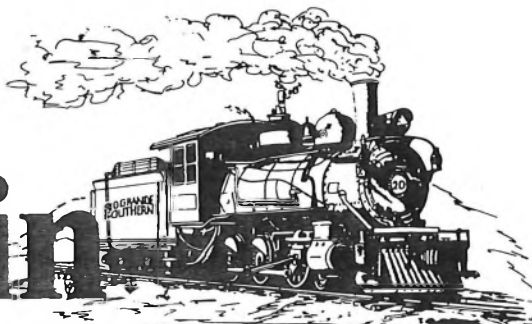


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

September 13, 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 October, 1994 Rail Report is due no later than September 13, 1994!!

MEMBERSHIP INQUIRIES

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

September, 1994..... No. 420
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.

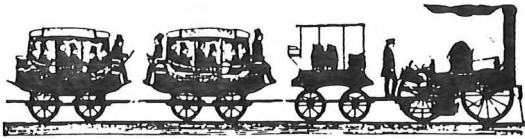
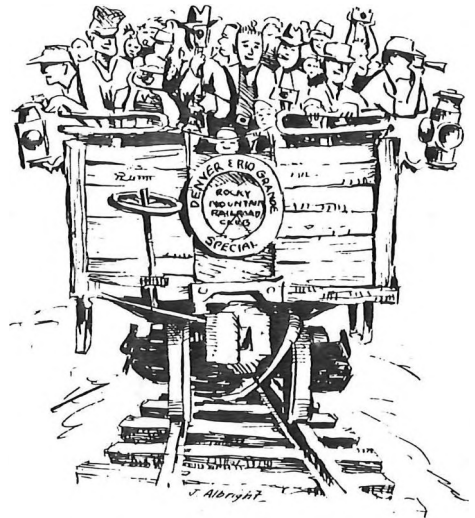
SEPTEMBER 13 PROGRAM

Long time Club member, Bob Andrews, will present a slide program featuring photos from his personal collection as well as other's under the title, "The Steam Motive Power of the Rio Grande Railroad."

In this program, there will be shown an example of every class of steam locomotive used on the Rio Grande. We expect this to be a treat for all steam fans, especially those of the Rio Grande. (Sherm Connors)

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.



AUGUST PROGRAM

It was a delightful and well received program at the August meeting with a visit from the United Kingdom Branch of the Club. Vin and Hilary Callcut brought us up-to-date regarding steam preservation and reconstruction throughout England with a fine slide show. To give Club members an idea of what the English are doing, we pass on the following statistics presented by Vin & Hilary: 1993 Questionnaire results of the Association of Independent Railways.

Members Responding	49
Total Route Mileage	316
Steam Locomotives	427
Diesels	265
DMU sets	57
Coaches	1,049
Passenger Train Miles	719,300
Passengers	6,237,000
Passenger Receipts	\$18,300,000
Average Fare/Mile	\$0.78

Our thanks to Vin and Hilary. We enjoyed your visit and hope to see you again, soon!



OUR CONDOLENCES

The Club wishes to extend its condolences to our secretary, Bill Gordon, on the loss of his wife, Sylvia.

1994 SCHEDULE OF EVENTS

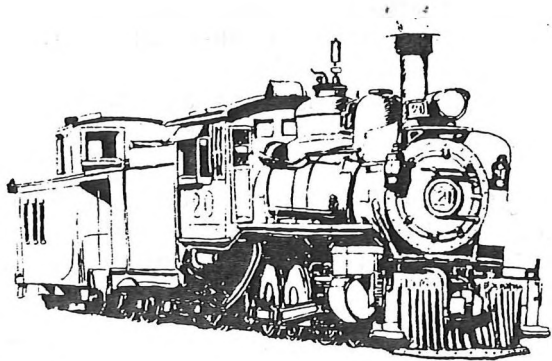
September 13	Regular Monthly Meeting
September 17	Inaugural Excursion of the RTD Light Rail
October 8	Manitou & Pike's Peak Tour
OCTOBER 15	ANNUAL BANQUET
Fall*	Denver Union Station Tour
November 8	Regular Monthly Meeting
December 13	ELECTIONS and Regular Monthly Meeting

*Additions, deletions and corrections will be made in the Rail Report throughout the year. Be sure to look for details monthly! [Note]: Bud Lehrer mentioned at the August meeting that the Union Station Tour will probably be held in November.

