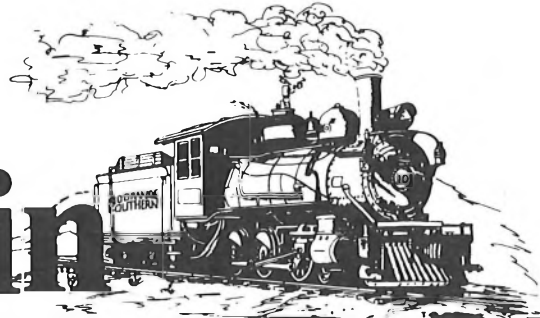


Rocky Mountain RAIL REPORT



THE ROCKY MOUNTAIN RAILROAD CLUB

MEETING SCHEDULE:

April 11, 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 80226-3048.

COPY DEADLINE ALL copy for publication in the May, 1995 Rail Report is due no later than April 11, 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 80201-2391

April, 1995..... No. 427
Club Telephone..... (303) 431-4354
P. O. Box 2391..... Denver, CO 80201-2391

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, CO 80201-2391. 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 November of the current year.

APRIL 11 PROGRAM

ANNUAL POTPOURRI NIGHT!! One of the best programs of the year is finally here! It will be put on by some fifteen members who have submitted their slides to Erwin Chaim. The Potpourri Nights have always produced excellent results--outstanding photography and exciting subjects. What will this year's event bring? Be there to find out!

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, CO 80201-2391 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, CO 80201-2391.

ANNUAL POTPOURRI NIGHT

Erwin had two or three spots open for the Potpourri Night as of the March 14th meeting. These may be filled by the time this newsletter is delivered; however, should some of you still wish to participate and were unable to get to the March meeting to hand in your slides, you may contact Erwin via the Club's telephone [303-431-4354] to advise Erwin of your desire to participate, and, if space is available, we will get back to you to make arrangements to get your slides.

MARCH PROGRAM AND MEETING

If you were not at the March Meeting, you missed an exceptional program! Jim Hurt provided an outstanding program of potpourri railing slides. Taken between 1964 and 1994, Jim presented a random selection of classic rail scenes, mostly diesel with some steam. Much of the diesel shots were of classic engines (PA's, F's, E's, etc.) in classic paint schemes of many fallen colors. While Jim entitled his program "Thirty Years of Mostly Western Train Chasing," it became apparent that anything west of the Atlantic Coast was considered "Western." Jim started out living on the eastern coast! Humor aside, we certainly enjoyed the program and wish to extend our "Thanks" to Jim and suggest that he put another program together for future presentation.

On another, more somber note, Jack Thode advised Club members that noted, long-time member, R. A. (Dick) Ronzio, had passed away and that services had been held the previous week. Dick owned a rather extensive collection of railroad photographs and provided much of this material for numerous books on railroads and Colorado. Dick held membership No. 24

and had been a member of the Rocky Mountain Railroad Club for 39 years.

NEW MEMBERS

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

Dean Berwick	Cheyenne, WY
Herbert Crammer	Lakewood, CO
Dion S. Dishong	Lakewood, CO
John F. Farrington	Boulder, CO
Nicholas Fliickiger	Switzerland
Denny Haefele	Arvada, CO
Mark R. Hoenecke	Wausau, WI
Kevin Imfeld	Durango, CO
Eric Sondeen	Boulder, CO
Mark B. Sorenson	North Platte, NE
Christol Stork	Denver, CO

ASSOCIATE MEMBERS:

Genny Conners	Brighton,)
Mary L. Denison	Arvada, CO
Dorothy Dolan	Denver, CO
Shirley Kramer	Camarillo, CA
Kathryn Shaw	Penfield, NY
Hunter Sondeen	Boulder, CO
Tracy Sondeen	Boulder, CO
Joy Varney	Torrington, WY
Susanna Weart	Arvada, CO
Shirley Wilcoxon	Arvada, CO
Margaret Kelly	Denver, CO
Elaine Jackson	Springfield, NJ

The Rocky Mountain Railroad Club regretfully announces the passing away of the following members:

Sister Mary Borgia (13-year member)	Denver, CO
R. A. (Dick) Ronzio (39-year member)	Denver,
J. Taylor Silver (30-year member)	Salt Lake City, UT

**1996 TRIP TO GREAT BRITAIN
IN THE PLANNING STAGES—
YOUR INPUT REQUESTED!**

by Keith Kirby

The Rocky Mountain Railroad Club is considering a trip to the British Isles during the summer of 1996. Planning for such a trip is very complicated and time consuming. This trip would probably cost between \$2,000 to \$3,000. To insure that there is interest in such a complex and expensive trip, the trip committee would like to have an indication of how many people would be interested. To indicate your interest, would you please take a minute to fill out the information form below! We would like to have your responses by the first of May, so we can begin planning. If we find that there is suitable interest in this trip, we will hold some planning meetings beginning later this year.

