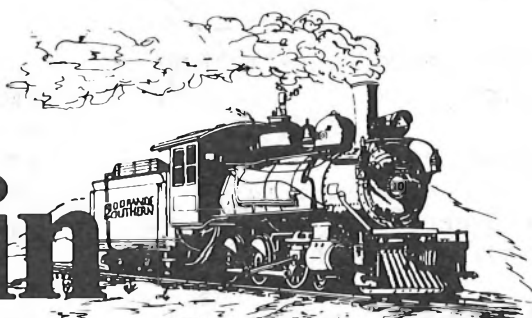


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

July 12, 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 August, 1994 Rail Report is due no later than July 12, 1994!!

MEMBERSHIP INQUIRES

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

Linda Johnson, Membership Chairperson
c/o Rocky Mountain Railroad Club
P. O. Box 2391
Denver, Colorado 80201

July, 1994..... No. 418
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 of the current year.

JULY 12 PROGRAM

The program for the July meeting will be a big screen video presentation of the Pentrex! Video, "Last of the Giants, Vol. III." Pentrex, in conjunction with the Union Pacific Historical Society, produced this tape, and, it becomes the third of a trilogy of tapes on the largest steam locomotives of all time--the UP "Big Boys."

There are many runbys as well as interviews with surviving engineers and firemen.

The stories told are humorous, enlightening, and, surprising!

Out thanks to Pentrex for giving us permission to show this copyrighted material, and, to the Denver Broncos for the use of their projection equipment. (Sherm Conners)

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.

JUNE PROGRAM

Our Equipment Co-Chairmen, Keith Goodrich and Doug Van Valkenberg, presented a pre-Annual Workday look at what the Club would like to accomplish at the June 25-26 work day weekend through slides and commentary. Following this short report, our vice president and program chairman, Sherm Conners, gave us a look at ourselves (railfans) as we pursue our favorite subject-- TRAINS! It gave us a chance to see ourselves as others do--and it can be humorous at times! Our thanks to Keith, Doug and Sherm for their effort.

VIDEO POTPOURRI NIGHT

The Club's first Video Potpourri Night will be premiered at the November 8, 1994 meeting.

We invite all member videographers to submit a 4 to 8-minute video in VHS format. Tapes may be original, but no further down than second generation (taped off the original as first copy)!! If you are submitting a copy, please leave the first two (2) minutes of the tape blank. If time and equipment permits, we will add name and title to your tape.

Naturally, we will want to present the very best material for this premiere. So, in an effort to keep feelings unhurt, we wish to advise ahead of time that we will select tapes that are well produced as to content and artistic talent. We will look

for interesting material that has been shot steady, in focus and properly exposed, just as we expect in our slide potpourri's. In addition, the copy will have to be crisp and sharp if projection on the large screen is expected to be acceptable. We do not wish to discourage anyone, but wish to request that you submit your very best video!

Perhaps one of the most common mistakes that videographers make is panning too much. Let your subject provide the action, as trains usually do! Prior to submission please look at your material as object, as possible.

Tape submissions will have to be given to either Sherm Conners or Erwin Chaim before October 15, 1994.

NEW MEMBERS

We will catch up with memberships this month as Linda (and Mike) was on vacation last month, and, had to completely transfer the membership data onto a program compatible with their computer system!! What a way to start out as membership chairperson! Our thanks to Linda and Mike.

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

Bill Lund	Lakewood, CO
Scott W. Omiecinski	Loveland, CO
Terl Robinson	Loveland, CO
Joseph J. Sacko, II	Elizabeth, CO
Jean-Eric Seewer	Chavannes, Switzerland

ASSOCIATE MEMBER:

Kristina Omiecinski	Loveland, CO
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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
 c/o Hugh Alexander
 700 South Elizabeth Street
 Denver, Colorado 80219

Detailed directions, gathering places, and starting times will be sent to you with your tickets. See you, on Saturday, August 20, 1994!!

SHERMAN HILL FIELD TRIP

Saturday, August 20, 1994

On May 10, 1869, 125 years ago, the first Transcontinental Railroad was completed at Promontory, Utah. It was a huge project that had begun on December 2, 1863, in Omaha, Nebraska. By the end of 1867, the Union Pacific's crews were wintering in Cheyenne, Wyoming. By June of 1868, the tracks had passed Laramie, Wyoming, after building over Sherman Hill.

At 8,242 feet, Sherman Hill is the highest point between Omaha and Promontory. In fact, Sherman Hill is the highest point on the entire transcontinental railroad, being 1,200 feet higher than the Central Pacific's crossing of the high Sierra Nevadas.

Historic Sherman Hill will be the focus of this year's Rocky Mountain Railroad Club Field Trip and Hike. We plan to explore the area with a visit to the famous Ames Monument, located at the very top of the original rail line over Sherman Hill. In addition, we plan to visit several other historic locations as well as watch and photograph the seemingly endless parade of modern trains. And, as an added bonus, the "World Famous" Ranniger's Roadbed Commissary will provide lunch.

To take part in our trip, you will need a car that handles gravel roads well. Four-wheel-drive is not necessary, but a fair amount of driving will be done on dusty, unpaved roads. We will also be doing some hiking along old, abandoned roadbeds, so, a pair of comfortable hiking shoes is a must. A good appetite is another must to obtain the most out of meal provided by the Commissary, a la Jim Ranniger.

The cost of the trip is \$8.00 per person. Please send a stamped, self-addressed, #10 envelope with your order and check to:

Ticket Order Form

NAME(s) _____

ADDRESS _____

Zip _____

PHONE [] _____

Please PRINT or TYPE all information

1994 SCHEDULE OF EVENTS

- July 12 Regular Monthly Meeting
- July 24-31 Chicago & Vicinity Excursion:
10th Anniversary Return Trip
- August 9 Regular Monthly Meeting
- August 13* Anshutz's Private Cars/
Amtrak's California Zephyr
Excursion
- 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!

PROJECT "25" RAFFLE

Caboose Hobbies of Denver has graciously donated a Bachmann G-Scale Streetcar (\$100 suggested retail value) to the Club with a raffle in mind to provide additional funds to the Club's Interurban #25 Project. The Club has budgeted close to \$60,000 of its funds to this project, but costs continue to rise and every additional contribution is welcomed.