NEW MEMBERS

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

Kent E. Ersson	Uppsala, Sweden
Greg Davisson	Denver, CO
Gary P. Paliwoda	Bloomfield, CT
Stephen R. Peck	Durango, CO
Leland G. Reichhelt, Jr.	Broomfield, CO
Phil Scholl	Denver, CO
Paul V. Stahlman	Colorado Springs, CO
Carl R. Stauffer	Denver, CO
Robert Wilson	Denver, CO



ANNUAL BANQUET

You are cordially invited to attend the Rocky Mountain Railroad Club's Annual Banquet on Saturday, October 15, 1994.

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

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

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

Dinner will consist of a combination of Beef Filet and a grilled Chicken Breast, served with herb roasted new potatoes; DAC Field Green Salad with Toasted Sesame Dressing; vegetable; rolls and butter; and, a choice of regular and decaffeinated coffee and tea. For dessert, we will enjoy an Amaretti Mousse pie.

Our program this year will feature Dick Kreck, popular columnist for the Denver Post. Dick will present slides, along with a talk, about the Denver Post's Cheyenne Frontier Days Train from its inception to modern times.

The cost of this evening of great food, outstanding entertainment and good conversation with wonderful people is only

\$25.00 per person. Tickets will be available at the September meeting or by mail. Please order as soon as possible. We must submit a head count by Friday, October 7th. We cannot seat people who arrive without a reservation!!

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

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

ANNUAL BANQUET ORDER FORM

NAME _____

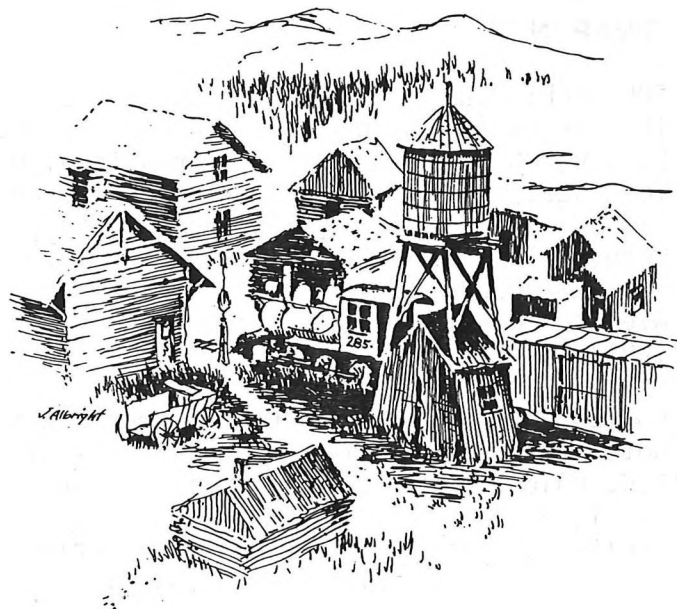
ADDRESS _____

Zip _____

TELEPHONE () _____

Please sne _____ tickets for the RMRR Annual Banquet on October 15, 1994. I/we enclose a check or money order for the amount listed below:

Total \$ _____



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.

