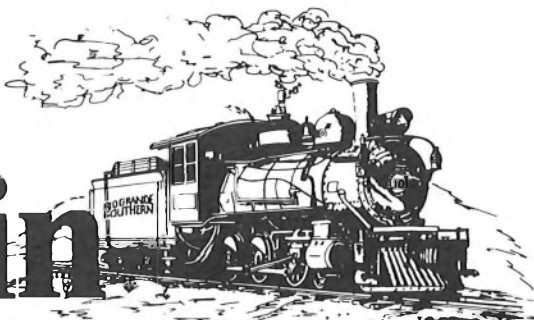


# Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

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## MEETING SCHEDULE:

December 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 January, 1995 Rail Report is due no later than December 13, 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:

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

December, 1994..... No. 423  
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 December of the current year.

## DECEMBER 13 PROGRAM—ELECTIONS

As has been our tradition, the December meeting will consist of a short business meeting which will include the election of officers and board members for 1995. This portion of the evening's events is usually short as we firmly believe in "railroading" those names submitted for offices. Following this, two short programs will be presented prior to refreshments and socializing:

First, we hear from Dave Salter, former

President and long-time member who will astound us with a program that contains "A Little Bit of Everything and Not Much of Anything." Now...if that doesn't whet your appetite for a train program, we don't know what will! [It's only a guess on your editor's part, but we might see special trains of times past with regards to colors of fallen flags]

Second, Bud Lehrer and Mat Anderson will review the Club's recent excursion on the Pike's Peak Cog Railway.

Following these two programs, we will enjoy our annual fellowship along with cake, cookies, coffee and punch. This is always a fun evening, so, why not plan to attend and join in on the festivities!

## **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.

## **NOVEMBER PROGRAM**

A program that was first suggested by our previous Vice President, Frank Stapleton, came to fruition at the November meeting--the Club's First Video Pot-pourri Night! Organized by current Vice President, Sherm Conners, and Erwin Chaim, the night went off relatively smoothly for our first attempt, and, we were treated to some very fine video. The following Club members contributed to the evening's entertainment:

BOB KELLER (Fountain Valley, CA): August 31, 1994 Jim Trowbridge Freight Train special in conjunction with the 14th Nat'l Narrow Gauge Convention, featuring a double-header consisting of K-27, #463 and K-37, #497 and an 18-car train which included the newly refurbished UTLX tank cars.

BOB KELLER: Steam action of UP 8444 on its way to Los Angeles, CA in 1989, and,

additional action in California.

CHIP SHERMAN: 23-car AAPRCO Private cars special train, October 19, 1993 on the Tennessee Pass route of the Denver & Rio Grande Western (Ooops...Southern Pacific).

MIKE JOHNSON: 17-engine train on Tennessee Pass, September 18, 1993 (With, I believe all but two engines lettered "Rio Grande").

SHERM CONNERS: Golden Spike Train at Harriman, May 7, 1994, and, at Green River, May 8, 1994.

IRA SCHREIBER: Trains in Poland, including a special steam excursion.

FRANK STAPLETON: "Bridge Territory" on the Ferrocarriles de Guatemala with all Baldwin steam, three-foot narrow gauge.

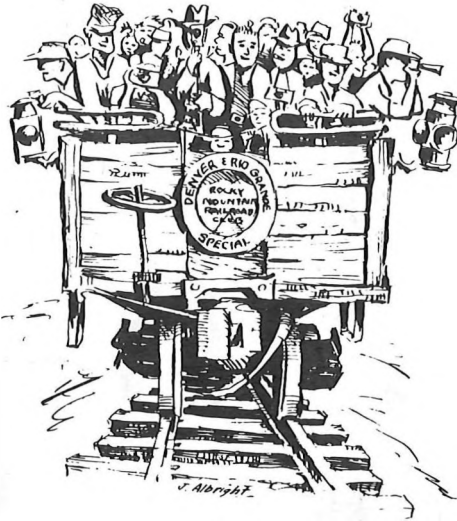
Our thanks to Sherm and Erwin for their work in putting this together, but, our very special "Thanks" to all those who participated in this program. We're sure that others in the audience, and, those around the country (and the world) will want to join in at our next Video Pot-pourri Night!!

## **ELECTIONS**

Our nomination committee did not have any information for this issue of the Rail Report.

The nomination committee, made up of the hold-over board members, is composed of the following three men: Keith Goodrich, Bill Gould and John "Chip" Sherman. It is their duty to search for candidates for the positions to be filled and to select a slate of nominations to be presented to Club members for the December elections.

The nominating committee is always happy to receive input by fellow Club members. Should you have any suggestions regarding candidates for officers or board members, please contact any of the committee members at Club meetings, via the Club's telephone, or, write to: Nominating Committee, c/o Rocky Mountain Railroad Club, P. O. Box 2391, Denver, CO 80201.



December 12 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!

### NEW MEMBERS

None to report.

### PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the November 8, 1994 meeting were as follows:

Jim August / The Georgia Railroad, RLHS  
Bulletin No. 134

Ruth Koons / The Lore of the Train

Lee Whiteley / Union Pacific--100 Years

Darrell Taylor / Set of Postcards

Jim Jones / Miscellaneous Timetables

Vance Hester / Complete set of TRAINS  
magazines--1987

Jack Morison / The Railroad That Lighted  
Southern California

Erwin Chaim / Interurbans Without Wires

Spencer Jonland / Steam in the Alleghenies:  
Western Maryland

Ardie Schoeninger / Chesapeake & Ohio  
Diesel Review

Chris Larscheid / Growing Up With Trains II

Dave Henry / Caboose Data Book, Nos. 1 & 2

Tom Keeton / 1995 New Zealand RR Calendar

Chip Irwin / 1995 Oklahoma RR Map

Sherm Conners / 1995 Oklahoma RR Map

Erwin Chaim / 1995 Oklahoma RR Map

Ray Wetmore / 1995 Oklahoma RR Map

Erma Morison / 1991 Oklahoma RR Map

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.

### 1994 SCHEDULE OF EVENTS

December 13 ELECTIONS and  
Regular Monthly Meeting

### 1995 TENTATIVE SCHEDULE OF EVENTS

January 10 Regular Monthly Meeting

February 5 Rio Grande Ski Train

February 14 Regular Monthly Meeting

March 14 Regular Monthly Meeting

April 11 Regular Monthly Meeting

May 9 Regular Monthly Meeting

May 13 Coors RR Tour/Colorado RR  
Museum

June\* Annual Workday/Colorado RR  
Museum

June 13 Regular Monthly Meeting

June 17 Uhrich Locomotive Works &  
Uhrich Railway, Strasburg, CO

July 11 Regular Monthly Meeting

July 15-16 Smithsonian Private Car Trip

August 8 Regular Monthly Meeting

August 12 Como/Fairplay Area--DSP&P  
Field Trip

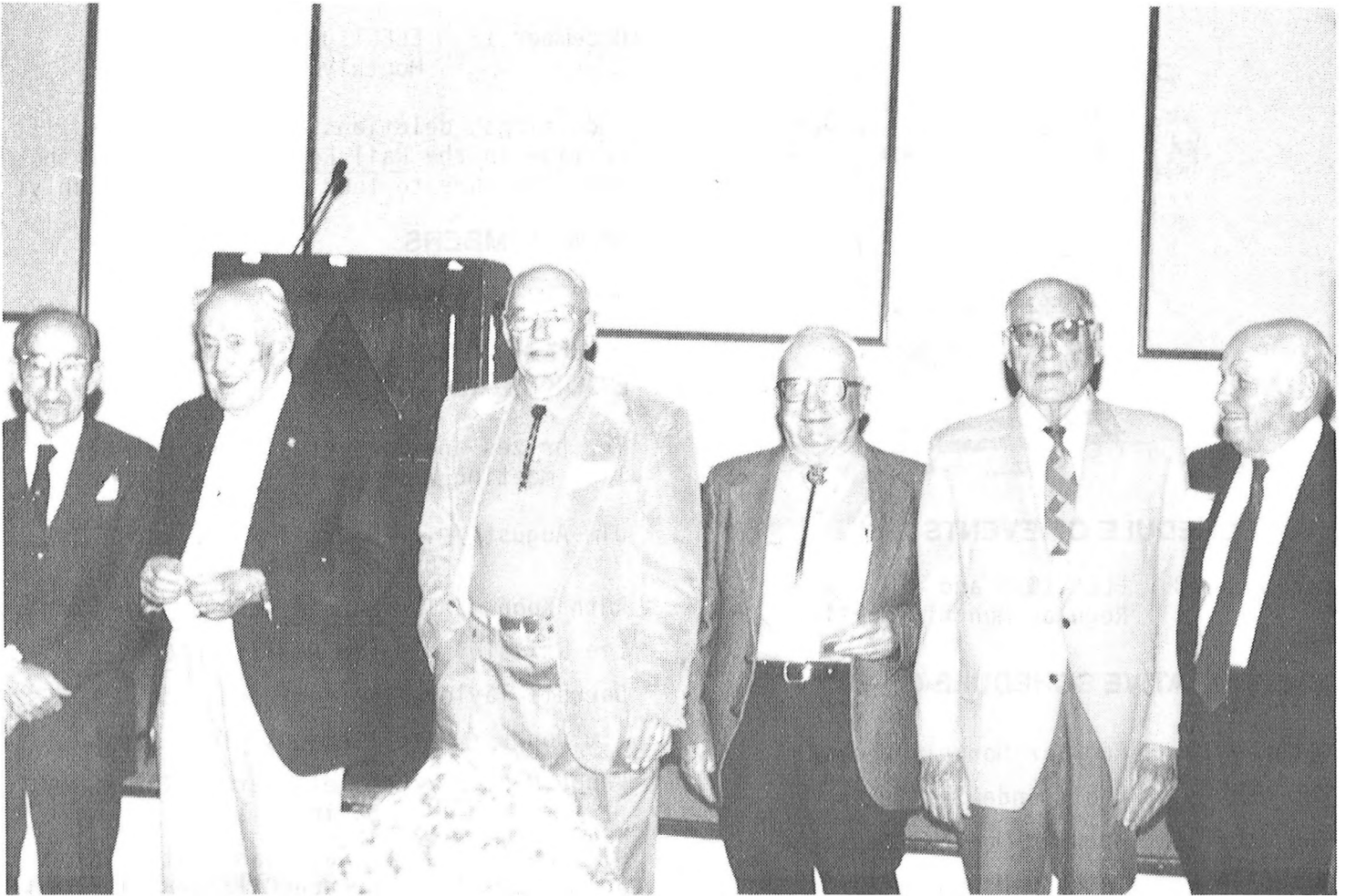
September 12 Regular Monthly Meeting

September 29-  
October 8 Arizona/New Mexico Sojourn

October 14\* ANNUAL BANQUET

November 14 Regular Monthly Meeting

December 1-3 D&SNG RR Winter Trip



