

Rocky Mountain RAIL REPORT

THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

February 14, 1995 -- 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
Mike Johnson..... President
Roger Callender..... Vice President
Bill Gordon..... Secretary
Ardie Schoeninger..... 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 March, 1995 Rail Report is due no later than February 14, 1995!!

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

February, 1995..... No. 425
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 \$1.25 for each month remaining in the calendar year. Dues for the next year are solicited in December of the current year.

FEBRUARY 14 PROGRAM

The Club will be treated to a slide program by Margaret Speas Coel, entitled "Goin' Railroading."

Margaret is the daughter of a Colorado & Southern railroader, Sam Speas, who is the inspiration for this material. Margaret has been the recipient of the Colorado Authors League's 1985 "Best Non-Fiction" award for her book "Goin' Railroading" along with many other honors for her books about Colorado and the American West.

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.

JANUARY PROGRAM

Members were treated to a fine slide presentation by Tom Klinger, covering the UP from trackside over the past 25 years. The material covered motive power, equipment and other pertinent subjects in Wyoming, Nebraska and Colorado, with some other points thrown in. Our "Thanks" to Tom for his efforts and fine photography.

In addition to Tom Klinger's wonderful program, Jim Trowbridge presented a short slide presentation on his Colorado & Western Railway as a preview to the January 14th outing.

NEW MEMBERS

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

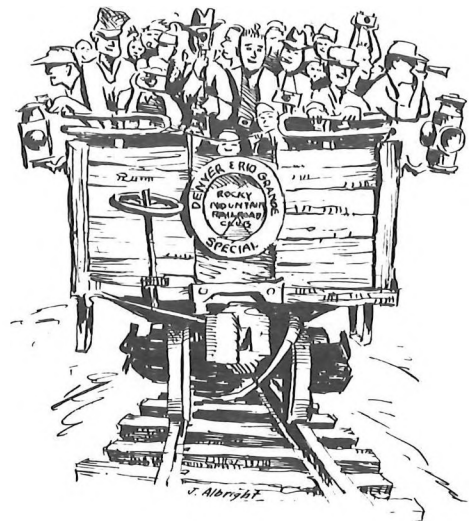
Jude J. Buemi	Aurora, CO
Alex Paome	Stoneham, MA
Ernie Peters	Denver, CO
Thomas Robinson	Denver, CO

ASSOCIATE MEMBER:

Vada Adams	Centralia, IL
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The Rocky Mountain Railroad Club regretfully announces the passing away of the following member:

Dr. Winthrop Ballard Crouch,
December 29, 1994 (43-year member)
Colorado Springs, CO



1995 SCHEDULE OF EVENTS

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 3 & 4	Annual Workday/Colorado RR Museum & Museum Steamup
June 13	Regular Monthly Meeting
June 17	Uhrich Locomotive Works & Uhrich Railway, Strasburg, Colorado
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
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!



COLORADO & WESTERN RAILWAY TOUR A ROUSING SUCCESS!

The weather remained beautiful and allowed some 140 members, friends, spouses and children to visit your editor's HOn3 railroad, Saturday, January 14th.

Our furthest member (Jeff Deitz) arrived from Anchorage, Alaska! [It would be nice to think that someone would travel all that way to see your editor's model railroad; however, it just happened that Jeff was in town for a seminar]. Nevertheless, members came from all over town to enjoy some social intercourse and train watching. It was even nice to see that parents not only brought their children, but, actually read the Rail Report close enough to have their kids looking for the notorious Timber Croc!

At times, we were elbow-to-elbow, with 40 or 50 folks visiting all-at-once! But, no one seemed to mind and many stayed for an hour or more to see how our "visiting engineers" would handle the numerous freights and passenger runs. However, only three of us witnessed a Rio Grande Southern Goose ply the rails after the last guest had left the Colorado & Western's property. Frank Stapleton, one of two visiting engineers, trucked his RGS goose and D&RGW "Silver Vista" to the C&W. The Silver Vista was a real hit [although somewhat modern for the turn-of-the-century layout]. Many members were able to reminisce about their actual experience(s) riding on this unusual piece of D&RGW narrow gauge passenger equipment.