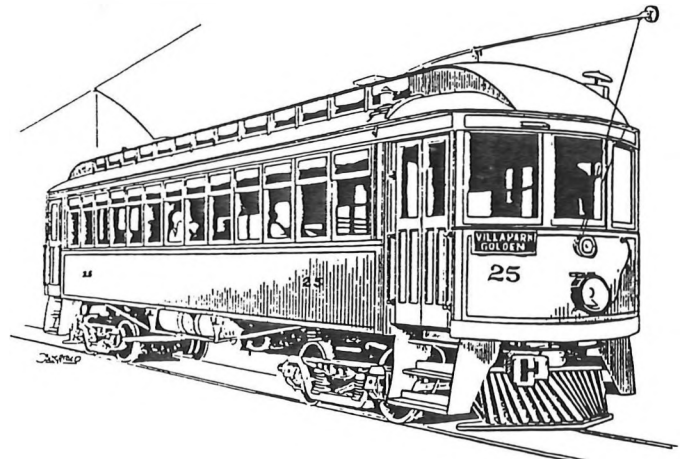
The Bachmann trolley (Walther's #160-93938) is the "open streetcar" version and is painted and lettered for the "United Traction Company." This car is a beauty and can be used as a conversation piece, desk or mantle decoration as well as an operating railroad vehicle.

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

NAME _____

ADDRESS _____

Zip _____

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

Rocky Mountain Railroad Club
Project "25" Streetcar Raffle

NAME _____

ADDRESS _____

Zip _____

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

SWAP 'N SHOP

FOR SALE: C&TS Vouchers for two adult, Thru Trips (train one way, van other way). [Two vouchers are available for a total of four adults] Vouchers are transferable and dates are open for the 1994 season. [\$45 regular Thru trip fare] \$75.00/Voucher. Tom Kelcec and John Briggs, 35 Conklin Avenue, Morristown, NJ 07960. Phone: (201) 984-8432.

WANTED: D.C. TRAVELER. Club member seeks hotel recommendation at or near Washington D.C. Union Station. Please write Robert Fryml, P. O. Box 1262, Cheyenne, WY 82003. [Editor's note: Bob is planning a Spring trip to D.C. to visit The Smithsonian and

hasn't been in D.C. for over 30 years and has no idea where to stay. It would be appreciated if some member from the area could drop him a line with a suggestion or two. JRT]

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.



MANITOU & PIKE'S PEAK COG RAILWAY EXCURSION

On Saturday, October 8, 1994, the Rocky Mountain Railroad Club will be taking a journey back in time with an excursion on the Manitou & Pike's Peak Cog Railway. It was on this railway that the Club ran its first organized excursion. As you can imagine, that trip was with steam power. Our trip in 1994 will be made aboard the next generation power, built during the late 30's, 40's and 50's--the General Electric diesel/electric units. These train sets (one locomotive and one coach) were the first phase of the railway's "Streamline" era which were eventually replaced by the more familiar Swiss units.

The excursion will depart from the Manitou Springs Depot at 10:00 a.m. for an all-day trip. We will be making numerous stops along the line for photorunbys of our train and the regular-scheduled passenger trains. There will be opportunity for a little hiking and exploring. Lunch will be enroute at some beautiful location. Lunch will be custom catered by the consumer--YOU! Beverage will be provided.

When we reach the summit of 14,110-foot Pike's Peak, we will have about 45 minutes to take in one of the most spectacular views in the United States (if not the world) which was the inspiration for "America the Beautiful." We will also have time to partake in those famous, delectable Pike's Peak donuts. Return to Manitou Springs will be late afternoon.

Seating for this trip is limited to 55

passengers. Tickets, sold on a first-come, first-served basis, can be purchased at the September meeting, or, by mail. The cost of this trip will be \$25.00 per person.

Tickets may be obtained by sending a check or money order to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 So. Elizabeth, Denver, Colorado 80209.

The trip's itinerary is subject to change depending on weather conditions. More detailed instructions and information will be sent with your tickets.

[Please include a stamped, self-addressed #10 envelope with your order. Your cooperation in this matter is greatly appreciated]

ORDER FORM

NAME _____

ADDRESS _____

_____ Zip _____

TELEPHONE () _____

FROM THE EDITOR

The two C&TS excursion trains and my involvement with the 14th National Narrow Gauge Convention in Denver (displaying my HO_{n3} railroad empire) required the newsletter to be completed the same week as our August meeting. This put limitations on the content of the newsletter. You'll note that there were no photographs--everything submitted was in the form of slides which I have to have made into prints through an inter-negative process. There simply wasn't enough time to do this. I must apologize to Keith Kirby for not being able to use his slides of the Chicago Trip for this reason. I am indebted to Keith for writing his trip report and putting it in a format that allowed me to just paste it up, and, not to have to re-type that much material. We will be back to normal after September 3rd and I am sure we will have some very interesting material coming up with all the events taking place in the next thirty days!