By special action of the Club's Board of Directors, the current members holding Club membership numbers 1-10 were given lifetime memberships with special membership cards in a ceremony held at the Club's Annual Banquet on October 15, 1994. Seven out of ten were able to be in attendance. Here we see recipients (from left to right) Irv August, Warren "Rusty" Bailey, Jack Thode, Dick Kindig, John Maxwell, and Ed Haley. (Sherm Connors Photograph)

## 1994 ANNUAL BANQUET REPORT— OCTOBER PROGRAM

by Roger Callender

Approximately 100 Club members attended the Annual Banquet held in the Grand Ballroom of the Denver Athletic Club on Saturday, October 15th. The highlight of the evening was the recognition of 10 very special members of the Club who were given honorary Lifetime memberships. We were delighted to have 7 of the 10 recipients present at the Banquet to receive their Life Member Card in person--Walker Edwards, Dick Kindig, Jack Thode, John Maxwell, Ed Haley, Warren Bailey, and Irv August. Richard Anderson was out of town and unable to attend, and, Ernest Peyton and J. Tarbell both live out of town. Our thanks

go out to these members for their dedication and commitment to the Club for so many years.

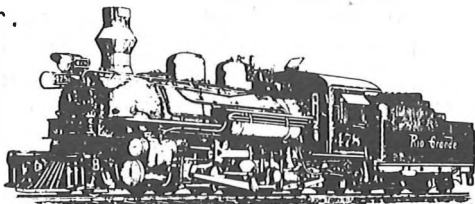
Once again, it was an evening of renewing old acquaintances and meeting new friends. In addition to the special presentation of the Club's Life Members, some very nice door prizes were presented to a lucky few (Roger fell behind on recording prizes with recipients, but congrats to those of you who won!) and a most entertaining presentation by Denver Post columnist Dick Kreck who entertained us with stories accompanied by slides of the history and color of the Denver Post Cheyenne Frontier Days Special Train from its inception to present. After a long absence, and thanks to the Denver Post and Dick Kreck, the tradition of the Cheyenne Frontier Days



Member #1, Walker Edwards was unable to join the others on the stage, but was in the crowd that attended the Annual Banquet. Here we see Walker receiving his Lifetime Membership Card. (Sherm Conners Photograph)

Train is once again a reality.