Your editor was quite gratified to have some many show up for the Open House and wishes to express his "Thanks" to all who came by; but especially to "Engineers" Frank Stapleton and Ken Wilson, and, to Claude "Lucky" Dolan and his lovely wife Doris for acting as host and hostess as visitors arrived and signed in to get

their "official" Colorado & Western Pass [Good for unlimited rides over the line until December 31, 1905!].

It was especially nice to see families attend this event. Perhaps the Club can do a bit more to provide such events to encourage younger members to participate and include their spouses and children. The upcoming Uhrich Locomotive Works and Uhrich Railway outing in Strasburg would be an excellent event for families, along with the Como/Fairplay/DSP&P Field Trip. [Perhaps a "family" ticket at a reduced fare could be offered at these events. I know that your editor would be willing to pay a couple extra bucks to cover the loss on spouses and children. What about you other members!?!]

ANNUAL POTPOURRI NIGHT

The Annual Potpourri Night is coming to the April, 1995 regular Club meeting!!! It is time to think about selecting slides to share with fellow Club members.

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

Please bring your slides to the February or March meetings and give them to either Erwin or Roger Callender. Some out-of-state members have also submitted slides via the mail and this is just fine with us. Slide sets will be used on a first come, first used basis.

1995 SKI TRAIN EXCURSION

Tickets were going fast at the January meeting. We'll look forward to hearing about the event in next month's Rail Report.

ANNUAL DUES RENEWAL

Everyone received a dues notice along with the December newsletter. Your cooperation in returning your dues payment as soon as possible will be greatly appreciated. This will greatly aid both Linda Johnson, Membership Chairperson and Ardie Schoeninger, Treasurer. In addition, we will be able to get membership cards out early if a substantial number of dues get in early!!

You will note that we have requested your full 9-digit zip code. [You can easily obtain this number on any "junk mail" you may receive as it is required by the Postal Service to get their lowest mailing rates] You know that this zip code will be required in the future on all bulk mailings, regardless of postal class and we need to begin now to be prepared. Never-the-less, you will probably get your newsletter much quicker if the 9-digit code is on your mailing label. Your cooperation in this matter is greatly appreciated.

1995 DUES RENEWAL

NAME _____
Please Print or Type

ADDRESS _____
Zip _____
9-Digit

TELEPHONE () _____

NAME *(Spouse)* _____

NAME *(Child)* _____

NAME *(Child)* _____

1995 Primary Membership \$ 20.00

1995 Associate Membership*
@ \$10.00 each [] _____
Number

Total..... \$ _____

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

ANNUAL BOOK RAFFLE

Prizes to be awarded this year are as follows: 1st Prize--*Memorial Edition: Denver, South Park & Pacific* (RMRRRC), M. C. Poor; 2nd Prize--*Georgetown and the Loop* (RMRRRC), Griswold, Kindig & Trombly; 3rd Prize--*RR Rail Book Ends*, Thick slices of collector's rail from the Lackawanna Iron & Coal Company 40# rail, dated "Scranton--9/1888." This rail was last used on the High Country Railroad, Heritage Square, Golden, Colorado.

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

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

Send your coupons to: ROCKY MOUNTAIN RAILROAD CLUB, Annual Book Raffle, P. O. Box 2391, Denver, Colorado 80201.

ROCKY MOUNTAIN RAILROAD CLUB
1995 Book Drawing - April 11, 1995

NAME _____

ADDRESS _____

Zip _____
Please Print or Type. Winners need not be present.

ROCKY MOUNTAIN RAILROAD CLUB
1995 Book Drawing - April 11, 1995

NAME _____

ADDRESS _____

Please Print or Type. Winners need not be present.