THE CHICAGO FIELD TRIP

by Keith Kirby

Thursday, July 21, 1994.

At 7:30 p. m. We met at Denver's Union Station where we learned that Amtrak's *Pioneer* was about two hours late. Temperatures in Southern Idaho were so high that the Union Pacific had placed a 45 mile per hour speed limit on its trains due to a fear of sun kinks in the track. Once the train arrived we were delayed further. It seems as though a pair of ladies and a child traveling to Denver had forgotten to take one of their suitcases off the train. When Amtrak personnel asked them which car they were in, they replied a coach. When asked which coach, they had no idea. In addition they had thrown their ticket away. Thirty minutes later after a thorough search, all but one of the coaches finally turned up the missing bag. We were off, but we were never able to make up the lost time.

Friday, July 22, 1994.

After a pleasant trip across Nebraska, Iowa and Illinois, we arrived at Chicago's Union Station. The remodeling of a couple of years ago works well and the station is much friendlier than the old confusing layout. After leaving Union Station we checked into the Palmer House, Chicago's grand old hotel.

Saturday, July 23, 1994.

We traveled to Metra's Madison Street Station. Metra is the marketing name for the authority that runs Chicago's commuter trains. Located on the site of the old Chicago North Western station, little exists of the old depot. Only a few of the original train sheds are left and those are rapidly being replaced. Even the

office tower where the station is located is now named the Citibank Building. A pleasant surprise was the C.N.W. business car train parked on one of the tracks. It included the train end theater car as well as the Powder River, an ex-Milwaukee Road Super Dome. We boarded a bi-level commuter train for the hour and half ride to Woodstock. (No, not that Woodstock. We didn't have the right "flower-power" wardrobe for there.) This Woodstock is the location where the Bill Murray film *Groundhog Day* was filmed. There we were met by a rather deluxe bus for the short drive to East Union, Illinois, the location of the Illinois Railway Museum.

The Museum began in 1953 when a group of ten people formed a not for profit corporation and acquired Cedar Rapids and Iowa City car number 65. At that time the car was kept in Chicago. Eventually it became obvious that a larger site was needed. In March of 1964 26 acres were purchased, with an option of 20, and the Museum was moved to the present site. Today the Museum has over 1.5 miles of track under roof in eight barns. The collection includes: Over 30 pieces of Chicago Transit equipment; nearly 20 pieces of transit equipment from Milwaukee; 19 pieces of Chicago North Western equipment including the first GP7 and a very early RDC; 17 pieces of C.B.&Q. equipment including the famous E-5 diesel and the *Nebraska Zephyr*, extensive collections of Milwaukee Road; Illinois Terminal; Chicago, North Shore and Milwaukee equipment including a beautifully restored *Electroliner* train set; 23 steam locomotives; 26 diesels and numerous passenger and freight cars. At the Museum we rode behind Frisco 2-10-0 #1630, one of the numerous trolleys, and a North Shore interurban car.



Later that day we reboarded our bus. The bus driver asked us if we would like to watch a video tape about the Illinois Railway Museum on the bus's closed circuit video system. He didn't have to ask twice. We watched the video as we traveled to South Elgin, Illinois where we visited the Fox River Trolley Museum. There we took a pleasant three mile ride along the Fox River in an old Chicago Rapid Transit car. After viewing the Museum's collection, we ate dinner at an excellent local restaurant and caught a Metra train from Elgin along the former Milwaukee Road West line for the return to Chicago's Union Station.

Sunday, July 24, 1994.