If you are interested, fill out this form and send it to:

Keith Kirby
5442 East Center Avenue
Denver, Colorado 80222-1437

NAME _____
ADDRESS _____

PHONE () _____

What are the locations you would consider absolutely essential for a successful trip to Great Britain?

If you have any questions, feel free to add them to this questionnaire form.



1995 SCHEDULE OF EVENTS

- April 11 Regular Monthly Meeting
- May 9 Regular Monthly Meeting
- May 13* Coors RR Tour [Please see accompanying story elsewhere in Rail Report. Rescheduled!]
- June 3 & 4 Annual Workday/Colorado RR Museum Excursion & 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
- 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!

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 _____

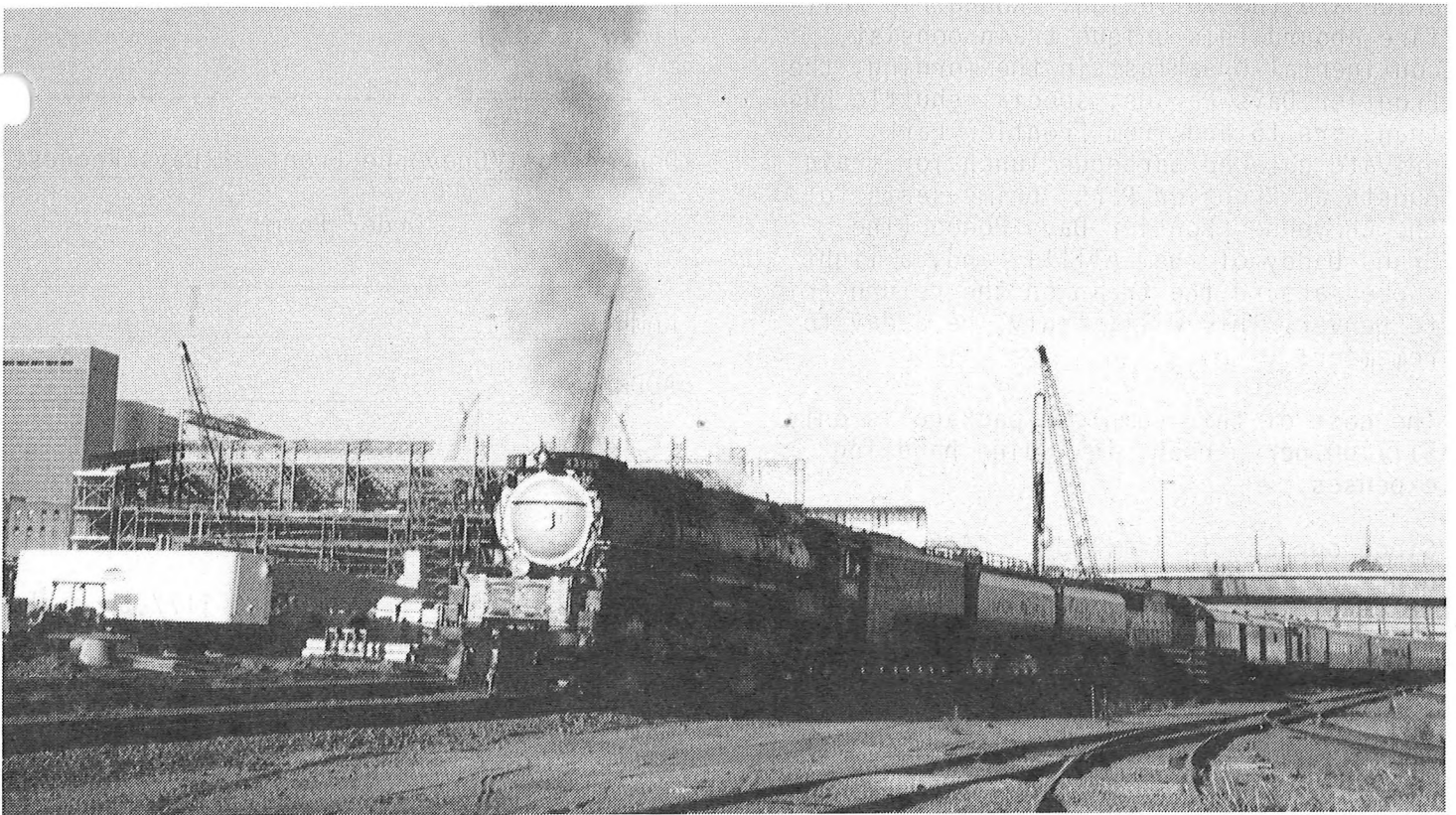
Please Print or Type. Winners need not be present.