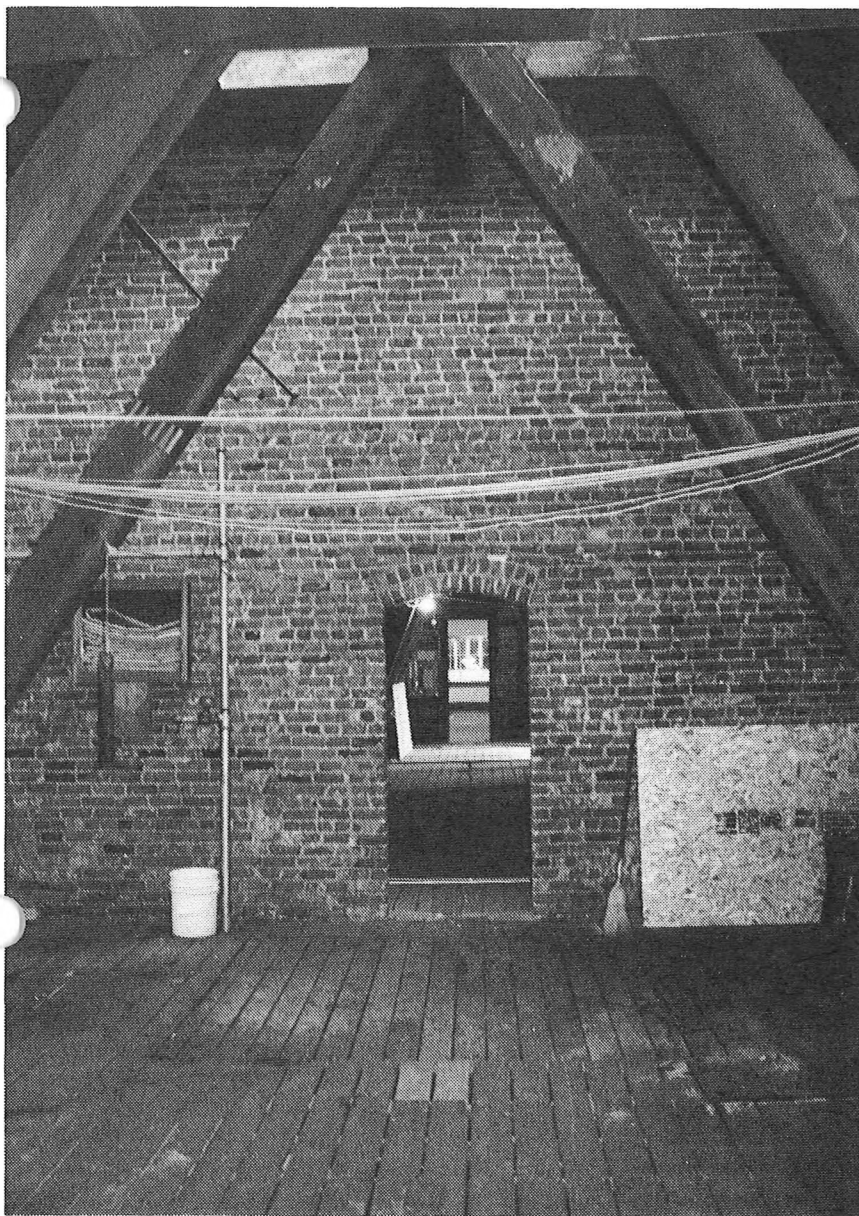
THE DENVER UNION STATION TOUR

by Bud Lehrer

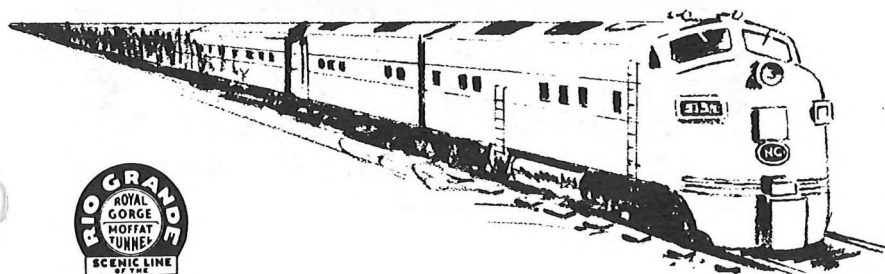
Rocky Mountain Railroad Club members were treated to a rare behind-the-scenes tour of Denver Union Station on November 5, 1994. Our host was Mac McSpadden, General Manager of the Denver Union Terminal Railway Company. Mac, a former Union Pacific Railroad man, has been in charge of the Denver Union Station for twelve years. Mac has been the guiding light for the recent renovations and reconstruction of this historic rail depot. During the Club's tour, it was evident, in listening to Mac tell us the story of the depot's history, that we were seeing his great interest and feelings for this structure and its related rail yards.