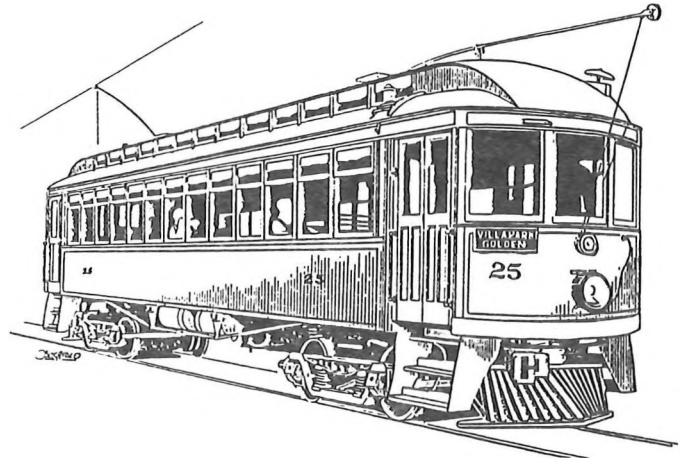
The Bachmann trolley (Walther's #160-93938) is the "open streetcar" version and is painted and lettered for the "United Traction Company." This car is a beauty and can be used as a conversation piece, desk or mantle decoration as well as an operating railroad vehicle.

Raffle chances are \$1.00 each. You may enter as many times as you wish, using the entry coupons provided, or, photo copies

of similar sized sheets of paper with all information filled in on each coupon.

The drawing will be held at the September 13, 1994 meeting of the RMRR Club.

Entries should be sent, along with remittance to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Trolley Raffle, P. O. Box 2391, Denver, Colorado 80201.



Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

NAME _____

NAME _____

ADDRESS _____

ADDRESS _____

Zip _____

Zip _____

Please Print or Type. Winners need not be present to win. Drawing at Sept. meeting.

Please Print or Type. Winners need not be present to win. Drawing at Sept. meeting.

PRESERVATION FUND AND BOOK DRAWING

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

- Jim Bratton / Set of Misc. Timetables
- Sherm Conners / Amtrak Timetables, etc.
- G. W. Poole / Union Pacific--First 100 Years
- Bud Lehrer / Raioway & Locomotive Historical Society, Bulletin No. 104
- Rich Kent / Official Guide of Railways, May, 1972
- Ronnie Bill / Trolleys & Streetcars on Postcards

- Rich Kent / The Cable Car Book
- Dave Salter / Erie Lackawanna East
- Tom Klinger / Trains to the Russian River
- Tom Tolin / Set of TRAINS Magazines, 1978
- Warren Hidahl / Super Trains
- Bryan Bechtold / Burlington Northern Mug

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.



The date is May 10, 1994, one hundred and twenty-five years since the original "joining of the rails" of the first transcontinental railroad on the same date in 1869. The celebration in 1994 saw some 10,000 folks witness the event; compared to a few hundred dignitaries and railroad workers in 1869! As reported elsewhere in this month's Rail Report, our Club representatives thoroughly enjoyed the event.

(Alan Greene Photograph)

THE GOLDEN SPIKE CIRCLE TOUR

By Doris Osterwald

What happens when forty-four Rocky Mountain Railroad Club members and friends leave Denver for five days of adventure? Plenty--and all of it special and unforgettable. Alan Greene, trip leader, was assisted by Bud Lehrer, Hugh Wilson, Jr. and Tom Peyton in planning this marvelous trip which included riding the Golden Spike Steam Special to Ogden, Utah, and taking part in the 125th Golden Spike Ceremony at Promontory, Utah, May 10, 1994.

On May 5th, we met at Union Station for a two hour bus ride to Cheyenne, Wyoming, where we spent the night. After an early breakfast, shuttle buses delivered us to the UP depot where we boarded the Union Pacific Railroad's immaculate twenty-two car streamliner train, powered by the world's largest operating steam locomotive, UP's oil-burning behemoth, #3985. For many, this was their first ride behind this massive engine. We felt like we had stepped

back into history to the 1950's and were riding the sleek City of Los Angeles dome-liner on our westward excursion!

Our special train, chartered by the Pacific Limited Group, left Council Bluffs, near Omaha, Nebraska, May 4 and spent one night at North Platte, NE, before arriving in Cheyenne. The Club had reserved the dome car, Columbine, for our group.

The consist included six of the eight dome cars the UP now owns, a number of chair cars, an observation car, the Arden, a concession car, a baggage car with doors that open for photographers, and a marvelous museum car, the Promontory, which was prepared especially for this trip. Many original UP and CP survey maps were on display for the first time. Rare photographs and one of the four gold spikes used at the Golden Spike Ceremony 125 years ago were on display, courtesy of the Smithsonian. A rifle owned by locating engineer, General Grenville Dodge, and other artifacts made this a most unusual museum on rails. Needless-to-say, the car was well-guarded.

The train also had a tool car equipped with a small machine shop, two auxiliary tenders which carry 74,000 gallons of water needed to make steam in the huge boiler. The traditional bright yellow and silver cars have been repainted and completely restored. The only thing missing was the diner; we were served sack lunches.

Between Cheyenne and Laramie, photo run-bys were held at Harriman, Perkins, and Dale Junction. One run-by was at Creston (at the "divide of the continent"). The weather cooperated at each stop. We reached Rock Springs and were greeted by city officials and Chamber of Commerce personnel. They treated us to a mock shoot-out with Western desperados. Unfortunately, most passengers could not get close enough to find out who were the victims. Buses transported us to the La Quinta Hotel for the night.

The next morning we reboarded our train for the balance of the trip to Ogden, Utah. We stopped briefly in Green River before continuing west past the Westvaco and Tenneco trona processing plants near Granger, Wyo. Trona is a mixture of washing soda and baking soda. Vast deposits of 99 percent pure trona are mined in the Green River Basin from 1,500 to 1,600 feet below the surface. The mineral is used in the glass and cleanser industries, pharmaceuticals, fire extinguishers, ceramics and many other items.

Our final photo run-by was at the nearly deserted town of Carter, Wyo. When the train began to descend Echo Canyon, a helicopter from KSL, a Salt Lake City television station, followed the train almost to Ogden; we wished that more video had been shown on the 10 p.m. news. Many automobiles followed the Golden Spike Special from Cheyenne, all the way to Ogden. People lined the tracks at each town to see this special train. When we pulled into Ogden, we were welcomed by a high school band playing lively tunes. Truly a memorable trip!

On Monday, May 9, we boarded our chartered bus for a trip to Salt Lake City to visit the D&RGW and UP depots. The Rio Grande Station now houses the Utah Historical Society's Museum, a restaurant, and one end of the building is used by Amtrak. We also walked through the beautiful old Union Pacific depot that needs refurbishing and

new uses. Next stop was Trolley Square, a large complex of buildings which once served as Salt Lake City's trolley car barns. Today, this is a popular shopping and dining center for the city.