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

NAME _____

ADDRESS _____

Please Print or Type. Winners need not be present.



A record number (1,083) of cowboys and cowgirls (for-a-day) are aboard as the Denver Post Cheyenne Frontier Days Passenger Special pulls out of Denver's Union Station on July 23, 1994. With Union Pacific Challenger #3985 providing the motive power, the consist was made up of twenty-five Union Pacific and Southern Pacific (Ski Train) passenger cars. [Pictured to the left of the locomotive, we can also see Denver's new baseball park--Coors Field--under construction; home of the Colorado Rockies. When this year's Denver Post/Cheyenne Frontier Days Special passes this point at 20th & Blake Streets, you will see the finished product!]

(Joe Priselac Photograph)



THE DENVER POST/UNION PACIFIC CHEYENNE FRONTIER DAYS SPECIAL— THE RMRRC'S INVOLVEMENT

SATURDAY, JULY 22, 1995

The Rocky Mountain Railroad Club has made arrangements with the Denver Post to have a Union Pacific streamlined coach for our members and guests to take part in this very special excursion to the Cheyenne Frontier Days Celebration. The Special, as currently planned, will have approximately twenty-five cars, made up of Union Pacific equipment and Rio Grande/Southern Pacific Ski Train equipment with the giant Union Pacific Challenger, #3985, furnishing the motive power.

This will be a jammed-packed day of exciting activities. Included in the ticket

price are the following: Roundtrip rail-fare aboard this unique train consist, continental breakfast in the morning, the Frontier Days Parade, special shuttle bus transfers to and from Frontier Park, a private catered barbeque lunch for train guests at Frontier Park, prime seats to the Cheyenne Frontier Days Rodeo (The Grand Daddy of them All!!), and, a light supper aboard the train on the return trip to Denver. This will, truly, be a day to remember!

The cost of this complete package is only \$177.00 per person, including handling expenses.

Since our car is limited to 44 seats, we urge you to make your reservations as soon as possible. *We must have all ticket requests in our possession no later than Tuesday, May 9, 1995. After that date, any remaining tickets will be made available to the general public.* Don't miss out on this great opportunity!

[Tickets and final information will be sent soon after we receive them from the Denver Post. This should be about two weeks prior to the trip]

Send your ticket requests, along with your full payment by check or money order to:

ROCKY MOUNTAIN RAILROAD CLUB
 c/o Hugh Alexander, Ticket Chairman
 700 South Elizabeth Street
 Denver, Colorado 80209

[Please enclose a SASE (#10) with your ticket order]

 Denver Post/Cheyenne Frontier Days Request

Order Form

NAME _____

ADDRESS _____

Zip _____

TELEPHONE () _____

Please Print or Type!

Please send _____ tickets @ \$177.00 each.

I/we enclose \$ _____ in full payment.