The original depot was opened in 1881. A devastating fire in 1894 resulted in a complete rebuilding and a "new" look! In 1914 and 1915, another construction project replaced the main section, and, the subway to the tracks was built. The new 1990's renovation brought the entire structure up to all of Denver's current building codes, and, the depot now has a direct connection for Denver's RTD (Regional Transportation District) buses and the metro freeway system. Amtrak passengers, upon arriving at Denver Union Station, are treated to the beautiful new platform sheds which are attractively lighted at night.

The Club's tour included climbing to the high reaches of the attic where members viewed the original timbers, skylights, ventilation windows, the top of the main passenger room's dome, and, even the



Now, here's an attic! The attic held many surprises for the Club's tour members, including the original roof timbers, skylights, ventilation windows, the top of the main passenger waiting room's dome, and, even the original Depot's wallpaper that had been preserved when the original ceiling was lowered for the offices below. (Bud Lehrer Photograph)



original wallpaper which survived when the ceiling for the offices below was lowered, thus exposing the wallpaper to today's attic.

Passengers no longer reach Track 1 through the back of the main waiting room, but now reach this and other tracks through the newly renovated subway. An RTD bus lane now comes in via a "fly-over" viaduct and swoops down between Track 1 and the Depot. Passengers riding buses arrive and depart from here. [It should be noted that the railfan no longer has easy access and freedom to the tracks for photographic purposes due to the bus lane configuration and new safety fences]

In addition to our wonderful tour of the Depot, we were also treated to a special viewing and operation sessions of the two model railroad clubs's layouts in the basement of the Depot: the incomparable "0" scale ($\frac{1}{4}$ -inch) layout of the Denver Society of Model Railroaders, and, the much younger layout of the Platte River "HO" (1/87) Club.

We wish to extend our sincere "Thanks" to Ron Keiser, of the Denver Society of Model Railroaders, and, to Mayner Hicks, of the Platte Valley HO Club, for their help in opening the model railroad layouts for the pleasure and entertainment of our group. Also, a very special "Thanks" to Mac McSpadden for giving his personal time to provide this excellent tour of Denver Union Station for the Rocky Mountain Railroad Club.



From the basement to the attic, members of the Rocky Mountain Railroad Club tour were treated to numerous interesting aspects of the Denver Union Station. Here we view one of the vaults in the basement. What treasures might have been placed here over the years?

(Bud Lehrer Photograph)



ROCKY MOUNTAIN RAILROAD CLUB
RIO GRANDE/SOUTHERN PACIFIC RAILROAD
PRIVATE RAILCAR EXCURSION

JULY 15-16, 1995



Everyone deserves to be pampered occasionally. Sometimes it's nice to see how the other half lives! Why not treat yourself to a weekend of fun, relaxation and superb food. The Rocky Mountain Railroad Club has arranged a private rail car trip utilizing several of Southern Pacific Railroad's executive business cars operated by AnSCO Investments. The cars will include the cafe-lounge UTAH and either the dome-sleeper CALIFORNIA or the open platform business car KANSAS.

The trip begins on Saturday, July 15, 1995 as we depart Denver on Amtrak's westbound California Zephyr. We will ride to Grand Junction, Colorado, using Superliner coach accommodations on the route TRAINS magazine says is "one of the top 10 train rides in North America". After an overnight stay at the Holiday Inn in Grand Junction, we'll board the private cars for a train ride you'll never forget. When you combine one of the top 10 rides and a trip aboard the most luxurious executive business cars, it can be an experience of a lifetime! The private car trip from Grand Jct. to Denver includes full beverage service, a snack and a full meal prepared by a hired chef.

The complete roundtrip includes an Amtrak coach seat from Denver to Grand Jct., transfers between the depot and hotel, one night's lodging and breakfast at the Holiday Inn, travel aboard the private cars, along with the above mentioned food and beverage service--all for just \$299/dbl occupancy, \$332 single occupancy. The deadline for reservations is June 30, 1995. Book your space ASAP for this truly 'Grande' weekend since space is limited to 21 passengers.