Following a leisurely lunch, we headed west for Kennecott's Bingham Canyon Copper Mine, the world's largest man-made open pit mine, one-half mile deep and two and one-half miles wide. About five billion tons of material have been removed since open-pit mining began in 1906. It takes a ton of ore to produce 11 pounds of copper. With the new smelting and refining processes, gold, some silver, molybdenum and other heavy metals are recovered, in addition to copper.

Our first stop was at the Visitor's Center where we peered down into the huge pit. The center also has a small museum and video which explains the mining processes. We then continued to the engine shops where the fleet of twenty GP-35 locomotives are serviced. Before entering the building, we were outfitted with hard hats and safety glasses. The company usually rebuilds two engines a year; the work is done by either Morrison Knudson or Conrail at a cost of \$325,000 per engine.

From the locomotive shops we were escorted to the crushing plant, located about ten miles from the mine. More than 400 hopper cars, carrying 100 tons of ore arrive at this facility each day. After a car is pushed into the building, it is uncoupled (by hand) and then turned completely over by a large mechanism that grabs each end of the ore car. It takes less than two minutes for a car to be dumped, returned to the track, and then shoved out the opposite side of the building. The ore tumbles down into a five-story deep shaft where a huge ball rotates and grinds up the chunks of ore which then drop from sight. When boulders the size of a VW bus land at the bottom and are not broken up in the process, crews must be lowered to try and break up the rock. Looking down into that shaft was truly an awesome experience, and certainly something that most visitors never see. Another bonus for the Rocky Mtn. RR Club!

After the rock passes through the first crushing operation (which we watched), it moves by conveyor belt to other crushing

and grinding facilities until the rock is a fine powder. From there it is moved by conveyor belt to the Copperton Concentrator Plant, and finally to the smelting and refining plants near Salt Lake City. We returned to Ogden to spend a second night at the Holiday Inn.

May 10, 1994, dawned bright and clear as we headed for Promontory Summit and the forty-third annual re-enactment of the wedding of the rails. As the result of careful planning, we arrived in plenty of time to secure good seats. Before the ceremony started, the audience was treated to music by a high school band. At 11 a.m., the ceremonies commenced with the presentation of a 20-star flag. This was at the same time we became quite cool because of a partial eclipse of the sun--an event not experienced 125 years ago.

Between 8,000 and 12,000 visitors crowded around the point where the re-enactment ceremonies took place. This was a far cry from the few hundred railroad workers and officials who took part in the first ceremony. The actors, in period costumes, performed their parts so well, we felt like we were part of the audience that had watched the same ceremony 125 years ago. For this occasion, the two diminutive locomotives, the UP #119 and the CP Jupiter had been repainted deep red and blue colors with gold trim. The tender of #119 now has unusual oil paintings that curve around the rear of the tender. These two locomotives were built in 1979 by the O'Connor Engineering Laboratories of Costa Mesa, CA, using an 1870 handbook and making micrometer measurements of enlarged photographs of the two original engines in order to build the replicas as accurately as possible. When completed, after four years of dedicated work, the engines were trucked 800 miles to Promontory. They were christened with water from both the Atlantic and the Pacific Oceans at the 110th celebration of the 110th Golden Spike Ceremony.

Three of the four spikes used in the original ceremonies were on display at the National Historic Site Visitor's Center, but the huge crowd kept most visitors from seeing them. We reboarded our modern, air-conditioned bus and started back to civilization, knowing we had helped commemorate an

important date in railroad history at that lonesome, sage and grass covered summit. We even left the highway and drove eastward on the eastern end of the CP grade for a mile or two.

On our return to Ogden and after a late lunch, most of our group spent the afternoon at the Ogden Union Station which has been converted into a marvelous complex of museums, a convention center and ballroom, with a small corner left for Amtrak. In addition to a mini-railfair set up for the occasion, there is a Railroad Museum, Natural History Museum, the John M. Browning Firearms Museum and the Brown-Kimball Car Museum. We all agreed there were many exhibits we did not have time to see.

Once more we boarded our chartered bus for the ride to the Salt Lake City Holiday Inn and a farewell dinner at the hotel. We met in the lobby the next morning at 4:00 a.m. for our 4:50 a.m. departure on Amtrak's California Zephyr. Remarkably, the train was on time; we were all assigned to the same car; and the attendants were very gracious. Needless to say, the group enjoyed the scenery and camaraderie on the return trip to Denver. The dining car steward also arranged for all of us to have dinner together in the diner. Incredibly, we arrived in Denver one-half hour early, a fitting climax to a great trip.



A FEW TICKETS REMAIN ON ED GERLIT'S ANIMAS CAÑON EXPRESS

Ed happened to mention to your editor that he still had a few tickets available for his famous Animas Cañon Express and I asked if we could offer these to RMRRRC members as this is a premiere excursion on the Silverton. The Animas Cañon Express is scheduled for Saturday, September 17, 1994. Included in the \$65.00 fare is the train ticket, buffet lunch with beverage and a number of photo runbys. Time will also be made available for site-seeing and shopping in Silverton. Call Ed for further information, or, send your check for \$65.00 per ticket to: Ed Gerlits, 1540 Routt Street, Lakewood, CO 80215. Telephone: (303)232-9262.



The date is June 19, 1949 and a young and dashing railfan, Irv August, mugs for the camera of Les Logue at the East Portal of the Busk-Ivanhoe Tunnel of the former Colorado Midland Railroad. This telephone had been used to communicate between the two ends of the tunnel during the years of use as an automobile toll tunnel. While the tunnel had not been used during the previous five years, Irv was still able to get a ring on the other end at this date. (Les Logue Photo, Irv August Col.)

A RAILFAN'S NOSTALGIA— MIDLAND MEMORIES

by Irv August

As I lifted the telephone receiver from the hook, I gave the crank a turn or two and was rewarded with a lusty ring. "What if someone answered," I thought. "What would I say?" But I knew there would be no answer as there had been no one on the opposite end for some five years. It was June, 1949, and my hiking companion, the late Les Logue, and I were at the east portal of the Colorado Midland's Busk-Ivanhoe Tunnel, on our way to the older, and higher, Hagerman Tunnel. The lone phone, near the entrance, was the only reminder of the years when the tunnel had been used for automobile traffic.