SWAP 'N SHOP

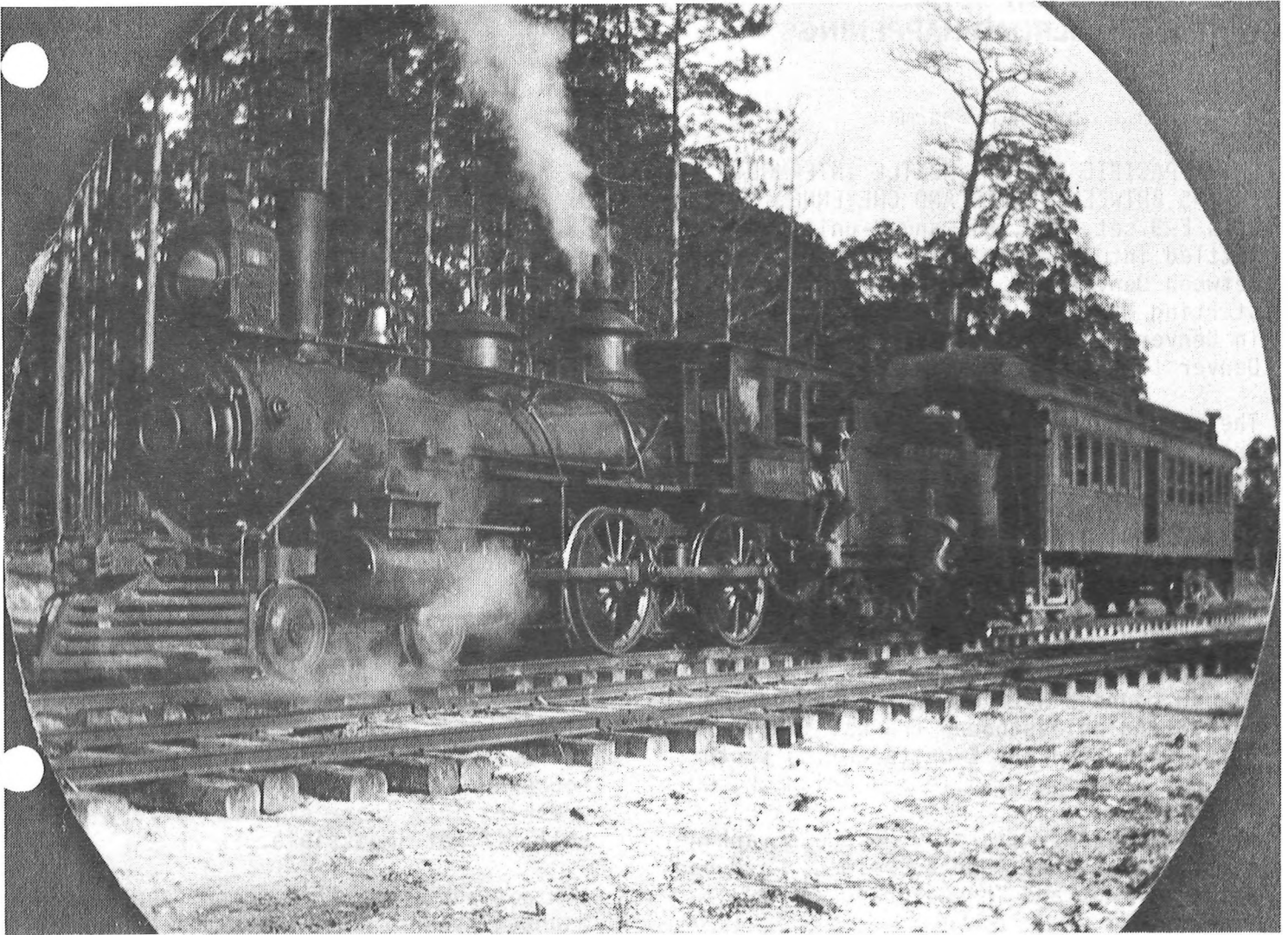
Personal ads are accepted from members for items to be listed for SALE or TRADE or WANTED. We cannot enter into any correspondence, nor will we appraise goods.

FOR SALE: Colorado Midland by Cafky, No. 2793, signed. New condition. \$200 firm. Duane Skinner, 1003 Ellston St., Colorado Springs, CO 80907. (719) 599-3318.

FOR SALE: Rail books and magazines, camera equipment. Send for list. Stan Blevins, PO Box 93777, Lubbock, TX 79493-3777. [Editor's note: It would be proper to send a SASE]

FOR SALE: The Colorado & Western Railway, 650 square feet of HO_n3 railroading containing a thousand feet of track, 100+ turnouts, hundreds of buildings and RR structures, a dozen custom painted brass locomotives [C-25's, K-27's, RGS #20 and MDC kits and partial built-ups], scores of freight and passenger cars, craftsman kits of structures and rolling stock--individually or sections of layout. From a privy to the 14-stall, stone Colorado Midland roundhouse. Written up in the February and March issues of Model Railroading [for reference]. Write or call with needs. [A current list will be difficult to keep up!] Jim Trowbridge, 502 So. Cody St., Lakewood, CO 80226-3048, (303) 988-2267.