Cancellation policy: Full refund if canceled by May 15th. After May 15th full refund possible if replacement passenger can be found. Otherwise refund possible based on service providers' cancellation policies.

For reservations or more information please contact Debbie Daige at Designed Travel, 1750 30th Street, Suite 36, Boulder, CO 80301. Or call 1-800-786-7186 and ask for Debbie.

Attn: Debbie, Designed Travel, 1750 30th St., Suite 36, Boulder, CO 80301. Enclosed is full payment for each passenger in party.

NAME _____
ADDRESS _____
PHONE _____

_____ # passengers dbl/
occupancy @ \$299
_____ # passengers single
occupancy @ \$332

If single passenger-willing to share room? _____



Included in the Club's November 5, 1994, tour of Denver Union Station was a viewing of the two model railroads in the basement of the depot: the O-scale Denver Society of Model Railroaders, and, the Platte Valley HO Club. Here we see a small portion of the O-scale layout showing part of the mainline and passenger depot and tracks, with the narrow gauge line running closest to the camera.

(Bud Lehrer Photograph)

PRESERVATION FUND AND BOOK DRAWING

The Club did not receive its annual renewal Raffle License in time for the January meeting; thus, we could not hold the monthly book drawing. We will pick up with this popular event at the February meeting.

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.

NEWS FROM THE COLORADO RAILROAD MUSEUM

1994 seems to have been a good year for the Colorado Railroad Museum. Through November of 1994, revenue from all sources was up 16 percent and visitors were up 6 percent over the previous year.

The 1995 Operating Steam Train schedule has been announced with trains operating the following weekends: June 3-4; July 8-9; August 26-27; October 14-15; and December 2-3. The trains will run at approximately 20-minute intervals from 10 a.m. and 4 p.m. The train rides are included as part of museum admission on these dates.

NEWSLETTER CONTRIBUTIONS

We are always happy to receive information about railroading in the Rocky Mountain region and, very often, as space permits, use other regional data. We encourage our members to participate in the newsletter. Should you have something you wish to share with fellow members, please send it to the Rail Report, 502 South Cody St., Lakewood, Colorado 80226.

THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

NEW CHICAGO & NORTHWESTERN POWER FOR THE WESTERN RAILROAD PROPERTIES, INC. (WRPI) LINE. The C&NW's WRPI line, serving the Powder River Basin, received new General Electric-built model C44AC's, 8801-8835 series, starting December 19, 1994. The units are all rated at 4,400 hp, and have the Operation Lifesaver logo. They are normally found as the lead unit of any train they are assigned, being placed on and removed from trains at South Morrill, Nebraska.

As of January 10, 1995, unit 8834 was the highest numbered unit at South Morrill, NE, but units were not being delivered in sequential order. This model is being pressed into the ever growing Wyoming Powder River Basin coal line. You need to visit this region to appreciate the volume of coal moving over the C&NW, Union Pacific, and Burlington Northern lines.

C&NW has also received new aluminum coal cars which are now in service. The cars feature large CNW letters with green ends. (The Colorado Zephyr, Don Zimmerman)

MOVIE TRAIN CONCLUDES FILMING IN DECEMBER, 1994--MOVED TO LOS ANGELES, CA. The Grand Continental train used for filming Under Siege II: Dark Territory, starring Stephen Seagal, was filmed by helicopter around Crescent, CO, on December 15, 1994. AirCam video helicopter service, from Centennial Airport, did the aerial filming. An ex-U.S. Army Huey helicopter was also used during the filming.