After an excellent lunch and brief shopping trip to Chicago's famous Marshall Field Department Store, we traveled to the Basement where we caught the C.T.A. for the Addison Street station, the stop for Wrigley Field. There we had excellent seats to watch the Cubs beat the Reds 3-0. A quick rail trip on the C.T.A. returned us to the Palmer House.

Monday, July 25, 1994.

A real high point on the trip was the visit to Metra's shops at the "Rocket House", the former Rock Island shops. There we were met by Tom Tancula, who gave us an unforgettable look at the Metra System. This facility does heavy repairs as well as rebuilding locomotives and commuter cars. We were able to go on board one of Metra's F40PH-2M locomotives. In the shops there were rebuilding a F40C locomotive. This engine was similar to Amtrak's first new locomotives, the SDP40F. The Metra engines were purchased in 1974 for use on Milwaukee Road commuter trains. Metra is rebuilding all its locomotives to be as

mechanically uniform as possible. The locomotive we saw was having a new head end power system added that will make it the same as the rest of the Metra fleet. Then we went to the car shops. One of the buildings in this complex still has a Rock Island herald on it. Proud of its heritage, Metra preserved the herald and even cleaned it. In the car shops we saw the first of the new Metra bilevel cars being delivered by Morrison Knudsen. These new cars are fully handicapped accessible and sport many new features such as larger windows, a handicapped accessible rest room and a very attractive new interior color scheme.

We came away with the impression that Metra is one of the finest railroads in the country. The equipment is meticulously maintained. We saw few, if any, non-shiny locomotives, let alone any dirty ones. Mr. Tancula told us that at on any given day they use up to 98 percent of their rolling stock. We took the C.T.A.'s Dan Ryan Rapid Transit train downtown. That evening we took a relaxing twilight boat cruise on the Chicago River and Lake Michigan.

Tuesday, July 26, 1994.

We boarded a former Illinois Central Electric bilevel train for the short trip to the Museum of Science and Industry. There we were met by Mr. Michael Sarna, who gave us a behind-the-scenes tour of the Museum's transportation exhibits. The Museum is in the middle of a major renovation of its displays. Currently the transportation displays are being reconfigured. From the ceiling of the room where the Santa Fe model railroad was displayed, they have hung a United Airlines Boeing 727 jet airliner. While the left wing has been removed, the rest of the plane is there. Under the 727 rests

the 999, the New York Central steam locomotive that was the first machine to travel more than 100 miles per hour. It was being dusted by Museum staff in preparation for the Friday dedication of a series of postage stamps featuring American Steam Locomotives which has a stamp featuring the 999. These stamps were featured in an advertisement in the September *Trains Magazine*. When finished the exhibit will feature the 727, the 999 and a record breaking race car. There was thought given to placing the *Pioneer Zephyr* there, but the three car train proved to be too long. The Santa Fe model railroad was under a huge protective tarp as the work takes place. When the work is done, the railroad will be placed at the east end of the hall.

Next we were taken to the work area where some of the extensive *Pioneer Zephyr* archives were placed on a table for us to examine. The material included historic photographs, brochures, and other memorabilia. Archivist Laura H. Graedel showed us the material and said that the Museum was always on the lookout for new archival material. If any of you have such material and are looking for a place that will ensure its survival, you should contact her at the Museum of Science and Industry, 57th Street and Lake Shore Drive, Chicago, Ill 60637.

Then Mr. Sarna took us outside to the location of the *Pioneer Zephyr*. We were very lucky to see the train at all, as it is due to be removed for conservation very soon. We were able to go inside the train, something few if any visitors to the Museum are able to do these days. Those of us who remember the Club's 1984 trip to Chicago and our visit to the *Pioneer Zephyr* would be very upset at the current condition of the train. After that event the heating/air conditioning system

to the train was shut off. The weather has taken its toll on the train. In addition cats found the train a great place to raise their families. The result looks pretty sad. Mr. Sarna said that the 1984 conservation efforts were pretty primitive and inaccurate by today's standards and in fact destroyed some evidence that would be useful to have for the current conservation. The new effort will begin any day now. An anonymous donor has given a large check for conservation and the rest of the money is in place to do a really first rate job. A final location for the restored *Pioneer Zephyr* has yet to be decided. But wherever it is placed it will be undercover and protected from the elements.