GUESS THE RAILROAD AND LOCATION



How would you like to guess the railroad and location of this 1907 photograph of the beautiful 4-4-0, #3? We will give you two clues. It is west of the Mississippi River, and it is not in Colorado. The "Jim Crow" coach might give you an additional clue. The photograph was taken by long-time Santa Fe civil engineer, Robert A. Wood. The answer can be found in another part of this month's Rail Report. (Bob Griswold Contribution)

ANNUAL WORKDAY AT THE COLORADO RAILROAD MUSEUM

Please remember that June 3 & 4, 1995, has been set aside as the Annual Workday at the Colorado Railroad Museum to work on the Club's historic railroad equipment. Complete details will be printed in the May issue of the Rail Report. Until then, feel free to contact either Co-Chairman of the Equipment Committee, Keith Goodrich or Doug VanValkenburgh through the Club's telephone or mailing address, or, at the next meeting. Please volunteer your time and talents!

RIO GRANDE/SOUTHERN PACIFIC RAILROAD PRIVATE RAILCAR EXCURSION

This trip has been sold out! The twenty-one seats were taken up very quickly and we thank you for your enthusiastic response. We do have folks on a waiting list, should there be some cancellations; however, we do not expect to go through this waiting list. Should things change, we will advise members through the Rail Report. "Thanks!"



THE COMBUSTION CORNER— CURRENT RAILROAD HAPPENINGS

by Chip Sherman

UNION PACIFIC E-UNITS HUSTLE INTERMODAL TRAINS BETWEEN DENVER AND CHEYENNE. The UP's E-9 set, 949, 951 and B-unit 963B settled into running intermodal traffic between Denver, CO, and Cheyenne, WY, starting March 6, 1995. The units arrived in Denver via the North Platte, NE, to Denver train on March 5th.

The routine that has emerged is: the units are called for the first Denver to Cheyenne "Z" train (train symbol DECYZ) each day, departing Denver between 6:00 and 7:00 a.m. The "Z" means expedited intermodal and auto traffic. The train arrives in Cheyenne, WY, between 8:00 and 10:00 a.m. The power is serviced and called for the afternoon train CYDEZ. It usually departs between 2:00 and 4:00 p.m.. A stop is sometimes made at Speer, WY, to connect with the hot intermodal traffic coming on eastbound trains. Thus, afternoons will find the E-units coming south through Greeley, LaSalle and Brighton, CO

Remember, safety first, when photographing these operations. (Jon Bockelman, Mark Bau, Darrell Arndt and The Colorado Zephyr.

UNION PACIFIC #844 TO EMERGE FROM REBUILD IN BLACK PAINT SCHEME. UP's Northern 4-8-4 #844's rebuilding is nearing completion. The word from Cheyenne is the engine will be painted back to the black scheme. It has worn the handsome Overland grey two-tone scheme since 1987.

SANTA FE WARBONNETS BECOME RARE ON BARSTOW TO DENVER TRAIN. The silver and red-painted warbonnet scheme which has dominated the HBADV1 (BA is Barstow, CA, and DV is Denver) and HDVBA1 trains in recent months have succumbed to change. "Bluebirds" (blue and yellow-painted units of various models) have become more common on this train. Santa Fe had been running their GE model Dash 9's (600 series), Dash 8's (800 and 900 series) units on their train into the Denver Burlington Northern Yard. The train typically arrives northbound into Denver in the morning between 8:00 a.m. and noon with the power laying over at BN's 23rd Street Diesel

Shop. The southbound train is usually called around 9:00 p.m. Exceptions or extra trains are sometimes seen during the weekends. (C.W. and Andy Wirth)



FROM THE PRESIDENT

The Officers and Board of Directors received a letter from a Club member that addressed many concerns about the Rocky Mountain Railroad Club--the past, the present, and the future. This letter made me stop, and think about where the RMRRC has been and where it is going.

In this person's letter (it was unsigned), they expressed their concern about the age bracket of the regular participants in the Club activities, suggesting that most are in their "sunset" years, and, in many cases, represent very strong cliques, and, that breaking into these cliques is very difficult, if not impossible.