With Colorado filming completed, the train has been broken up. The two GP-7's, 1804 and 1810, with the baggage car and three bi-level passenger cars were moved to California. They were put on a Santa Fe, Denver to Barstow, CA, forwarder (train symbol DVBAF) in January, 1995, bound for Los Angeles, CA. The other bi-level cars used by the film company have been returned to Rader Railcar in Aurora, CO, by the Union Pacific in late December, 1994. (Dr. Five Chime, C.W. and Bruce Black)

SOUTHERN PACIFIC'S NEW POWER ROLLS OVER THE JOINT LINE. SP's newest EMD-built power, an SD70 #9805, hustled the Kansas City Power & Light, 105-car loaded coal train, symbol 1EYKCC, south from Denver on January 7, 1995. Power leaving Denver included SD70 9805, SD40M #8586, SD40T-2 #8378, with two rear helpers: SD40T-2 #8391 and #8506. Engineer K. T. Dunn handled the 45 mph restricted train. The train left Denver via the Joint Line to Pueblo, CO, then east via the old Missouri Pacific line over which SP exercises track-age rights on the Union Pacific line.

The twenty SP SD70's are not common in Colorado. SP placed them on their I-5 corridor in California in 1994. (The SPy)

SOUTH ORIENT RECEIVES EX-C&NW GP-7'S FROM GREAT WESTERN RY OF LOVELAND, COLORADO. The Omnitrax-owned Great Western Railway shop forces have been busy out-shopping ex-Chicago & Northwestern GP-7's for the South Orient Railway. The South Orient operates the ex-Santa Fe line between Fort Worth and Presido, TX, via San Angelo. They ordered six GP-7's, #101-106, from the Great Western refurbishment program. The units wear a Missouri Pacific blue with white striping and lettering. South Orient is written out on the long hood in bold, white letters.

The units have been used by the Great Western Railway, Loveland to Windsor and Johnstown, train. That was the case on December 28, 1994, when South Orient #103, ex-CNW #4439, was used and tested. After a successful test, the unit was sent via Burlington Northern south to Fort Worth, TX, over the New Year's weekend. (Jon Bockelman)



South Orient Railway GP-7, #103, makes a test run on the Great Western Railway trackage on December 28, 1994. The locomotive had been rebuilt by the Great Western Railway's shop forces. The locomotive will find service on the new line's trackage over the ex-Santa Fe right-of-way between Fort Worth and Presido, Texas. The scene was recorded in Loveland, CO. (Chip Sherman Photograph)



AMTRAK CUTBACKS—ROUND 1

by Hugh K. Wilson

On December 13, 1994, the Amtrak Board of Directors announced numerous cutbacks in the Amtrak system that would take effect in early 1995. The cuts were made to close projected funding gap of \$193 million, and, in anticipation of receiving lower federal assistance from Congress in the

fiscal year.

On February 1, 1995, the following service reductions will take place (all trains listed currently operate daily):

1. Silver Star: Tri-weekly New York-Miami/Tampa
2. Silver Meteor: Quad-weekly New York-Miami
3. Empire Builder: Quad-weekly Minneapolis-Seattle/Portland
4. Desert Wind: Tri-weekly Chicago-Denver-Los Angeles
5. Crescent: Tri-weekly from Atlanta to New Orleans

On April 1, 1995, this is a partial list of

trains to be discontinued:

1. The Capitals: Roseville to San Jose
2. The Hiawathas: Chicago to Milwaukee
3. All St. Louis-Kansas City Trains
4. The Pere Marquette: Chicago to Grand

Rapids

5. The Montrealer: Washington D.C. to Montreal
6. There are numerous other trains in the Northeast scheduled to be discontinued.

This is the first round of cuts to be made. In March, 1995, the Amtrak Board will meet again to implement further cuts that will most likely include the reducing the frequency of all long distance trains to tri-weekly (possibly the California Zephyr) and eliminating other routes as well.

Rail advocates must act now to save Amtrak! While the United States spends billions of taxpayer dollars on highways airline transportation, Amtrak has struggled to maintain an average national rail system with inadequate funding since its inception (on average an airline passenger is subsidized by approximately \$42 per trip verses \$30 for Amtrak). I would ask that you please write the President, your two U.S. Senators and your Representatives and urge them to support sufficient funding for Amtrak so that it can maintain a national system.