As I stood there looking at the black maw of the tunnel entrance, I thought of the colorful history that belied the present lonely appearance. Completed in December of 1893 to replace the original Hagerman Tunnel, it eliminated 6.9 miles of track and 573 feet of elevation, most above timberline. In April, 1917, the Carlton and Penrose interests in Colorado Springs had gained control of the Midland in a foreclosure sale. But, things went from bad to worse when the United States Railroad Administration declared an embargo against the Midland. The last freight and passenger trains operated in 1918, and, by 1921, all the rail had been taken up. By 1922, the Midland ceased to exist as an entity and the right-of-way from Divide to New Castle was turned over to the Colorado State Highway System. The portion from Arkansas Junction to Basalt became State Route 104. Not included in the transfer however, was the Busk-Ivanhoe Tunnel. It had been re-incorporated by the Carlton interests as the Busk-Ivanhoe Corp., with the intention



This was the warning to motorists planning to travel through the Busk-Ivanhoe Tunnel over the Carlton Tunnel Route. The ex-Colorado Midland right-of-way had been deeded over to the Colorado Highway System and became State Route 104, but the Tunnel remained the property of the Carlton interests. The date of this photo is 10/3/48. (Irv August Photo)

of creating a cash flow.

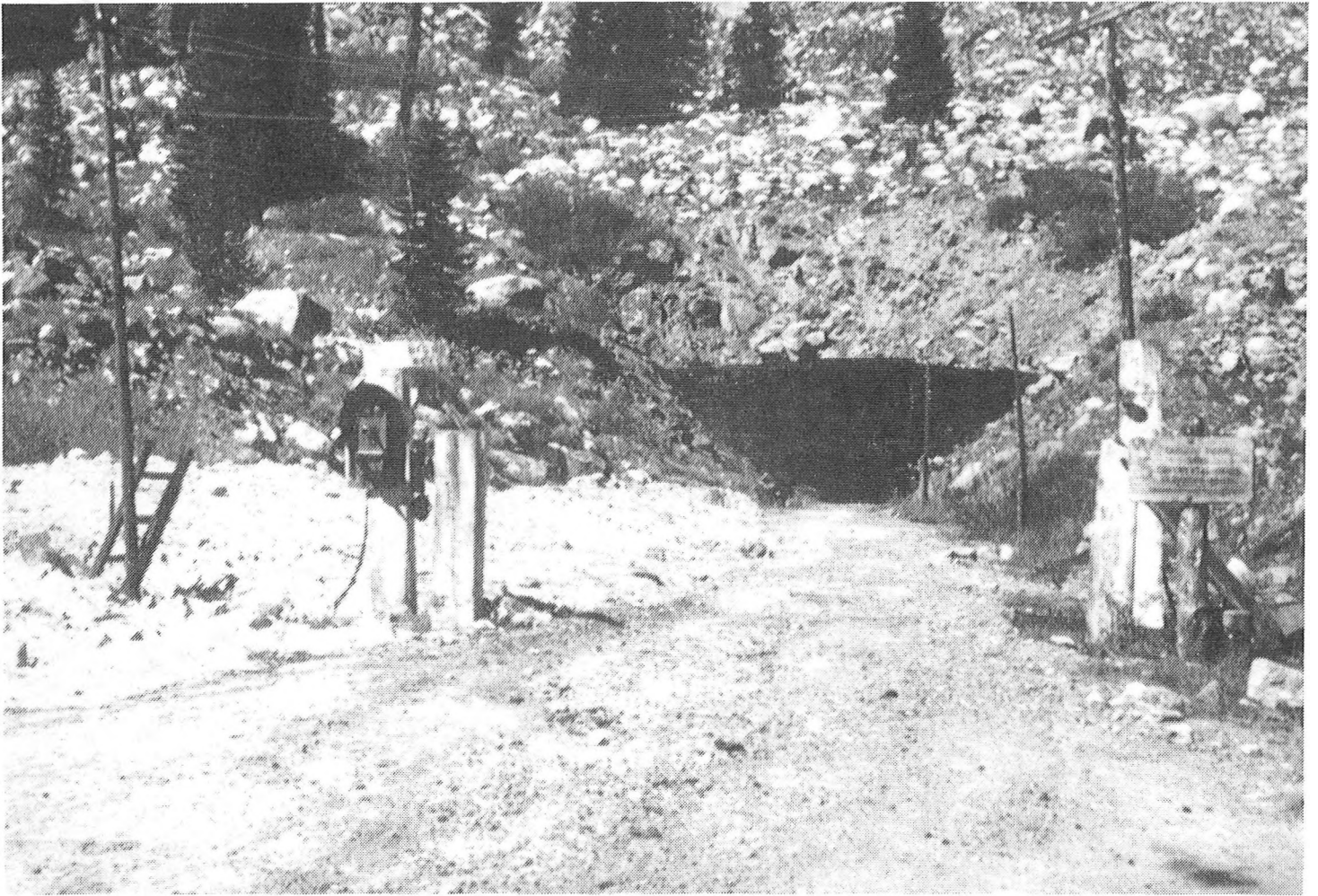
Carlton laid a concrete flume through the tunnel to divert water from Lake Ivanhoe, selling the water to farming interests in the lower Arkansas Valley. Then, the road-bed was smoothed out at the tunnel entrances and through the tunnel itself to make way for one-way automobile traffic. A toll of one dollar per vehicle, or, five dollars for a season ticket was charged.

A Mr. Ed Copper, who at the time of this writing still lives with his wife in Canon City, was assigned the task of repairs and maintenance to the tunnel as well as collecting the toll. A gate was installed at Busk and the toll collected there. Traffic was allowed westbound for twenty minutes on the hour and eastbound for twenty min-

utes on the half hour. Since it took about ten minutes to drive through, the system worked quite well, but it was not fool proof. On at least one occasion, a car had to back out for a half mile. A clock at each end told the time.

In order to improve control of traffic, a telephone line was laid through the tunnel so that operators at each end could communicate. It was a great improvement. The two men who collected the toll lived at Busk, one in a section house and the other in the boarding house. The operator at the Ivanhoe end drove through the tunnel in the morning and back in the evening. No attempt was made to collect tolls during the night. The toll gate was left open.

During railroad-operating days, an electri-



This photograph shows the overall view of the East Portal (Busk) of the Busk-Ivanhoe Tunnel on October 3, 1948, revealing the position of the telephone and the toll gate. By June of 1949 when Irv had returned for his hike to Hagerman Tunnel, the Busk-Ivanhoe Tunnel had deteriorated further and water was running out the portal and the ground was not as smooth as we see it here. (Irv August Photograph)

cally operated staff system was used to control the train movements through the tunnel and worked very well. For part of the time, at least, a similar system was used to control the car traffic.