From the Museum we went to the Shedd Aquarium. A highlight of our visit to the Aquarium was the Oceanarium. Completed in 1989, it contains a three million gallon tank for dolphins and whales which is designed in such a way that it appears to blend into Lake Michigan as you watch the animals perform.

Wednesday, July 27, 1994.

We planned to take the 8:30 a.m. Amtrak train to Milwaukee. but this was complicated by the Soo Lines strike. Amtrak canceled our train, but we were able to take the 10:30 a.m. train. As long as we were on the Metra maintained tracks, we were able to travel at the speed limit, which is as high as 79 miles per hour. When we left Metra territory, we had to reduce our speed to 45 miles per hour for the rest of the trip to Milwaukee. This extended our running time by thirty minutes, but the train was exactly on time according to the revised schedule. After picking up a pair of vans, we drove to Lake Geneva, Wisconsin. At Lake

Geneva we boarded the steam yacht Louise. Built in 1902, the **Louise** is powered by a 66 year old steam engine that once saw service in the evacuation of Dunkirk during World War II. It was a cloudy, cool day, but as Tom Abbott said, "I didn't have any trouble staying warm. I just stood next to the boiler." The **Louise** is beautiful. It features pine decks, mahogany paneling and trim and highly polished brass everywhere. Lake Geneva was, and still is, a favorite summering place for people from Chicago. The list of residents of the mansions and mansion sites read like a who's who of American Industry.

After our cruise we took the short drive to East Troy and our trip on the East Troy Electric Railroad. This railroad is the last portion of a network of more than two hundred miles of interurban trackage that served southeastern Wisconsin. Our ride on the diner, **Ravenswood**, was over ten miles long. The **Ravenswood** is a former Chicago South Shore & South Bend coach. The interior of the car done in an Art Deco style with mahogany woodwork, clamshell wall fixtures and brass table lamps. The ride was great, and the food excellent. Upon our return we toured the former substation building that is now a small museum and gift shop.

Thursday, July 28, 1994.

The first event this day was very exciting. We were given an in depth tour of the Kalmbach Publishing Company. Our tour guide was none other than David Ingles, the Senior Editor of **Trains Magazine**. Kalmbach, as every railfan knows is the publisher of **Trains**, **Model Railroader**, and **Classic Toy Trains** to name a few of the several magazines they publish. The new headquarters contrasts sharply with the old facilities

Kalmbach occupied when we visited it in 1983. Located in Waukesha, a western suburb of Milwaukee, the new facility is located in a new office park which features broad green lawns, small ponds and a flock of Canada Geese who have adopted the area as their permanent home. The facility is very modern. The group was impressed with the original art work on the walls. Those of you who have read Kalmbach publications for any length of time would recognize these pictures, as they have appeared in the publications. A favorite was the model railroad being built by the employees. Imagine: having a job that would have construction of a model railroad as an important part of it. The railroad began at a model of the Milwaukee Union Station, and follows through an industrial area and eventually into the countryside. We also saw the room where photographs are made of the models used in articles. We also saw the computer system used to lay out its articles. It was most entertaining to see the computer operator change a picture of an Amtrak Genesis locomotive from silver to purple at the touch of a button. The art work for an upcoming article in **Model Railroader** on the Pennsylvania Railroad's **Broadway Limited** was very impressive. It was very exciting to see where the magazines we all enjoy so much come from.

Upon completing our tour of Kalmbach we traveled to downtown Milwaukee. After lunch we boarded the **Iroquois**, a boat that is a veteran of the Mackinac Island trade. It now conducts tours of the Milwaukee harbor. The passage of the boat required the lifting of several draw bridges. The trip gave great views of the Milwaukee skyline, and an interesting trip past many yachts anchored at the local yacht club.

