelopment, MAC Light Rail and other projects. The afternoon speaker will be Jim Robertson of the Southern Pacific Lines' Strategic Development and Route Rationalization office who will discuss the various issues facing the SP today.

Additionally, a tour of the MAC light rail maintenance facility will be held after the meeting around 3:30 p.m. Only those registered for the meeting will be permitted on the shop tour due to space limitations.

Registration fee is \$7.00, buffet lunch is \$10.00 or Registration and lunch combined is \$15.00. Send registration fee to ColoRail, P. O. Box 480452, Denver, Colorado 80248 or call Bob Rynerson at (303) 480-5249 for more information. (Hugh K. Wilson)

## MAC/RTD EXCURSION

The first excursion on the new RTD Light Rail system will be held on Saturday, April 30, 1994. The trips will start at the Light Rail Facility, 7th Avenue and Mariposa St., located east of the D&RGW's (SP) Burnham Shops. Cars will operate from the facility to West Colfax; the test track section for the training of operators and testing of the new cars. Cars will run approximately every 30 minutes, starting at 9:30 a.m., with the last car at 12:30 p.m.

Tickets are \$2.00 per person. Please send a Self-addressed, Stamped envelope with your order to: THE ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, Ticket Chairman, 700 South Elizabeth St., Denver, CO 80209.

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### TICKET ORDER COUPON

Please send \_\_\_\_\_ tickets @ \$2.00 each to:

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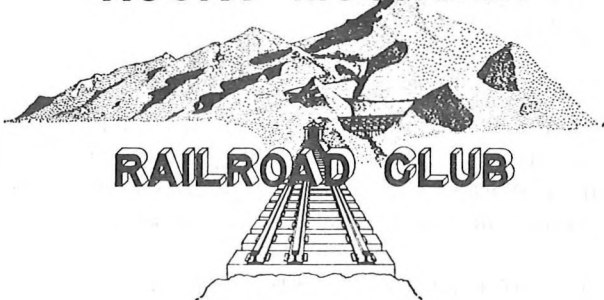
## RAILROADING IN THE ROCKY MOUNTAIN REGION

The Fort Morgan Museum announces that its Eighth Annual Railroad Day will be celebrated on March 19, 1994. Activities include a model railroad program that will start at 10:00 a.m. for children, 8 to 12 years of age. This program will be limited to 20 youth. Participants will build a HO-scale caboose and learn about building a model railroad. A fee will be charged. Adults are free when accompanied by a child.

Afternoon programming will start at 1:00 p.m. with a historic video. At 2:00 p.m., the featured speaker, Charles Albi, Director of the Colorado Railroad Museum, will present a program on Colorado railroads. A special exhibit on Colorado railroads will also be on display during this program. All programs will be located at the Fort Morgan Museum, located at 414 Main Street, Fort Morgan, Colorado.

A side note...Fort Morgan may be the "Dinkie" capital of the world! Three of the Great Western Sugar Company's Davenport locomotives are on display in Fort Morgan; one being located on the grounds of the Museum. All who are interested are encouraged to journey to Fort Morgan, located just over one hour's drive from Denver on I-76. For further information, you may contact Marne Jurgemeyer at (303) 867-6331.

## ROCKY MOUNTAIN



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