The tunnel was operated into 1943. By then, World War II was in progress, gasoline was rationed and traffic dwindled to almost nothing, so it was closed. In 1957, the tunnel was sold to the High Line Canal Company of Rocky Ford, Colorado, which renovated it for water diversion into the Lake Fork of the Arkansas River. I never did get to drive through in spite of the best of intentions.

So, here we were at the tunnel entrance. We were determined to walk in at least part of the way. A large stream of water

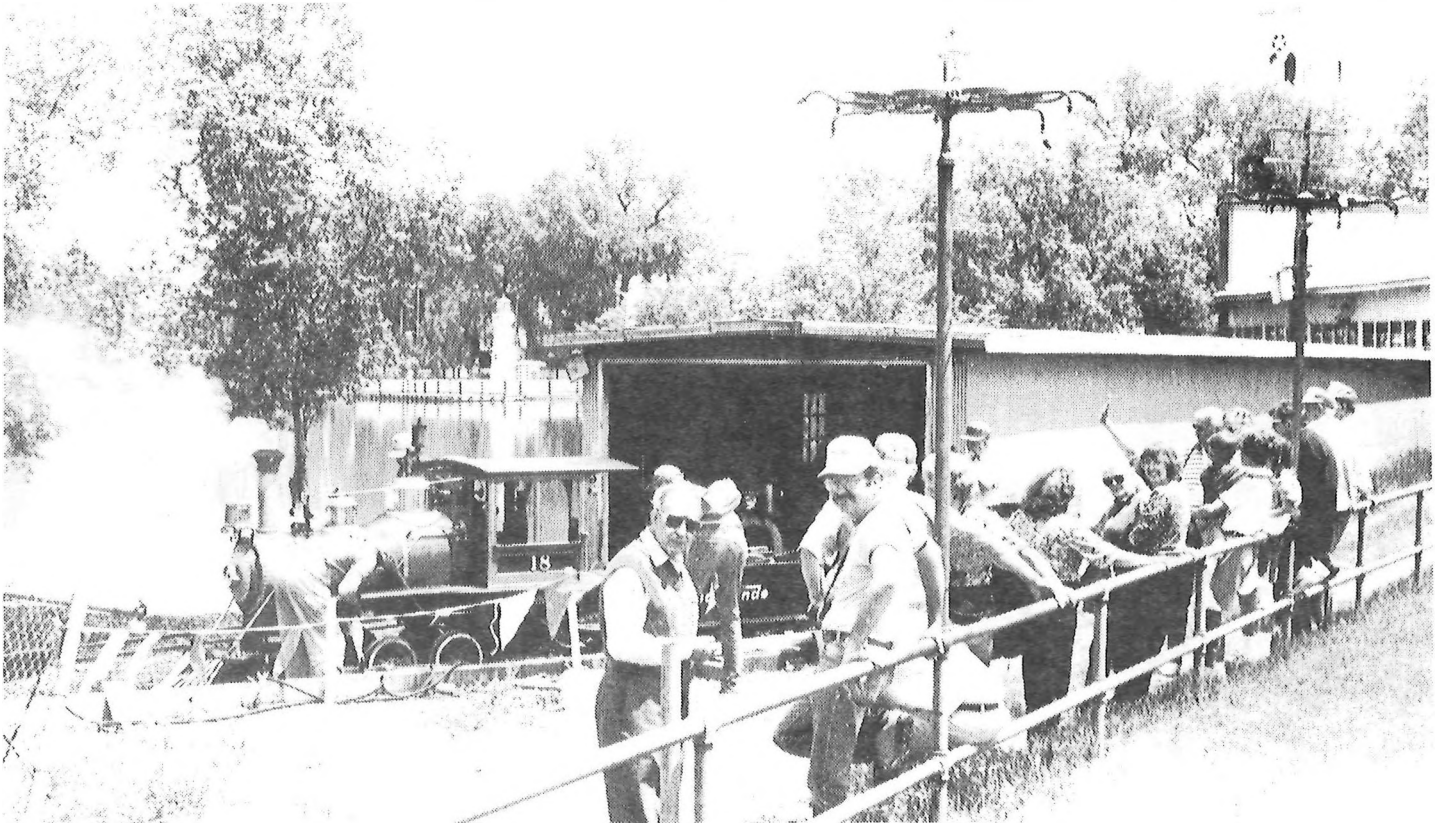
was running from the entrance in the roadway, and even more out of the concrete flume. In we went, walking on top of the flume. It was dark and wet but we managed to make about 200 yards before we came to a rock fall that had damaged the flume and blocked any further progress. We retraced our steps. Once outside, we continued our hike to Hagerman Tunnel.

I have not been back since. The Fryingpan-Arkansas diversion project has made many changes in the landscape and one may now make the trip over Hagerman Pass in a Jeep. Then, however, we did not see another car or person the entire day. It was a time to remember!

Epilogue: The writer is deeply indebted to long-time Club member and author, Morris

Cafky, who lives in Canon City. It was he who interviewed his friend, and fellow parishioner, Ed Copper. Ed provided the

details of the operation of the tunnel when it was used for automobile traffic as he, himself, experienced it.



On May 28, 1994, twenty Club members and guests attended the Lakeside Amusement Park Railroad outing. The group is shown here watching Lakeside Engine No. 18 being fired.

(Mat Anderson Photograph)

LAKESIDE AMUSEMENT PARK EXCURSION

Twenty members and guests came out for the Lakeside outing, Saturday morning, May 28, 1994. Following coffee and donuts under the twin Pavillion, we were treated to some behind-the-scenes elements of a day's railroad operations, including receiving train orders, firing and coaling. Lakeside's Class "E", 22"-gauge, Cagney was pulled out of the engine shed for us to view. The weather was a little uncooperative during the first ride, but switched from rain to sunshine for the balance of the day.