I'm not sure what this member considers "sunset" years, and, I see all ages at the meetings and other activities. As regards cliques, I joined the Club in 1989 and volunteered to help any way that I could; thus being elected to the Board of Directors for a 2-year term, then elected president. There may be cliques, but I believe that most of these groups are close friends or members of other clubs.

This member also felt that the election in December, 1994, was poorly run. I agree. It was not the best run election. We will strive, in the future, to do much better.

There were other concerns mentioned in this letter that I will continue addressing in future Rail Reports. In the meantime, if any member has concerns that they would like addressed, either in the Rail Report or personally, please drop me a line at 1935 Independence Drive, Colorado Springs, Colorado 80920-3705, or phone me at (719) 593-9132. "Thanks" in advance. Mike.



TIDBITS FROM MEMBERS AND FRIENDS

LATEST UPDATE ON THE GRAND JUNCTION DEPOT PROJECT. (Provided by James L. Trowbridge, Grand Junction, from an article in the Grand Junction *Dailey Sentinel*).

The new tile roof has been installed on the Grand Junction Depot with the help of many volunteers including many of the town's young people. Some of the organizations that have provided volunteer help include Montrose High School, Central High School, Palisade High School, Fruita High School, Grand Junction High School, the Grande Junction Model Railroad Club, the 'sa Historical Society and many others.

Current plans by the new owner, Jim Leany, call for the depot to turn into a combination railroad museum and restaurant. The depot opened in 1906 and closed in March of 1992. Mr. Leany plans to reopen the depot on April 17, 1996--its 90th birthday.

COMMUNITY COLLEGE TO OFFER TWO-YEAR DEGREE IN RAILROADING. (Provided by Russell A. Stuska, Arvada, from an article in the January 5, 1995, *USA TODAY*)

Overland Park, Kansas. Johnson County Community College will offer a two-year degree in railroading, believed to be the first such degree in North America. Students may specialize in conducting, dispatching, mechanics or maintenance-of-way welding.

FT. COLLINS TO REFURBISH OLD C&S FREIGHT DEPOT. (Provided by Chris Wolf, Fort Collins, from an article in the March 6, 1995, *Coloradoan*)

In the 200 block of North Mason Street sits the abandoned freight depot of the Colorado

& Southern Railroad, now beginning a new lease on life thanks to the purchase of the building by the City of Ft. Collins. It would seem that the 89-year-old C&S depot still has some untapped potential.

Fort Collins bought the building and its accompanying 2.17 acres last December, 1994, for \$690,000. Currently silent and deserted, like a piece of a Hollywood ghost town, the old depot once was the nerve center of Ft. Collins commerce.

Built during the summer of 1906, the depot is made of about 150,000 red bricks cast by the now-defunct Fort Collins Pressed Brick Company. With bay doors on the east and west sides and a loading dock that stretched 160 feet to the north, the depot played a significant role in the agricultural and commercial industries of the area. Lumber, sugar beets, mail, milk, sheep and cattle were shipped through the depot.

The structure was operated as Colorado & Southern from its opening until 1982, when Burlington Northern railroad took over the C&S and merged its operations into the parent Burlington's. The depot, which also served as a stop for the Railway Express Agency, the precursor to United Parcel Service, closed in May, 1986. Since that time, it has been vacant and slowly crumbling.

Jack Gianola, Ft. Collins' special-projects manager, said the goal of the city is to maintain the exterior of the structure. The cost of building office space in the old depot is estimated at \$1.5 million, but where the money will come from has not been decided. Work is expected to begin in 1996. During the first week of March an architect was hired to study the building and begin drafting concepts.

Acquiring the old depot is a small piece of a larger plan to expand the city's facilities into several blocks in the downtown area. That plan, which includes building a new police station and administration building adjacent to the old depot on the north, is a vision among city officials that will take as long as 25 years to complete. However, the entire expansion plan is only on paper. And be-

yond buying the old depot, the City Council still must decide how to make the plan work.

GUESS THE RAILROAD AND LOCATION ANSWER

The answer to Bob's teaser: The Burr's Ferry, Brownel and Chester Railway east of Rockland, Texas on the T. & N. O. (S.P.) near Aldridge in Jasper County, Texas. Aldridge is now a ghost town.