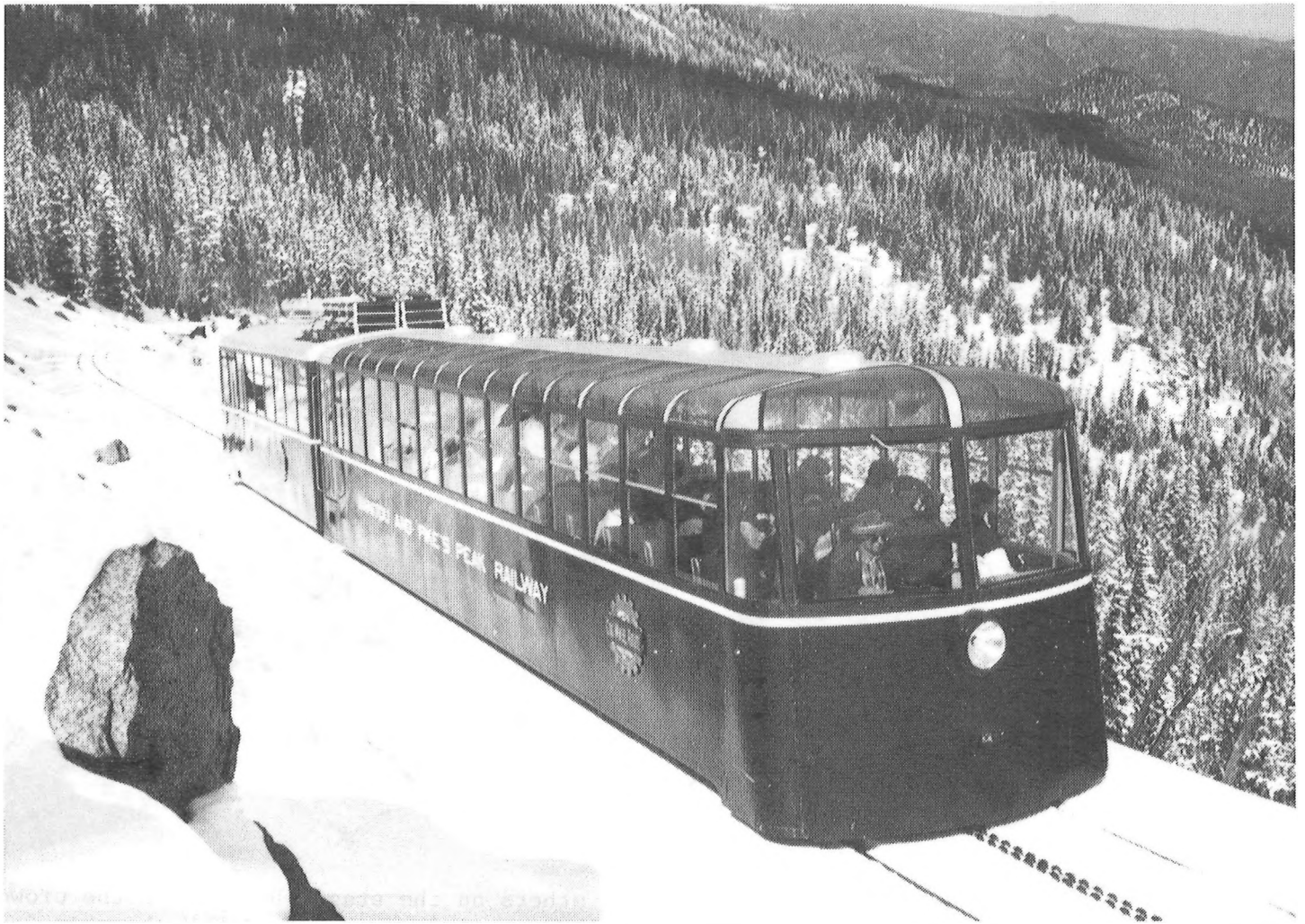
Special thanks to our Club Vice President, Sherm Conners, for handling the details of the banquet; to Hugh Alexander for his usual efficiency in handling the tickets; to Linda Johnson for the contribution of a beautiful cross-stitch sampler (of a train, of course) as one of our door prizes; and to Genny Conners and Barbara Sausa for being our greeters. Since the tradition of the Annual Banquet is an important event to our Club, any comments from Club members, whether you attended this year or not, should be shared with the Club's Officers and Directors in looking ahead to next year.



## DUES RENEWAL AND ANNUAL BOOK/EQUIPMENT RAFFLE

This month's Rail Report was mailed in the annual Dues Wrapper. Please be sure to send in your 1995 dues payment as soon as possible to make life easier on our treasurer, Larry Lombard, and, allow our membership chairperson, Linda Johnson, the opportunity to send out 1995 membership cards as soon as possible!

In addition to the dues renewal notice, you received the annual Equipment/Book Raffle information. Each year, the Club provides some outstanding railroad books, one of which is usually out-of-print and of value as a "collector's" item. The monies obtained from this raffle are put directly into the Equipment Fund for use in preservation and restoration of the Club's outstanding collection of railroad equipment.



Saturday, October 8, 1994, Engine #9 is photographed pushing Coach #12 up through some of the most beautiful scenery in the United States, if not the world! It was the view from the top of Pike's Peak in 1893 that inspired Katherine Bates to write the words to "America the Beautiful."  
(Bud Lehrer Photograph)