Friday, July 29, 1994.

Early Friday morning we left for Oshkosh and the 42nd Annual EAA Fly-in. Over 800,000 people and 11,000 planes attend this week long event each year. We saw the C-17, Globemaster III, the new McDonnell Douglas military transport. This plane has four times the capacity of the C-130. A South African Airways' DC-4 had flown in all the way from South Africa. A Military Air Transport Service Lockheed Constellation was very impressive. There were several B-25's and a B-17 there. Over 20 World War II vintage Navy Corsairs were there as well as too many P-51 Mustangs to count. Located next to Wittman Regional Airport where the EAA is held, is the EAA Air Adventure Museum. The beautifully restored planes inside are most impressive. In this collection is a replica of Charles Lindberg's *Spirit of St. Louis*. We decided very quickly that there was no way that we could see everything in one day. The fly by of a Stealth bomber was most exciting. Later that afternoon there was an excellent air show. Finally a thunderstorm provided us with an excuse to leave. Back in Waukesha we had dinner at a local restaurant located in the former Chicago North Western depot. Our dining room was a heavyweight coach. The atmosphere was great, as was the food.

Saturday, July 30, 1994.

Getting up very early we were on the road at 5:35 a.m. Our 7:25 a.m. Amtrak train to Chicago departed right on time and again traveled at a leisurely 45 mile per hour until we got to Metra territory. In Chicago we took advantage of a free tour of the Loop. The tours, sponsored by the local historical society and the CTA, made three trips around the Loop. On the first

circuit the guide explains the history of the Loop. On the second trip she described the buildings on the left side of the train and on the final trip she described the buildings on the right side of the train.

After the Loop trip we returned to Union Station to board the *Desert Wind* section of the *California Zephyr*. The frosting on the cake for those of us traveling by sleeping car was our car. We were assigned to the *Idaho*, one of Amtrak's brand new sleeping cars. While basically the same as the original Superliner Sleeping Cars, there are many detail changes that make this an improved car. The nearly useless closet in the economy sleeper rooms has been replaced by a bracket for hanging coat hangers on and increased elbow room. The colors are more contemporary, though an off white hall carpet color seems to be a mistake, as the one in the *Idaho* was already stained and dirty looking. A bin for ice has been added. The downstairs feature a changing room/shower. New trucks seem to provide a smoother ride. Twenty five minutes early our train backed past the new Coors Field baseball stadium. It was a satisfying end to a very satisfying trip.



INAUGURAL EXCURSION OF THE RTD LIGHT RAIL

The railfan inaugural excursion of the new light rail system will be on Saturday, September 17, 1994. The trip will start at Broadway and I-25 (Burkhardt Steel) at 2:00 p.m., after the marker dedication. There will be two (2) three-car trains that will run non-stop to 30th and Downing. On the return portion of the excursion, the cars will go around the Downtown loop several times for photo opportunities, and then return to Broadway and I-25. The run will be repeated at 3:00 p.m. Before the 2:00 p.m. trip, an historic marker will be dedicated.

Tickets may be obtained at \$5.00 per person. Orders should be sent to: ROCKY MOUNTAIN RAILROAD CLUB, c/o Hugh Alexander, 700 South Elizabeth, Denver, Colorado 80209. Please include a stamped, self-addressed envelope with your order. Make checks or money orders out to the Rocky Mountain Railroad Club [Please DO NOT send Cash]. Orders received one week prior to September 17th will be held for pick-up at the Trolley (oops! Light Rail Vehicle). [Funds collected for this excursion will go for the payment of flyers, postage, buttons and the historic marker. RTD is offering the excursion at no charge.

The excursion is sponsored by the Rocky Mountain Railroad Club, Intermountain Chapter NRHS, the Colorado Railroad Museum and the Denver Rail Heritage Society, with the cooperation of the Regional Transportation District (RTD).