(Bob Griswold)

PRESERVATION FUND AND BOOK DRAWING

The prizes and winners at the March 14, 1995 meeting were as follows:

Phil Klinger / Complete Service Manual for Lionel Trains

Gene Martin / The New Haven Railroad

Chris Larscheid / Misc. Timetables and Brochures

Ruth Koons / Set of large Postcards

John Dolan / Horological Collage

Steve Mason / UP 8444 Framed Photograph

Don Zielesch / UP 8444 Booklet

Steve Mason / The Railroad that Lighted Southern California

John Holzman / American Locomotives: 1900 - 1950

Bob Blackburn / Pacific Slope Railroads

Spencer Jonland / Steam Engine Penny Bank

John Holzman / Yonder Comes the Train

Chris Larscheid / Complete set of TRAINS Magazine--1976

Chuck DeSellem / Howard Fogg SP#3661 Print

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.

NOTICE

UNPAID MEMBERSHIPS WILL BE CULLED FROM THE ROLLS AND RAIL REPORT MAILING IN APRIL

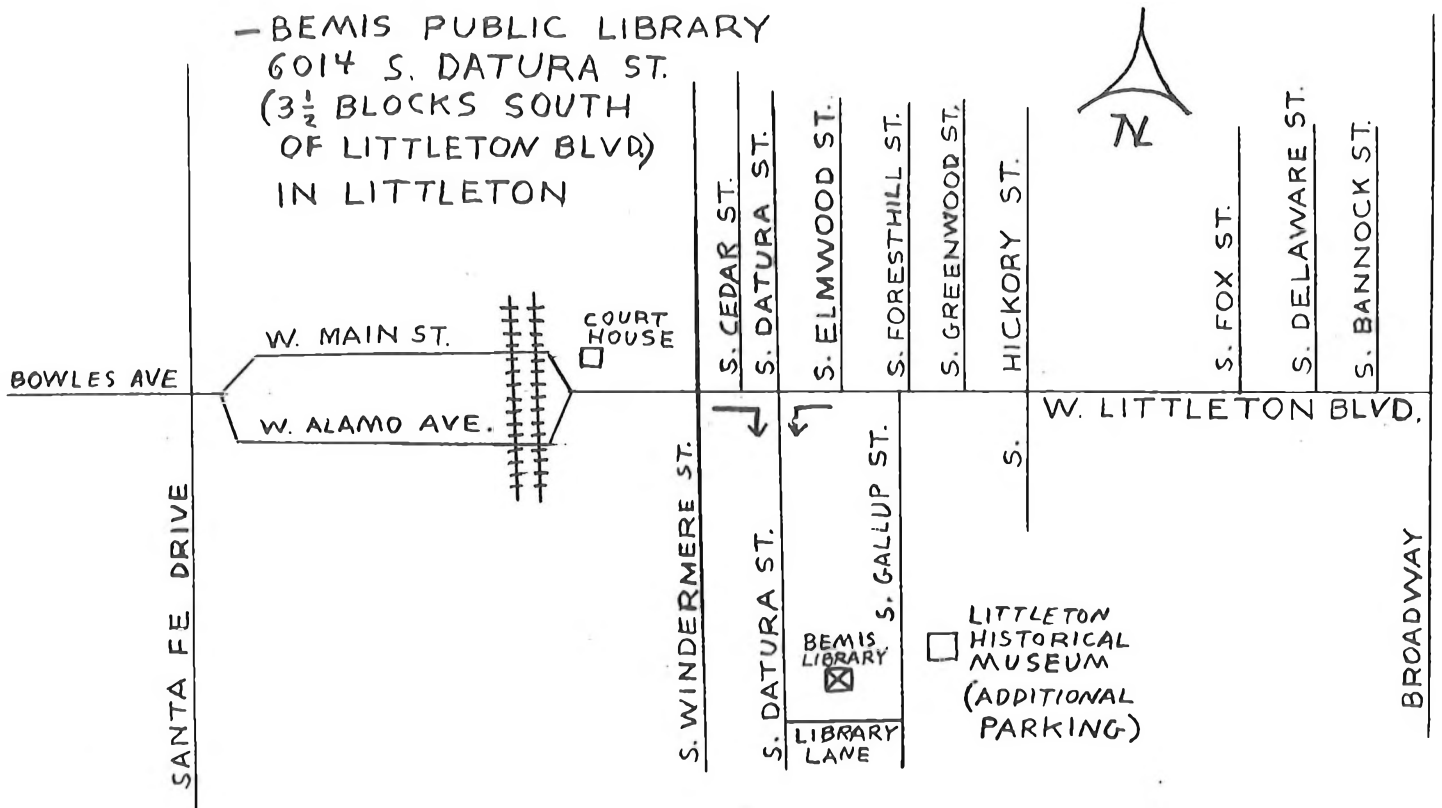
Our Membership Chairperson, Linda Johnson, wanted your editor to remind members that the Club culls unpaid members from its membership rolls and newsletter mailing list every April, as required by the Club's By Laws. Should this happen, and you then renew your membership, you would lose your membership number and would have to "rejoin" and pay the enrollment fee!