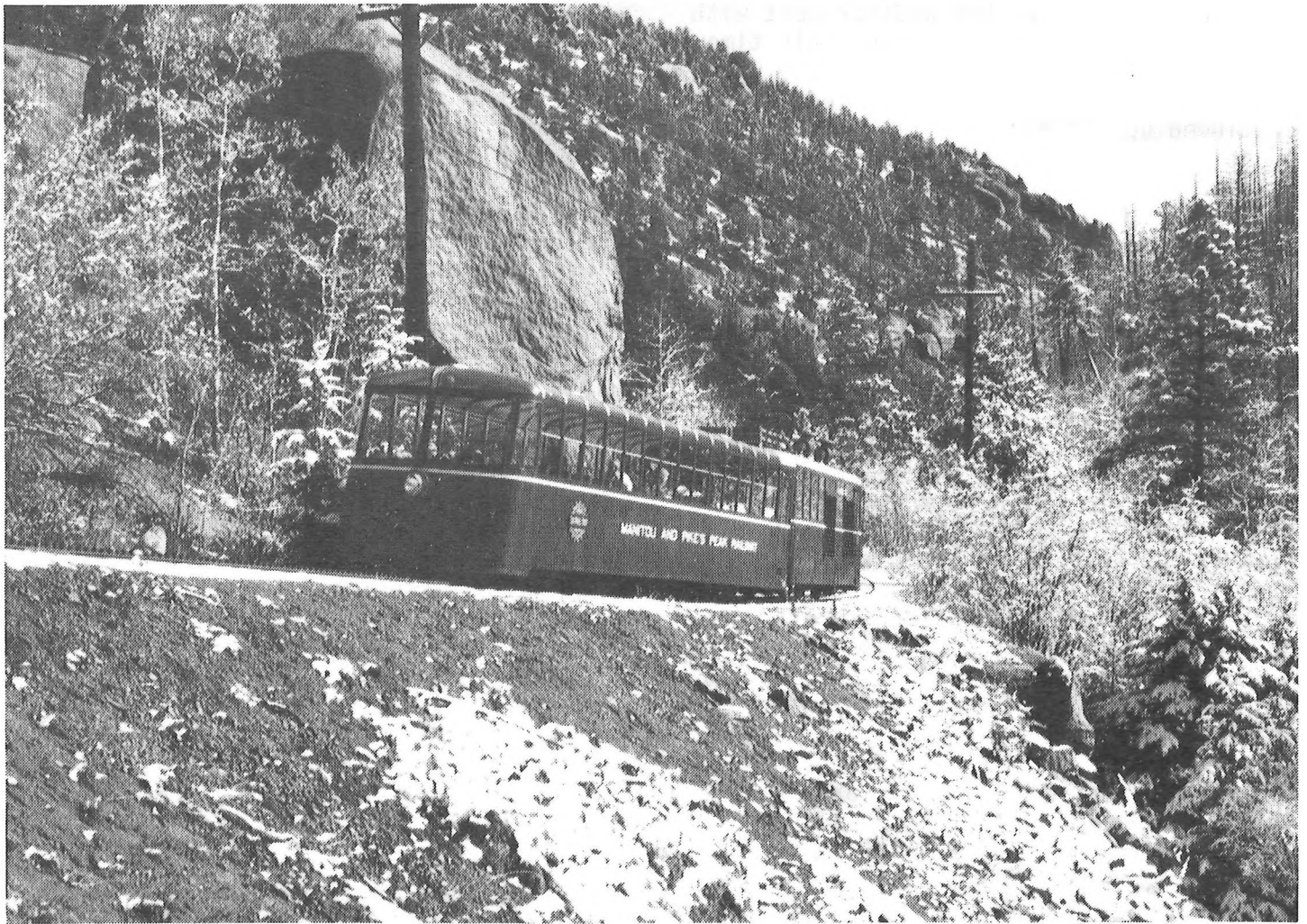
## **REPORT ON THE OCTOBER 8, 1994 PIKE'S PEAK EXCURSION ON THE MANITOU & PIKE'S PEAK COG RAILWAY**

by Bud Lehrer

Every so often, in our lives, we have an experience or a day that is absolutely spectacular, and, one of a kind. This describes the Club's recent trip on Pike's Peak, riding the Manitou & Pike's Peak Railway, Saturday, October 8th. On the preceding day, a mountain, winter-type storm moved into the region. Colorado Springs was bleak, with cold temperatures and very uncomfortable winds. Pike's Peak was nowhere to be seen, completely enveloped in dark, stormy clouds.

The next morning, the sun was shining through and the clouds were breaking into beautiful patterns in the canyon and above the high terrain. This was to be a very special day for the Club and the Cog railway as we were taking an all-day excursion on the line in the vintage streamliner equipment built by G.E. in the late 1930's through the early 1950's. This was the Cog railway's first generation of diesel-electric trains that were to replace the steam locomotives on the Cog Route to the summit of the 14,110-foot mountain.

It was an excited group of people that boarded this beautifully restored and maintained equipment with Engine #9 pushing the single Coach #12 out of the station in Manitou Springs at 10:00 a.m. As we traversed through Engelman Canyon, many of us



The Saturday, October 8, 1994, Manitou & Pike's Peak Railway excursion was reported to be one of the Club's finest outings. Here we see the G.E. diesel-electric train proceeding up one of the 25% grades. (Bud Lehrer Photograph)

had probably not considered what an exceptional view we would have of the spectacular scenery through the train's glass roof. As it turned out, one did not have to strain from either side of the car to see the great rock formations such as Diamond and Elephant rocks, in this steep-sided canyon.

We encountered snow very shortly, and, with higher elevation, the depth of the snow increased. Our first photo runby was on Son-of-a-Gun Hill (25% grade), with everyone standing on one high rock by the creek.

Our next stop was at the site of the Halfway House--Abbott's Cabin--and the hydro-electric plant. At one time, Halfway House was a 20-room hotel for travelers. Today,

there is little evidence of this except for a sign indicating the way to the men's outhouse. The sign, which was nailed to a very small tree, is now 15 feet off the ground and is now a part of a very large tree! We toured the old hydro-electric plant which is still very much in operation with its antique Pelton Wheel turbine and generating equipment. While exploring all of this history, we were treated to a rather quick view of today's world as we watched a B-2 Stealth Bomber glide silently over our heads as it was headed toward pre-game festivities at the Air Force Academy. While at Halfway House, we had a photo runby with our train, a meet with the Swiss articulated train, and a real treat when the work train, powered by one of the old G.E. streamline locomotives, came into our siding on its way from off Pike's Peak, after performing snow removal.