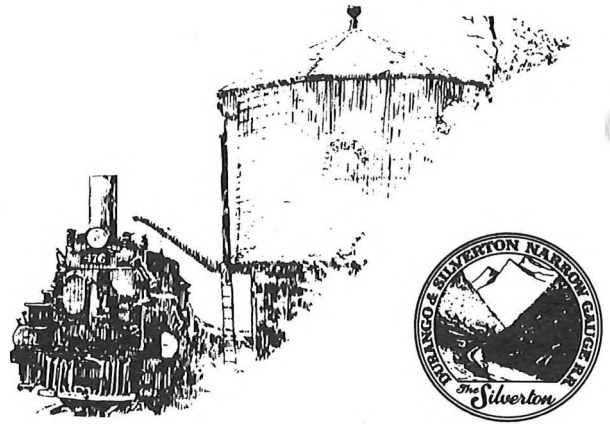
The following addresses are provided for your convenience:

The President
The White House
Washington, D.C. 20500

The Honorable _____
U.S. Senate
Washington, D.C. 20510

The Honorable _____
U.S. House of Representatives
Washington, D.C. 20515

[Any local library, or city or town hall can tell you the names of your Members in Congress]



NEWS FROM THE DURANGO & SILVERTON NARROW GAUGE RAILROAD

The following information was received from Ed Gerlits just after the January newsletter was printed. Our fellow Club member, Neal Reich, dispatcher for the D&S NG RR prepared the material:

IMAX theater production people used the D&SNG for an upcoming feature during the last of November and first of December, 1994. Neal was unable to get any photos of the train as the production crew left Durango in the dark and returned later each day, in the dark.

Neal was told that the company now has 22 IMAX theaters across the country. This particular production will be on "The American West," and will cover the beauty, history, wildlife, scenery and people of the West. The production company was from Southern California, naturally, and the equipment leasing company was from Moab, Utah.

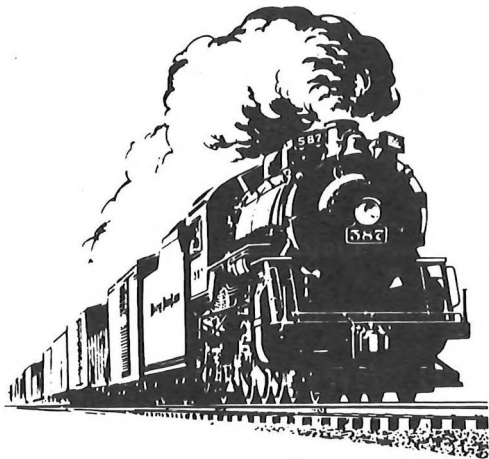
The company arrived on Wednesday, the 30th of November, and loaded their equipment that day. They mounted a camera boom on a flat car to use on the high line. The train had two box cars, one of which they filled with their gear. In addition, the train was made up of three coaches, two flat cars, and the caboose 0540. The second flat car had some antique equipment: an 1898 Case steam tractor (18-horse), a home-made steam tractor, and a steam compressor.

On Thursday, December 1, 1994, the train left Durango about 7:30 a.m. and they filmed on the high line and at the high bridge.

The one flat car was shoved ahead of the train and the camera boom was swung out over the side of the train to photograph Jack at the engine and cars. They had hired 40 or 50 locals as extras who were the "passengers" in the coaches. Also, at about MP 470, along the rock wall, they shot a few "chinese" laborers working on the track as the train passed.

On Friday, the 2nd of December, the morning was spent filming on the high line again with the flat car shoved ahead of the train. The work train cleared the passenger train at Rockwood, and left the boom flat car there. They then went back out on the high line and photographed the train on the high line from a helicopter.

The consist both days would have included engine #473 (K-28), two box cars, three coaches, the two flats and the caboose. Not a bad-looking train! A date for when this feature will be in the IMAX theaters was not obtained. Members can check the local theater/movie listings. One would assume that it will be some time before the feature is put together and released to the theaters, but, a year would probably be all the time needed. It will depend on what other material is still needed.



FOUR CORNERS REGIONAL RAILROAD CONSIDERED

A recent forum was held in Durango to reconsider the prospects of a new 100-mile rail connection into the Four Corners area to spur development. This has been an ongoing project. Since 1990, the San Juan Resource and Development Council has been studying the prospects of a new 100-mile freight railroad connecting Gallup (and

the Santa Fe Railroad) with Farmington. The council has concluded that San Juan Basin coal might be able to support roughly \$40 million in investment in the railroad with agriculture accounting for another \$10 million; but that leaves the region short about \$32 million of the estimated cost of \$82 million to build the line.