Memorial Day marked Lakeside's 86th birthday. It also marked the first time that the Club has held an excursion there! Several members shared their recollections of past years at the park. Lakeside engineer, Robert Herronen, had his album of Lakeside

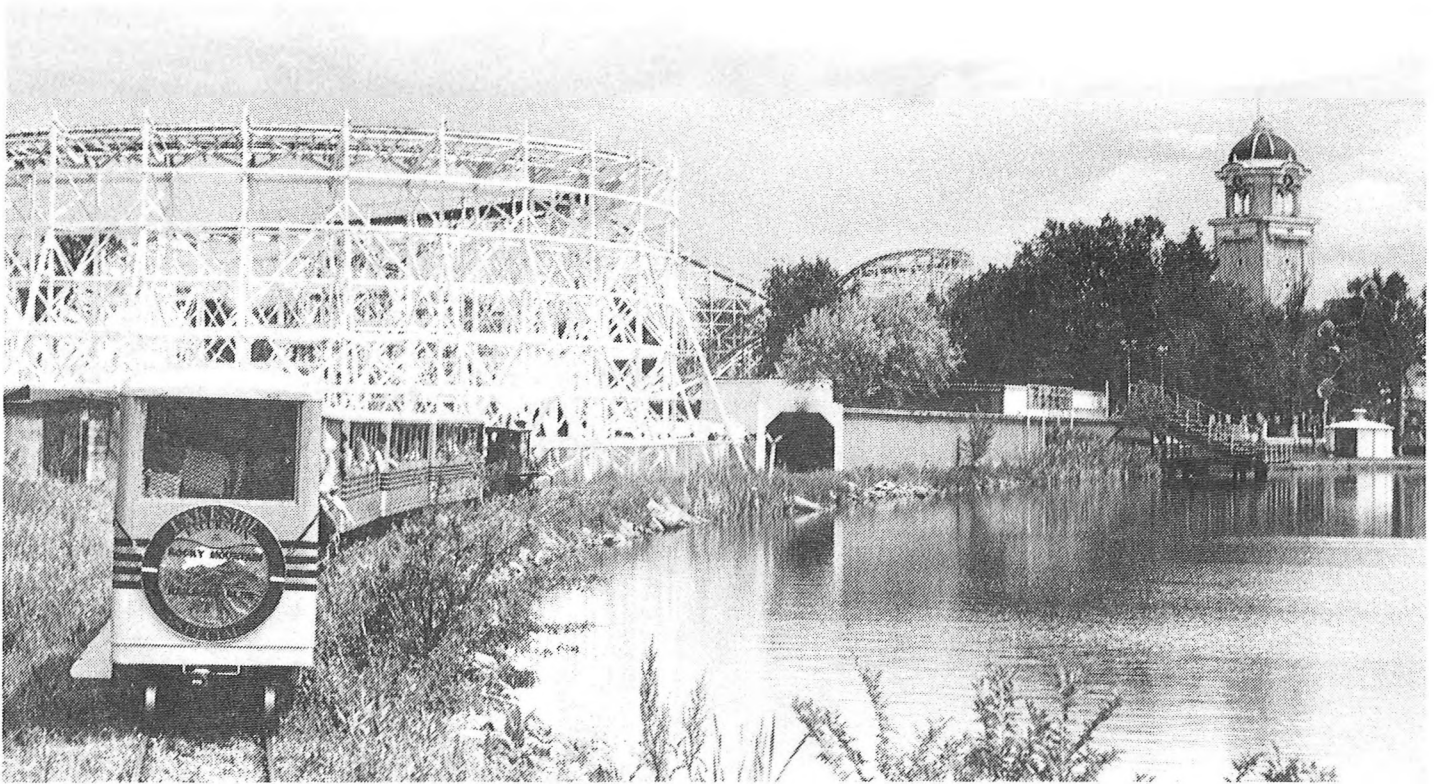
photos and memorabilia available for us to view.

We are especially grateful to Lakeside's General Manager, Rhoda Krasner and Group Coordinator, Gail Acierno, for making the outing possible. It gave us a wonderful look into a big piece of Denver history.
(Mat Anderson)

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: Pictorial Supplement to Denver South Park & Pacific, 1959. Complimentary & signed by authors. No dust jacket. New, perfect condition. \$150.00 or best offer.



The twenty Club members and guests attending the May 28, 1994 outing at the Lakeside Amusement Park Railroad were also involved in Lakeside Amusement Park's 86th birthday, and, the first Club group to hold an "excursion" on this 22-inch gauge railroad. The photograph shows the Club's special (note the Club's famous tailplate) approaching the roller coaster and "tunnel" on the east side of Lake Rhoda. (Mat Anderson Photograph)

Colorado Midland, 1965. Complimentary, signed by Cafky. No dust cover. Perfect condition, new. \$150.00 or best offer. Two Feet Between the Rails, Vol. 1, by R. C. Jones. Hardbound bottom front edges slightly damaged--no damage to pages. Make offer. No dust jacket. Contact Fred Hall, (303) 426-1585.

FOR SALE: Large collection of railroad books and magazines. Rails Around Gold Hill, Pictorial Supplement to Denver, South Park & Pacific included. Many Beebe books and much more. Lowest prices on magazines either by the year or by the issue. Large SSAE for complete list. Carl R. Bogardus, Jr. Phone (405) 751-4215. 3224 Lamp Post Lane, Oklahoma City, OK 73120.

FOR SALE: 35-year Railroad Collection at Auction, Saturday, June 25, 1994, 10:00 am, Carlsbad, NM. Locomotive bells & whistles, lanterns, semaphore, crossing light, switch

stands, locks & keys, Rare books & timetables, coach lights, switch markers, caboose lights, marked tools, track gauges, watches, etc., from Midwest and Western railroads. For free brochure or further information, call Tom Parker Auctions at 1-800-748-3948, or, Walter N. Dixon, (505) 354-9131.

WANTED: A copy of the Official Guide to Railways from the late 1950's or early 1960's. Also, looking for a Rock Island timetable, 1968-1970; CB&Q timetable for 1964-1967 and Grand Trunk (CN) timetable for 1967. David Goss, (303) 693-9933.



THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

AMTRAK: Amtrak's Pioneer, trains 25/26, have now settled down to using one F40 locomotive and a five car consist. Here's the consist for #25, leaving Denver on May 14th:

347	F40PH locomotive
38044	Superliner II diner (deadheading west)
32021	Superliner Sleeper
34041	Superliner Coach
31024	Superliner baggage/coach
38044	Superliner diner
39931	Ex-Santa Fe Hi-Level coach

The westbound Pioneer departs Denver only three times a week; Mondays, Wednesdays and Saturdays. (The Colorado Zephyr)

SANTA FE: Santa Fe will operate an Employee's Family Days passenger special from Raton, New Mexico, north over Raton Pass and into Colorado on July 9 and 10, 1994. The special is an employee's appreciation special. The trip is NOT open to the public.

The train's consist will be:

62	Lounge car
60	Full length dome
61	Diner
58	Business Car

Train consist is subject to change. A war-bonnet painted unit is expected to be the power.