At Mountain View, we had another meet with a downgrade train. It was about this time that everyone made quick work of the gourmet lunches that they had prepared. As we continued up the mountain, the clouds and sunshine became more spectacular. We detrained into the snow on the 25% grade, Big Hill, for one of the best runbys of the day. At Windy Point, well above timberline, we had another meet and runby with our train. Our last runby was at the Saddle, just before reaching the top of Pike's Peak. The last regular train came into view at the summit, giving everyone a great photo shot from the viewing platform which now has two unique plaques commemorating the centennial celebration of "America the Beautiful," conceived by Katherine Lee Bates in 1893 from the summit of Pike's Peak.

After a 45-minute stop at the summit, devouring the famous Pike's Peak donuts, we headed on down the mountain toward Manitou Springs. This exciting day of high altitude Cog railroading was marred by a sudden and serious attack of high altitude sickness to one of our passengers and loyal Club member, Sister Mary Borgia. We were very fortunate to have aboard, Club member Dan and Linda Bradbury, who are both professional medical people, along with one of our trainmen, Barry McDaniels, who also had an emergency medical background. They responded immediately to the crisis and decided that emergency helicopter evacuation was in order. By this time, we were half-way down the mountain and ready for the helicopter landing at Deer Park.

Mike Johnson, one of our Board of Directors, is an experienced person in landing procedures for helicopter medical evacuations. Needless to say, Mike jumped right into leading and assisting the helicopter's landing in the limited landing area at Deer Park.

It was a sobering experience for all of us, but, we were all relieved as we watched the chopper take off with Sister Borgia, knowing that she was in safe hands and heading for a top-notch facility, Penrose Hospital, in Colorado Springs.

This absolutely, one-of-a-kind trip, will be long-remembered as one of our best. The

day ended on two happy notes--a number of us met at Guiseppe's Depot Restaurant afterwards where we relaxed to a good meal as we watched several trains pass by our table windows, and, during dinner, we received a phone call from Mat Anderson (who went to Penrose Hospital to check on Sister Borgia's condition) telling us that she had recovered rapidly and that she was ready to be released. Mat, who is a true friend, bundled Sister Borgia up and drove her back to her home in Denver.

This outstanding trip came about through the planning and cooperation of the fine people at the Manitou & Pike's Peak Railway Company. Doug Doane, the new General Manager of the Railway, was instrumental in getting this trip put together. Mike Doty, our conductor and guide (who is also the Railway's historian) planned the itinerary and narrated the entire trip. Also, a great deal of thanks goes to Barry McDaniel, the brakeman, for the part he played in the emergency situation. It's a real pleasure for an organization like ours to deal with a railway company who truly goes out of its way to put on a trip of this kind. Our many "Thanks" to all concerned.

## GEORGETOWN & THE LOOP

If you haven't already purchased the Club's 50th Anniversary Publication, Georgetown and the Loop, now would be the time to do so. The new revised edition (1993) is available. This hard cover, 250-page history contains 240 rare photographs of both the 19th Century Loop and the "New Loop," the Seabees' operation "Silverspike."

Send \$39.95 per copy plus \$2.75 for shipping and handling to: Rocky Mountain Railroad Club, P. O. Box 2391, Denver, Colorado 80201.

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NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

Zip \_\_\_\_\_





This handsome little 4-4-0 American, named the "Eureka" was performing the leading role in a PBS documentary on Western railroads during the last part of October, 1994. Here we see the Eureka with D&SNG caboose #0500 in tow at Rockwood, Colorado, on the Durango & Silverton Narrow Gauge Railroad. (Ed Gerlits Photograph)

## **A VISITOR ON THE D&SNG'S TRACKS— THE "EUREKA" COMES TO CALL!**

by Ed Gerlits

The Durango & Silverton Narrow Gauge Railroad was host to Insignia Films of New York City, filming a PBS documentary on Western railroads and engines, the last week of October.

The star of this film was the tiny, 1875 Baldwin, narrow gauge (4-4-0), "Eureka," owned by Dan Markoff of Las Vegas, Nevada. The Eureka is a wood-burning steam locomotive; one of the classic American Standard design--a 4-4-0 wheel arrangement. This locomotive has been fully restored and in operating condition as per 1875 Baldwin specifications, complete with high-

ly ornate brass domes, casings, bands, a naturally finished walnut cab, and gold leaf striping.

Built in 1875 for the Eureka and Palisade Railroad, the Eureka operated for 20 years on this Nevada railroad before it was sold to the Sierra Nevada Wood and Lumber Co., located north of Truckee, California. In 1939, headed for the scrap yard, Gerald Best interested Warner Brothers Studios in the little Eureka, and, she was off to a new career in Hollywood. The last motion picture in which she appeared was also John Wayne's last picture--"The Shootist." In the late 1970's, Warner Brothers sold the Eureka to a theme park outside Las Vegas, Nevada. There, the engine and tender remained, slowly deteriorating in the elements until one day, in 1985, a fire broke out in a building next to the en-

gine , collaspsing on the Eureka and burn-  
it as well.