So... if you have not renewed your membership, get it done NOW! Linda will extend a "grace" period through the April meeting!



COORS RAILROAD TOUR/ COLORADO RAILROAD MUSEUM TOUR ALTERED AND RESCHEDULED

The May 13, 1995 planned excursion to the Coors Railroad and the Colorado Railroad Museum has been altered and rescheduled. The Coors Railroad portion of the event has been cancelled due to the Club's inability to negotiate a planned visit to the brewery's rail facilities. Since this portion of the event changes the direction of the excursion, your trip committee has decided to move this event to coincide with the Club's June 3rd Work Day and Colorado Railroad Museum's Steamup. Preliminary plans highlight the Museum's steamup, the Club's equipment, a picnic, and other activities. Complete information will appear in the May issue of the Rail Report.



AMTRAK CUTBACKS/YOUR CHANCE TO MEET WITH CONGRESSMAN DAN SCHAEFFER TO PRESENT YOUR VIEWS ON AMTRAK

Club member, Thomas J. Robinson, has made arrangements for Club members and any other interested parties to meet with Congressman Dan Schaefer on Thursday, April 13, 1995, at the Bemis Public Library, 6014 So. Datura Street, Littleton, Colorado. The time for this meeting is 6:30 p.m.. The building has been provided until 10:00 p.m.

Tom has provided the above map which will be helpful to those who are able to attend. Since Representative Schaefer has been against subsidizing Amtrak, this would be an excellent opportunity to offer your viewpoints, along with some factual information showing the need to retain our national passenger rail system.

Since Tom has gone to this trouble to arrange this meeting, we suggest that as many Club members as possible make arrange-

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 80226-3048.



ments to take advantage of the situation.

Club member, George E. Hinds, Woodland Park, Colorado, sent your editor copies of his letters to the Representatives we listed in the March newsletter. You might wish to think on some of his points, as well as research some of your own. Our thanks to George for providing the following thoughts via his letters:

Dear Senator (or) Representative:

I am writing to ask your support of AMTRAK. The growth of passenger train service to thousands of communities not served by airline or bus is essential to this nation. It is essential to Colorado. It is not truly not a "subsidy" as many term it; rather, it is an investment in Colorado, in America and business and people.

Many of our citizens cannot, for whatever reason, drive a car or travel by air. Many are fearful of air travel. Weather in Colorado is often a hazardous venture for motorists. To destroy AMTRAK would destroy the ability of hundreds of thousands of citizens, and especially seniors in great number, to have mobility.

AMTRAK is a reliable, almost weather-proof, safe means of travel, unlike highway and air modes. More people were killed in just one commuter airline crash recently than in twenty-five (25) years of AMTRAK operations.

AMTRAK employes about 25,000 plus tens of thousands of AMTRAK-related employees in building and supply fields. The taxes paid by AMTRAK employees and contractors *far exceed* the Congressional funding of AMTRAK.

While critics deplore AMTRAK receiving a \$1 billion annual subsidy, they are strangely silent about the \$21 billion annual subsidy to the interstate highway system plus the \$9 billion subsidy to aviation!

AMTRAK over the years is comparable to a store that has few items on the shelves — Congress has starved AMTRAK funding so that it has been forced to struggle to survive, let alone invest in plentiful new equipment to implement additional routes and meet the public demand for clean, modern, safe, all-weather rail travel.

Europe and Japan continue to expand their high-speed rail systems and operate scores of passenger trains at truly high speed (normal speed: up to 186 m.p.h.), thus reducing the air polluting and heavily-subsidized air service in crowded skies, or for equally costly, polluting and hazardous highways.

Can I count upon your support to preserving and improving AMTRAK service?

Sincerely,

GEORGE E. HINDS

ROCKY MOUNTAIN



RAILROAD CLUB

BOX 2391

DENVER, COLORADO 80201

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