RTD Light Rail Ticket Order Form

NAME _____

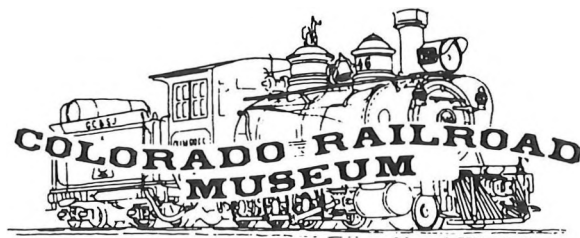
ADDRESS _____

Zip _____

TELEPHONE () _____

Please send _____ tickets @ \$5.00 each.

My check or MO is enclosed for \$ _____



NEWS FROM THE COLORADO RAILROAD MUSEUM

The Museum has announced its newest Colorado Annual: Robert W. Richardson's Narrow Gauge News. 303 Pages, over 190 Illustrations and six Paintings by Ted Rose, reproduced in full color. This a reprint of the very rare Narrow Gauge News, seventy-three (originally) mimeographed and six printed issues that were written by Bob between 1949 and 1958 as Editor and "abandoned lines reporter." The Museum has reprinted these in a book form with over 170 photographs made from Bob's original negatives, many of which have never been published before. The price of this latest Annual is \$44.95 (plus \$3.25 shipping) Phone: 1-800-365-6263 (out-of-local-area orders, or 279-4591 locally.

The Kenneth Kendal King Foundation has provided its second grant for the Museum's building program. On June 28th, the Colorado Railroad Historical Foundation received another \$25,000 for the planned library and restoration shop buildings. Along with other grants and individual donations, the Museum has obtained \$325,000 toward their goal (one third of the way!).

Number 583 gets a "new" tender as a result of a number of interesting events that eventually came down to a donation by Mr. Charles Bradshaw and the Durango & Silverton Narrow Gauge Railroad. Built in 1890 as engine #683 (standard gauge), the engine went from state of art to branchline service before being finally sold to the San Luis Valley Southern in May, 1947, where it was renumbered 106. A few years later its tender was exchanged with SLVS 105 (ex-D&RGW 688), and by 1955, both locomotives had rolled their last miles. 583/683/106 was purchased by the Museum a few years later. Its original tender remained on the 105 until it was scrapped in the mid-1970's. The tender was acquired by a resort north of Durango and was eventually purchased by

the D&SNG. In fall of 1993, the D&SNG decided that the tender was no longer needed. Upon learning of its historic significance, Mr. Bradshaw offered to donate it to the Museum. It will now be possible to restore the locomotive to its appearance as No. 683, and work to that end has begun. Now, is that a story...or what!? (Iron Horse News, July, 1994)



PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the August 9, 1994 meeting were as follows:

Hilary Callcut (UK) / Set of Miscellaneous Postcards

Mike Johnson / Narrow Gauge & Shortline Gazette, July/Aug '94

Jim Ranniger / Under the Sidewalks of New York

Hatch Wroton / To China for Steam

Don Zielesch / Scenes from the Shore Lines

Bill Cox / Pensy-Reading Seashore Lines

Terry Miller / Railroads in American Culture

Sharon Miller / Tom Klinger B&W Photos

Keith Kirby / Miscellaneous Timetables & Maps

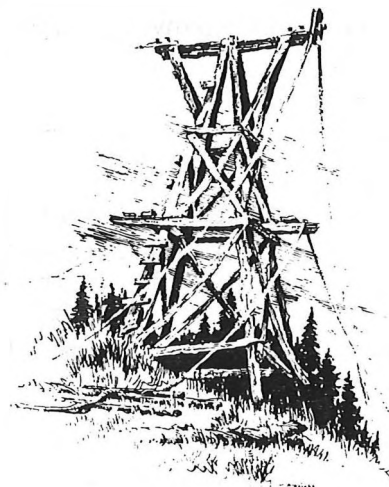
Ruby Hills / 2 Classic Streetcars (Models)

Ardie Schoeninger / Set of Amtrak Timetables

Sherm Conners / Miscellaneous RR Magazines

Al Jonez / METRA Poster

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.



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