SOUTHERN PACIFIC: Three Rio Grande lettered GP-30's, 3018/3016/3008, were called to work a slag train from SP's Denver North Yard up to Crescent (28.7 miles from North Yard) on May 17th (Jon B.)

Southern Pacific's (SP) uncertainty was again shown by its recent hiring practices. SP hired several new brakemen at Grand Junction, CO, in May, 1994. These people made commitments, such as moving from Denver to Grand Junction and buying vehicles. After only three weeks, they were notified June 10th that SP had instituted a hiring freeze, and all personnel in the 60-day derail period were without jobs. Despite daily trainmaster briefings of trains being held daily at Grand Junction

due to no rested crews. These people are now without jobs, and SP without additional manpower to handle their increasing business.

The three Morrison-Knudsen units now on the SP, model MK5000C, M-K#500, 501 and 502, were noted working coal trains at Grand Junction, CO, south on the Paonia branch during May, 1994. In June, they moved further west to the Sunnyside branch in Utah.

WYOMING-COLORADO: Jim Pallow painted WYCO's two F-7A's, #1510 and 1512, into ala Rock Island scheme red, black and silver in May, 1994. The two units were in the Union Pacific's Laramie, WY, yard, May 30, 1994, when UP's 3985 and passenger train returned eastbound from the 125th Transcontinental Railroad celebration. The locomotives exchanged whistle salutes as they passed.

WYCO has built a half-mile spur off their line near Interstate 80 which runs over to the Wyoming Territorial Prison tourist attraction. This was done to meet a state requirement to have paved parking and to enhance both attractions' tourist appeal. The WYCO passenger train now runs Tuesdays, Thursdays, Saturdays and Sundays, departing Laramie at 10:00 a.m. during the summer. Call (307) 742-9162 for fares and information. (J.P.)

D&RGW PRIVATE CAR TRIP

The Rocky Mountain Railroad Club and the NRHS are pleased to announce the availability of Southern Pacific private car accommodations at a very reasonable cost. Seats are available through a package deal which provides Amtrak, California Zephyr coach seats to Grand Junction on Saturday, August 13, 1994; overnight stay at the Holiday Inn in Grand Junction; and return trip to Denver aboard 2 private cars: the Café-Lounge UTAH and either dome-sleeper CALIFORNIA or open platform business car KANSAS. Price of this unusual excursion is based on double occupancy at \$295.00 per person. Included in the private car portion is complete food and beverage service. Tickets and information can be obtained through Brad Swartwelter at Designed Travel, (303) 440-6801, or, 1750 30th St., #36, Boulder, Colorado 80301.

FROM THE PRESIDENT

The year is well under way and, as promised (or was it threatened?), I would like to continue updating Club members as to significant goings-on relating to pertinent Club matters (of which there are many!!).

As you know, there are always many events scheduled during the course of the year. Our first major trip of the year for the Golden Spike ceremony in Utah was a great success! News of this trip is included in this issue of the Rail Report. We have also had two local excursions--a tour on a short stretch of the RTD Light Rail line, and a visit to Lakeside Amusement Park's railroad. A small group of Club members is looking forward to the Chicago trip in July. Thanks to Bud Lehrer and his Trip Committee for doing a great job. As regards our monthly meetings, Sherm Conners has been putting together a fine lineup of programs. We wish to thank Club member Ronnie Bill and the Denver Broncos organization for the use of the Broncos video projector for this month's program and a program later this year.

Georgetown Loop Book -- Bob Griswold, Publications Chair, reports that sales of the most recent printing of the Club's Georgetown book are progressing, but not at the pace we had hoped for. Just slightly under 300 out of 1000 copies have been sold over the past year or so. The Board decided on a beefed-up advertising and promotional effort to supplement Bob's fine efforts with our normal retail and direct sales outlets, namely: (1) the placement of 1/3-page ad in the Narrow Gauge and Short Line Gazette for at least 3 months to catch up-coming (seasonal) orders; and (2) the use of a wholesale distributor to expand our marketing base. We have chosen Big Horn Booksellers in Fort Collins, CO, for this effort.

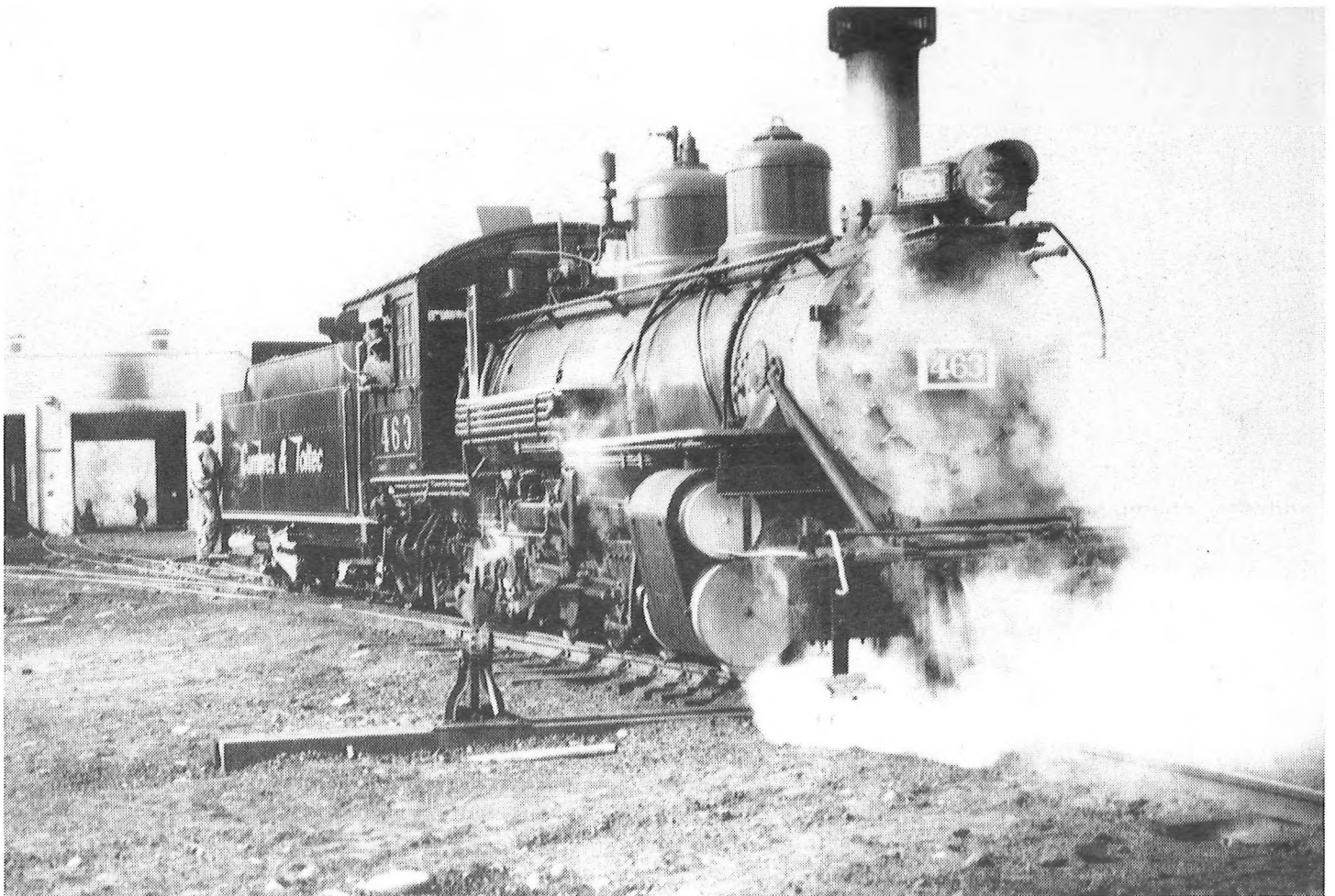
Club Roster -- A much-needed, updated Club Roster will be in the works shortly, now that our new Membership chair, Linda Johnson, has completed inputting the current membership roster onto her computer. The Board has approved \$1,000 for the printing and mailing of a new roster. It will be a very basic, no frills 8½" x 11" format which the Board feels has some advantages:

less expensive to print; a standard size page which can be put in 3-ring binders with other rosters for reference; and can be supplemented annually with additional pages reflecting new members and address changes.

Car #25 Update -- As you read in the June Rail Report, the final "push" is on to complete the Club's premier restoration project, Interurban Car No. 25. Thanks to Darrell Arndt and his crew of dedicated volunteers for all their fine efforts in this regard. Also, keep in mind that the special raffle project of the Bacjmann G-Scale Streetcar will raise funds towards this end. A special joint meeting of the Club's Board of Directors and Trustees of the Rocky Mountain RR Historical Foundation (which is the tax-exempt arm of the Club which owns Car No. 25) was held at the Denver Federal Center (where No. 25 is being restored) on June 3rd for a first hand review of this project. So far, the funds invested in this project amount to \$48,871.43. After a lengthy discussion of a budget to complete this project, the Club's Board of Directors approved an additional \$15,000 to complete Car No. 25. [Editor's note: Since there is already another \$4,000 (prox.) of unused appropriations to Car #25's budget, the Foundation actually has about \$19,000 available to complete the car, bringing the total cost of restoration to about \$68,000 if all monies are used--and we presume it will take everything budgeted to the project] All funding provided by the Club for the restoration of No. 25 is considered to be a loan from the Club to the Foundation, to be repaid when Car No. 25 is completed and put into revenue service.

This brings you up to date. Thanks for your support of the Club, and, have a great summer! (Roger Callender)





It has been a long time coming, but it was worth the wait! No. 463, one of only two Class K-27's remaining in existence, graces the waiting tracks in Chama, New Mexico on May 18, 1994. After an extensive rebuilding in the C&TS Shops, the No. 463 looks and runs like a thoroughbred. May 18th was a very special event for two reasons: 1) the railroad had to be opened with the help of Rotary Snowplow "OY", and, 2) this was the first time in well over thirty years that three classes of K-type engines were under steam at one time in Chama!!
(Jim Trowbridge Photograph)

NEWS FROM THE CUMBRES & TOLTEC SCENIC RAILROAD

Sunday, June 19, 1994 saw the K-27, #463 rededicated and placed into regular service on the Cumbres & Toltec Scenic Railroad.

A special five-car train was run about one hour behind the regular Antonito train to Osier, Colorado. Included in the consist were the three new passenger coaches put together this past winter in the Antonito Shops of the railroad, plus the two handicap/restroom cars that normally run out of the two terminals.

On board were dignitaries who presided at

the dedication ceremonies in Antonito as well as railroad officials and guests. In addition to the dedication of the #463 in Antonito, this group also dedicated the newly constructed loop at Osier with a ribbon-cutting ceremony prior to backing the special train around for the return trip to Antonito.

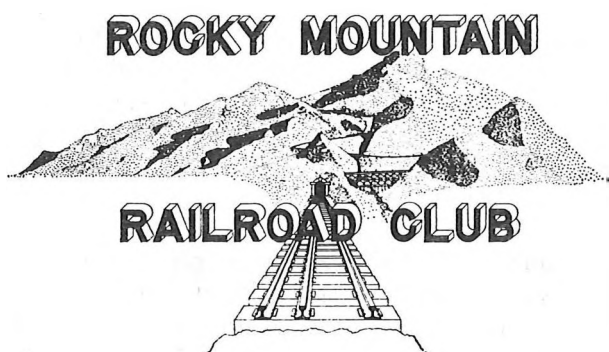
It was quite a railroading sight as three trains were either pulling out of the Osier depot or turning on the loop. Prior to this date, the #463 had run 4 or 5 times as a helper out of Chama to work out any bugs. It has performed exceptionally well and is reported to be a fine steamer and good puller--exceeding expectations of the railroad personnel.



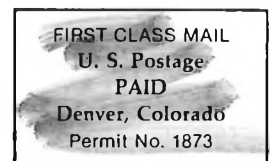
May 18, 1994 saw Rotary Snowplow "OY" clearing tracks and cuts on the Cumbres & Toltec Scenic Railroad. Here we see Rotary "OY" clearing the snow at Cumbres, just west of the Section House (assumed to be the Cumbres Station by folks, these days). "OY" was pushed by two Class K-36's; No. 489 in the lead with No. 484 as helper. The railroad would open one week later and there was still snow depths of nine to twelve feet in many cuts, especially on Cumbres. However, the tracks were clear for the most part and the Rotary made its way to Osier and back to Chama the same day. *(Jim Trowbridge Photograph)*

In other news, it is reported that the C&TS is running about 5% ahead in ridership over 1993, and, five engines are up and working: the 463, 484, 488, 489 and 497. The 487 is still having work done on it, but will join the rest of the stable this summer. This

will be quite an event to have six engines steamed up on the railroad's property and is a tribute to the dedication of the C&TS personnel and management. (Earl Knoob and Jim Trowbridge)



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