A new study is underway by Gellman Research Associates Inc. to measure, by mid-1995, long-term economic benefits of a railroad to the region that might justify investment of public funds.

If the economic studies hold out hope that the regional railroad could pay for itself, proponents will work with the Navajo Nation to develop rights-of-way for the line, most of which runs through Navajo lands.

Navajo representatives believe that a railroad would bring some relief to the unemployment situation of the Navajo Nation; although, the line could displace some people from their homes and take away grazing land. This situation would be offset by the opening of new markets to Navajo farm products and wool.

The Santa Fe Railroad has always stated that it would do all it could to promote development for the export of New Mexico coal and other resources. The critical question remains unanswered: just how will the capital cost of building the railroad factor into development of energy resources.

Apparently, the coal market is very competitive and a few pennies per ton of coal can make the difference in being successful. The Powder River Basin in Wyoming and Montana can mine and ship coal so cheaply that the Four Corners council will have a tough equation to overcome. The Santa Fe Railroad would have to consider whether its direct investment in the project would benefit the railroad enough.

The Public Service Company of New Mexico's representative admitted that the thought of a regional railroad goes back at least as far as the early 1970's. There has been a lot of talk, but no real conclusions have ever been reached. The company would probably not invest in such a venture.

Electric utilities aren't planning on building any new coal-fired power plants in this part of the country, so, other markets would have to be established such as exporting coal to Japan and elsewhere on the Pacific Rim. Mexico would be another possibility.

Brad Gosche, vice president of operations for National King Coal Company, which ships 200,000 tons of coal a year out of the Hesperus area, said he was struck by the fact that he had heard nothing of forming a group specifically dedicated to pitching the Four Corners--with its abundant land and ready labor force--to new businesses whose relocation here might make a regional railroad more viable. While everyone would like to see a regional railroad funded, it will probably have to be accomplished by local business. (Sunday, 12/11/94 Durango Herald via Neal Reich)

NEWS FROM GRAND JUNCTION— D&RGW/SP DEPOT UNDER NEW OWNERSHIP

The Daily Sentinel of Grand Junction gave the following information in an October 29, 1994, article regarding the Grand Junction D&RGW/SP depot:

The Leany's, Jim and Debbie, have become the new owners of the Grand Junction Depot. They want to refurbish it to its original French Renaissance splendor. They envision a public-private partnership for a restoration project worth between \$1 and \$2 million.

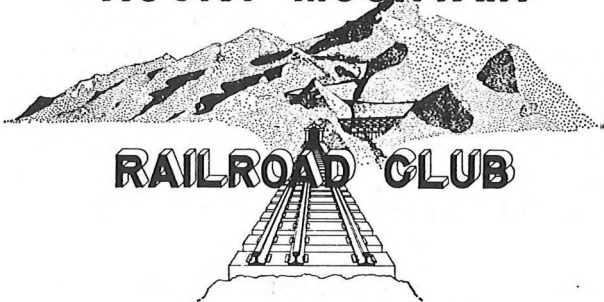
The first task will be to retile the depot's leaky tile roof, a project held in abeyance when it was discovered that the Chicago-based company that made the original tiles still manufactures them. Instead of patching the roof as originally planned, Leany has ordered 13,000 tiles for an all-new roof to be installed in January--exactly 90 years after the original roof was installed.

Leany's goal is to complete the construction and dedicate the vintage building as a community asset on April 17, 1996, the 90th anniversary of its original dedication. Then, he envisions a building with multiple uses: a transportation center--Amtrak still stops at the depot twice a day--with a city lyceum available for parties and special events, a bona fide railroad museum, and a blue-ribbon pasta restaurant, which Leany will operate.

Architect Ed Chamberlin is developing plans for a greenhouse-style addition on the platform behind the station where the building's most elegant architectural features will be most visible to patrons. (Article sent from Grand Junction by Jam L. Trowbridge)



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