One year later, in May of 1986, the Eureka was still buried under burnt, wood timbers with its walnut cab charred and in very dilapidated shape. At this time, it was noticed by the current owner who eventually realized that this engine was a classic representative of 19th century steam locomotives. After being purchased, it was moved to the new owner's home where it was completely overhauled, restored, and returned to running condition.

The Eureka performed admirably on the D&SNG, pulling cabooses #0500 for two days and the "Nomad" for two days, traveling the entire line to Silverton and back to Durango--even returning one evening with the kerosene headlight illuminating the roadbed.

It is hoped that the Eureka will return next summer and be used on special excursions. The PBS special will air in August, 1995.

## **TENTATIVE RMRRRC TRIP SCHEDULE FOR 1995**

by Bud Lehrer, Trip Chairman

After many meetings, the RMRRRC Trip Committee has completed the Club's planned schedule of trips for 1995. At this early date, the schedule is tentative until such time when all the details have been worked out and the events become a "GO!" We are publishing this tentative schedule at this time to give members and friends an opportunity to plan well in advance for each event that they may wish to participate in. In the past, we have had such success with some events and more response than we could accommodate that we feel we can offer them again this year. Thus, you will recognize some repeats for 1995. The Trip Committee has tried to offer a well-rounded variety of trips and events to satisfy different interests and pocket-books.

The following schedule will give members tentative dates and a short explanation of each planned event:

\*February 5, 1995. Rio Grande Ski Train Trip. Good fellowship and a fun day riding

together on the regularly scheduled Ski Train in our own reserved car.

\*May 13, 1995. Coors Railroad Tour and the Colorado Railroad Museum.

\*June 17, 1995. Uhrich Locomotive Works and Uhrich Railway, Strasburg, CO. This was one of the most popular 1-day trips we have ever scheduled. Those who were there several years ago will want to repeat, and, those who missed this event will not want to miss it this time!

\*July 15-16, 1995. Smithsonian Private Car Trip. A repeat opportunity from 1994. We will take the California Zephyr to Grand Junction, stay overnight in Grand Junction and return aboard one of the great AnSCO Private cars to Denver. This is a special opportunity at a reasonable price.

\*August 12, 1995. Como/Fairplay Area--Denver, South Park & Pacific Field Trip.

\*September 29-October 8, 1995. Arizona/New Mexico Sojourn. This is the Club's big trip for the year. Amtrak's Southwest Chief, Raton Pass, Indian Reservation Country, the Grand Canyon Railway, Sedona, Oak Creek Canyon, Arizona-Central Railroad, The Verde Valley Railroad, Santa Fe, NM, Santa Fe Southern Railroad make up some of the things we will be seeing and doing. The trip is planned to offer ample free time at the Grand Canyon and Santa Fe for individuals to pick and choose activities to satisfy their particular tastes and interests. This will be the Club's fourth trip to this part of the country. Don't miss it!

\*December 1-3, 1995. Durango & Silverton Narrow Gauge Railroad Winter RMRRRC Excursion Train. The Club ran its first winter excursion on this narrow gauge line back in the 1980's. This will be a special train with photo runbys. The trip will be a spectacular opportunity to traverse the San Juan Mountains in the winter.

Full details will be published in the Rail Report throughout the year, and, in many cases, special flyers will be sent out or will be available for the more complex excursions. Be sure to look for details each month in the newsletter!



## FROM THE PRESIDENT



The November Rail Report included an article by Darrell Arndt which updated us on Interurban Car No. 25. In this article, Darrell thanked the people and organizations who have assisted on this project over the past year. The numbers of volunteers and the hours involved are impressive. However, this is but one of the myriad of projects and events that the Club undertakes each year. Obviously, there are many, many people who need to be thanked for their efforts on behalf of the Club during the past year. It is impossible to name everyone (at least not without forgetting someone), but you know who you are, and, please suffice it to say, "Thanks to one and all!"

The success of the past year(s) is always a result of the participation and involvement of many Club members. And, of course, we need to think about 1995. Circumstances beyond my control, i.e., the time and emotional strain involved in dealing with a family member with Alzheimers disease, precludes me from serving as President in 1995. As you know, our upcoming December meeting is the Annual Meeting at which time new officers and directors are elected. The Nominating Committee--which is composed of Bill Gould, John Sherman and Keith Goodrich--has the responsibility of searching for new officers and directors. The viability of the Club will depend, as it always has, on the strength of the people who undertake these responsibilities. It is not too late to give some serious consideration as to the folks you would like to see running the Club next year, or, to consider one of these positions for yourself, particularly if you have not done so in the past and would like to give something back to the Club. If by the time you receive this newsletter, the Nominating Committee has a slate of officers in place, there are always other slots to help out the Club, and, of course, there are the years down the road.

Thanks, again, to all for your support of the Club.

Roger Callender

## 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: 1959 Limited Edition of The Pictorial Supplement to Denver, South Park & Pacific. Signed by authors. Excellent condition. No dust jacket. \$130.00, firm! Fred Hall, (303) 426-1585.

FOR SALE: Rail books, magazines and memorabilia, including Colorado and narrow gauge. Send SASE for list. Stan Blevins, P. O. Box 93777, Lubbock, TX 79493-3777.

FOR SALE: Volumes I, II and III of Rio Grande Southern (Sundance Publications). Retail for \$65 each--selling all three for \$120.00 plus shipping postage & insurance. All are new and unused (make up an extra set). John Dillavou, 1270 So. Grape Street, Denver, CO 80222-3231. (303) 756-7965, evenings, 5:00 to 9:00 pm, MST.

FOR SALE: Used books, good condition. Rails Around Gold Hill, Cafky, \$295.00; RR's of Nevada, Vols. I & II, Myrick, \$85.00 each; The Colorado Road, Wagner, \$95.00; RR's of Arizona, Vols. I, II & III, Myrick, \$75.00 each. In addition to the above titles, I have 50 other good railroad books for sale. Send SASE for list. Ed Gerlits, 1540 Routt Street, Lakewood, CO 80215.

## THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

ROCKS DERAILED BURLINGTON NORTHERN TRAIN IN WIND RIVER CANYON. Westbound Burlington Northern (BN) train 193 was derailed Oct. 28, 1994, by a rock slide near Thermopolis, WY. The crew was not injured. The rock slide derailed five cars of the 44 loads and 19 empty cars. The derailed cars included truck containers, some of which ended up in the Wind River. The derailment occurred about 9:45 p.m. in the winding, steep-sided canyon. (Rky. Mtn. News, 10/30/94, Tina Osborne.)

UNDER SIEGE II: DARK TERRITORY MOVIE FILMING COMES TO DENVER UNION STATION. Steven

Seagal's action packed movie, Under Siege II: Dark Territory, filming came to Denver, CO, October 31 till November 4, 1994. The film is directed by Geoff Murphy, and is to be released in the summer of 1995. Filming has been underway west of the Colorado Rockies Continental Divide on the Southern Pacific for the past five weeks, mid-Sept. till late October, 1994. The train was kept at Bond, CO, and did scenes on Tennessee Pass, at Kremmling, and along the Colorado River at Radium, CO.

The train, carrying the name Grand Continental, came east through Moffat Tunnel during the night of October 24, 1994. The film production crew set up at Cliffe (Pinecliffe, CO) for three days to shoot near SP's milepost 35 in South Boulder Canyon.

Steven Seagal helicoptered into Cliffe on Oct. 28 for filming. He was hyrailed into the filming location before Amtrak's California Zephyr went west. Then the movie train with GP-7 1804 and 1810 arrived with their 9-car consist for the day's shooting.

The train and crew moved to Denver the following week, Oct. 31 through Nov. 5th, basing their equipment, cameras, trucks and camping trailers at Denver Union Station. Some of the scenes filmed that week included using a freight train being raced by a black pickup to the 16th Street grade crossing. They used Helm GP40 4404 on the 10-car freight and the movie train at 16th Street crossing on Denver's rail corridor, just west of Denver Union Station.

The Union Station arrival scene has Seagal driving up, he gets out, throws the keys to the passenger, who walks to the driver side. Two Denver mounted horse patrolmen, a foot patrolman, and a patrol car then converge on the scene!

Nov. 2nd and 3rd, the film crew put in long days filming at Union Station. Signs for Grand Continental announced, "Begin Your Vacation Before You Arrive, Travel By Rail." New pictures showing Colorado ski scenes were brought in, the old information booth next to Amtrak's ticket booth was made into Grand Continental's ticket window. Large wooden-steel roof support columns were brought in and placed in the waiting room. Some 200 extras were hired for the Denver

scenes. The numerous rehearsals had the waiting room busy into the night.

In the old station restaurant area, a Grand Continental bedroom was constructed for filming. This will be part of Grand Continentals train #7, which will arrive, on time, at 9:00 a.m. You'll have to see the film for final results.

As of Nov. 8th, the movie train was still at Denver Union Station, parked on Track 5. Plans were still being made to either film on the Montana Rail Link, 40 miles west of Missoula, MT, or at a northern California location. They wanted a high bridge scene. (Jon Bockelman, Littleton Tower Op.)



COORS AND BN OPERATE SIX-CAR PASSENGER SPECIAL TO NEBRASKA HUSKER'S FOOTBALL GAME. Coors officials and Burlington Northern teamed up to operate a passenger special from Denver to Lincoln, NE, on Oct. 28, 1994. BN-1 and BN-2, F-9A and F-9B (rebuilt to F9A-2, 2,000 horsepower) were the power. Aboard to cheer on the Colorado U. Buffalos was Governor Roy Romer. Unfortunately, the Huskers beat the Buffs. (Joe Snider)

SOUTHERN PACIFIC MOVES NEW LOCOMOTIVES INTO COLORADO. SP has moved their SD70M's, 9800-9824 number series, into Colorado. The Colorado Springs, CO, Nixon Power Plant CSDPU coal train, train symbol NNEYC, was noted on the Joint Line, Oct. 29 (southbound) and Oct. 30 (northbound) with three SD70M's, 9807, 9823 and 9809. The Sd70M's had been used primarily in the California-to-the-Pacific-Northwest I-5 corridor. (Mark Bau)

